

My Pride and Joy - 1942 Ford GPW

By Brian "B. Mitchell" Carlson

Wait a minute! This is a Lincoln publication! We can't be that desperate to get Pride and Joy articles that we have to resort to doing other Ford products –even for the April issue. Hold the phone, because my little Ford jeep has some Lincoln in it. Or rather on it. Just you wait and see....



Brian Carlson's Ford 42 GP on the left and his newer "everyday" Ford truck on the right. We are anxious to see the '42 on the road once again, in olive drab paint, of course. Perhaps Brian can find an old army uniform somewhere to make the picture complete.

In the early stages of World War II, and actually just before, Ford and the rest of the auto industry was shifting towards war production. The demands for material from the Lend-Lease countries represented both additional workload and additional income for the industry. Coupled with that was a nifty little quarter-ton four-wheel-drive truck that the Army had adopted which was starting to get the nickname of jeep (not to be confused with the Chrysler-trademarked Jeep). Officially, there were two variants by late 1941; the Willys MA, and the Ford GP. Both were very similar, but had yet to become unified as a single system with fully interchangeable parts. The war department awarded each company a contract to produce a couple thousand of each, to determine what the final vehicle should be. That would come by the start of 1942, with the standardization of the jeep into the G503. Willys had won the initial contract over the Ford GP's, and their improved model MB was being put together as fast as they could down in Toledo. To meet the now wartime demands of the immediate post Pearl Harbor attack military, Ford was no longer on the outside, and was also awarded a contract for making the G503 jeep. Their improved version, which was a near copy of the Willys MB – thanks to the government issuing Ford a set of Willy's blueprints for the sake of

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

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Members and guests are welcome to attend the Board Meetings which are held the *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.

Pride and Joy continued.....

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standardization – was call the GPW (G = government production, P = P-series platform, W = War Dept. standard). Some would argue that it actually stood for General Purpose – Willys, but this was more out of convenience – although it’s more than convenient since it was a Willys copy).

One interesting aside is the initial improvement over the Willys MB. When the MB initially went into production, Willys used a grille that consisted of a maze of steel slats; thusly it was later referred to as a slat grille. To facilitate quicker production, plus saving weight and time in the process, Ford engineered the now familiar stamped grille that we’ve all come to know and love for what we think of as a jeep. As further irony, although Ford designed it, Chrysler (when they were owned by the Krauts no less!) trademarked it 60 years later.

Speaking of trademarks, on the early G503 jeeps, both Ford and Willys embossed their names on the rear body panels of their respective jeeps. However, by July of 1942, the War department had directed all manufacturers to cease and desist stamping any trademarked names onto any military vehicles. Non only was this done to fully standardize production, but Uncle Sam didn’t feel the need to provide free advertising to Ford, Willys, Chevrolet, International, Dodge, Mack, and so many others. Also, some of the troops were getting picky about what they would drive – or not drive. One must remember that it wasn’t too many years before that Ford was embroiled in bloody battles with their workers seeking to unionize, and there were still people who wouldn’t have anything to do with that damned ol’ slave-driver Henry Ford,

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Trivia from the Internet



A early Stanley steam driven car, photographed in Duluth this past June.

The Stanley (nicknamed Stanley Steamer) was a steam-powered automobile produced by the Stanley Motor Carriage Company. In 1906, the Stanley Rocket set the world land speed record at 127.7 mph at the Daytona Beach Road Course, driven by Fred Marriott, picking up the Dewar Trophy in the process. This is still officially recognized as the land speed record for a steam car. It is also notable as being the marque in which William McKinley became the first President to ride in an automobile. The Steamer enjoyed a vogue in the early 1900s before eventu-

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Editors Message

September 2008

It's September, and although we have zipped through May, June, July and August, we still have another month or two of fine driving before Minnesota's bad six months set in.

We had a very nice time at Frank Warner's over at Centuria last month. If you missed the show and lunch, you missed a great day. Frank has done himself proud with his remodeled school house and it is a fine place to house his car collection and other auto related memorabilia. Frank has a fine collection of Lincolns, mostly the slab-sided variety that were very popular in the 1960's. Frank is also into Cadillac

Rescue and has a few Fleetwood's from the 1980's. These are fine cars too, considered by many to be the equal to the Town Cars, and they deserve a little attention too. It would be nice to be invited back next year.

There are a few Northstar events left this year. Our Picnic in September will be held once again at Morrie's conference and training center out on highway 12. Please see the map and related information on page 15 of the newsletter. It is free, but please bring a useful, auto related item for our auction, which will be held after lunch. Money raised at our auction helps defray the cost of the

picnic and other club expenses over the year. Please reserve Saturday, October 4th for our All Lincoln show at Luther Northtown Ford Mercury Lincoln in Coon Rapids. From 10:00AM to 3:00PM. It will be a great day, and we will have much fun. November brings our year end brunch at Al Baker's in Eagan, MN. We have done this before, the food is great and the

price is right. More details in the October issue.

The automotive journals are reporting that Ford has indeed confirmed that the next new model in the Lincoln lineup will be the MKT. It is a large car, with seating for either



Ch. Faithie is admiring the 1,000 piece 51 Lincoln puzzle, which her dad bought at the Mid-America auction this past June in Duluth. The puzzle was donated by Francis Kalvoda, and was assembled by Marion with Faithie assisting as needed.

five or seven depending on interior configuration. While loosely based on the new Ford Flex, it does not share any body panels or parts with the Flex. Engine availability will be either the 3.7 V6 found in the new MKS or the new "Eco-Boost" turbocharged, direct injection engine, making about 340 horsepower and 340 ft pounds of torque. It will hit the dealers showrooms sometime next summer. We can hardly wait, it should sell big time.

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

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ally being overtaken technologically by the internal combustion engine.

Twins Francis E. Stanley (1849-1918) and Freelan O. Stanley (1849-1940) founded the company after selling their photographic dry plate business to Eastman Kodak. They produced their first car in 1897. During 1898 and 1899, they produced and sold over 200 cars, more than any other U.S. maker. They sold the rights to this design to Locomobile.

Early Stanley/ Locomobile cars had light wooden bodies mounted on unsprung tubular steel frames by means of full-elliptic springs. Steam was generated in a vertical fire-tube boiler, mounted beneath the seat, with a vaporizing gasoline (later, kerosene) burner underneath. The boiler was reinforced by winding several layers of piano-wire around it, which gave it a tremendously strong, yet relatively light-weight, shell. In early models, the vertical fire-tubes were made of copper, and were expanded into holes in the upper

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Directors Message by Bob Johnson September 2008



I'm starting to figure out what to put in this month's column, and the header is September, *WHERE DID THE SUMMER GO!!!!* The last three months have been just a blur for us, Duluth, Prior Lake and Centuria, each place we have been was just the best. The cities we have visited were very special, but it is our members who make each event worth coming too. Our members effort to attend need recognition, Andahl's from Bismark, ND, Palmer's from Barnum, MN, and Storvick's from Austin, MN, we thank you for the time and miles spent to get to our activities. With our region being so spread out someone is always driving a great distance, be it from Burnsville, Wayzata, Apple Valley, Shafer, Princeton, Stillwater, Willmar, Plymouth, Buffalo, New Richmond, Danbury, Duluth or Centuria to attend one of our monthly functions, *THANK YOU, IT IS GREAT TO SEE OUR REGION FRIENDS.*

On Saturday, August 9th, we held our 6th Annual Out State Classic Lincoln Car Show at Frank Warner's, Classic Cars of Yesteryear. What a great turnout with 30 cars attending and seven members that left their classic Lincolns at home. A great day with beautiful cars was enjoyed by over 60 people. We all were able to enjoy friends and fun at Franks. Thank you, Frank. More on the Car Show else where in newsletter.

It is time again for you to consider being a member of our Region Board of Directors; Region election article is included in this newsletter. Please volunteer to help make our Region even better, this is your club.

Our Annual Fall Picnic will be on Sunday, September 21st, 11:30 AM. Morrie has again invited the North Star Region to his beautiful facility; Morrie's is located on Highway 12 just west of Long Lake. If you plan on attending PLEASE RSVP - We need to know how much food to buy and prepare. RSVP to Bob Johnson by Wednesday, September 17th, 651-257-1715 or email arbor-bob41@aol.com. Roger and Barb Wothe will again be our hosts, but will not return from vacation until the 17th, so please contact me so I will have all the information ready for their return. After lunch, we will be having our annual Northstar Auction, which is another way we have of raising money for club activities. Ed Myhre will again be our auctioneer, so bring your Lincoln related auto parts to our auction.

Our Fall North Star Region Car Show will again be held at Luther North Country Ford, Lincoln and Mercury in Coon Rapids, on Saturday, October 4th, 10:00 AM to 3:00 PM. Make plans on attending, this will be another free Lincoln car show. Watch for more information in the next newsletter.

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

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and lower crown sheets. In later models, the installation of a condenser caused oil-fouling of the expansion joints, and welded steel fire-tubes were used instead. The boilers were safer than one might expect - they were fitted with safety valves, and even if these failed, a dangerous overpressure would rupture one of the many joints long before the boiler shell was in danger of bursting, and the resulting leak would relieve the boiler pressure and douse the burner with little risk to the occupants of the car. There has never been a documented case of a Stanley boiler exploding in use.

The engine had two double-acting cylinders side-by-side, equipped with slide-valves, and was of the simple-expansion type. Drive was transmitted directly from the engine crankshaft to a rear-mounted differential by means of a chain. Locomobiles were often modified by their

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Classic Cars of Yesteryear Car Show

For the past five years, the Northstar Region has held an “Out-State” all Classic Lincoln car show at various locations away from the Minneapolis-St. Paul area.



Ron Goette's 1940 Zephyr

to see all of these Lincolns, in a full rainbow of colors, all under one roof. Frank also operates a rescue shelter for a few “lost Cadillac’s” and the two competing brands seem to get along fairly well together.

It was one of the finest days of the summer, sunny skies and temperatures in the mid 80’s, a perfect day to have 30 Northstar members Lincolns of all ages on display. With shade trees providing a respite from the sun’s rays, and a few lawn chairs, it was the ideal place to bring great cars and their owners together. Region attendance was good, 62 friends turned out to enjoy food and friendship. This is what the Northstar region is all about. No

need to have a body-off restoration to keep our friendships alive, just a pleasant afternoon with some nice Lincolns. We were also lucky to have a steady stream of visitors that came to view our Lincolns on display throughout the day.

New LCOC and Region Member Ron Goette of Stillwater, MN, with his 1940 Zephyr sedan and Gaye Purvis, of Cottage grove, MN and her 1940 Continental Cabriolet were the oldest Lincolns at the car show. Several of our members attended without their older Lincolns and six Northstar members drove over 250 miles round trip to our show, which is what makes it so much fun to host an event like this. We want to thank Roald and Rosalee Storvick of Austin, MN; John and Dorothy Palmer, from Barnum, MN and Paul and Deb Andahl, who once again came all the way from Bismark, ND to join us at Centuria.

We had 8 great Lincolns shown for the first time, 1954 Capri Coupe, Wayne Lundeen, Danbury, WI; 1997 Town Car, Bill Grandel, Roseville, MN; 1968 Continental Sedan, Ray Dale, Stacy, MN; 1999 Town Car, Milt and Mardy Peterson, Rosemount, MN; 1974 Mark IV, Dick Serwat, West St Paul, MN, (beautiful new paint

This year, we decided that an Out-of-State car show would be in order, with a journey across the border to Centuria, Wisconsin, the home of Northstar Region member Frank Warner and his Classic Cars of Yesteryear. Frank houses his collection in a recently remodeled former school building. He has mostly 1960’s Continental sedans and four door convertibles, at least 50-60 of them. It is really a sight to behold



John and Dorothy Palmer's Mark IV

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owners, who added third-party accessories, e.g., improved lubricators, condensers, and devices which mitigated the laborious starting procedure, and so forth.

Later, the Stanley brothers, to overcome patent difficulties, developed a new automobile model with twin cylinder engines geared directly to the back axle. Later models had aluminum coachwork, but retained many antiquated features, for example the unsprung tubular steel frame.

The Stanley Motor Carriage Company operated between 1902 and 1917, and outsold every gasoline-fueled car, with sales second only to Columbia Electric. The cars made by the company were referred to as Stanley Steamers. When they shifted the steam boiler to the front of the vehicle, the resulting feature was called by owners the "coffin nose." In order to improve range, condensers were used, beginning in 1915.

A Stanley Steamer set the world record for the

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Lincoln Show continued.....

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and top); 1967 Continental Convertible, John and Sue Coyne, Plymouth, MN; 1953 Capri 2DR, Jack Boucher, Taylors Falls, MN and a 1940 Zephyr Sedan, Ron Goette, Stillwater, MN.

Our Peoples Choice Award for Best of Show went to a Maroon 1942 Lincoln Cabriolet, Roger



Bob Johnson with our host, Frank Warner.



Bob Johnson, Center, with Barb and Roger Wothe.



and Barb Wothe, Wayzata, MN. Our 2nd place award went to a Pearl White 1954 Capri Convertible, Ed and Linda Haedtke, Andover, MN. Our 3rd place award went to a Light green 1974 Mark IV, Dick Serwat, West St Paul, MN. Our Long Distance award went to Paul and Deb Andahl, driving a 1978 Mark V, over 500 miles one way from Bismark, ND. Ten North Star Region hats were given away as Door prizes.



The Nelson's 48 Continental at Jensen's.

Words fail us when we try to convey our heartfelt appreciation of the fine meal and the superb hospitality that Frank Warner provided to our club members. The atmosphere inside the Car-Atorium was wondrous, any auto-aficionado would have loved to be able to see this fine display of timeless classics.

Tables were placed in the center of the room for dining and visiting with friends. It was announced that our host was celebrating his 84th birthday, and we serenaded Frank with our slightly off-key version of Happy Birthday to you. Frank was at his best, helping us all enjoy the day and was presented with a large Northstar Region Plaque commemorating his sponsorship of this great event.

After the car show was over, many of our members ventured over to Erling, Betty and Marc Jensen's to view his old time Gas Station, several other historic shops and their classic car collection. This side trip was truly icing on a very fine cake.

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August 2008 Board Meeting

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fastest mile in an automobile (28.2 seconds) in 1906. This record was not broken by any automobile until 1911, although Glen Curtis beat the record in 1907 with a V-8 powered motorcycle at 136 mph (218 km/h). At first, production was limited, but it rose to 500 cars in 1917.

During the mid to late 1910's, the fuel efficiency and power delivery of internal combustion engines improved dramatically and the usage of an electric starter rather than a crank, which was notorious for injury to its operators, led to the rise of the gas-powered automobile (which eventually was much cheaper). The Stanley company produced a series of advertising campaigns trying to woo the car-buying public away from the "internal explosion engine," to little effect. An advertising slogan for these campaigns was, "Power - Correctly Generated, Correctly Controlled, Correctly Applied to the Rear Axle." These

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August 7, 2008

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

DIRECTORS REPORTS

Regional Director Bob Johnson reviewed the upcoming August 9th Car Show at Frank Warner's in Centuria WI and also a side trip to tour Erling Jensen's Old Time Garage and a reminder of the September 21st picnic at Morries. There was a notice in the North Star News to vote for our two directors - Glenn Kramer and Dan Szwarc. There will be an election soon for two Director's positions. Both Bob Roth and Bob Gavrilesu agreed to run again. Any further nominations should be directed to Bob Johnson.

Treasurer Harvey Oberg reported the treasury balance to be \$2,964.83 with all bills paid.

Publications and Membership Director Dave Gustafson reported that we have five new members from the Mid America Meet bringing the total to about one hundred fifty. He wants more "Pride and Joy" articles.

Projects Director Bob Gavrilesu reported that CDs of the Mid America Meet are still available from Brian Carlson and North Star Region baseball caps are available for \$10.00 each.

Activities: Picnic at Morries in Long Lake at noon Sunday, September 21st. Directions may be found in the newsletter.

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at Culver's, Thursday, September 4th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

More Car Show....

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Deb and Paul Andahl thinking about how much fun it would be to drive back to Minot on this cycle - side car combination.

The best just got better. That is what the Northstar Region does best, bringing good people and fine cars together, to experience a wonderful day together. Our thanks to all who attended, we enjoyed your company. See you next month.

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campaigns are early examples of a fear, uncertainty and doubt type advertising campaign, as their purpose was not so much to convince the audience of the benefits of the Stanley Steamer car as to plant the notion an internal combustion automobile could explode.

In 1917, the brothers sold their interests to Prescott Warren. The last Stanley Steamer was produced before 1927. The company endured a long period of decline and technological stagnation. As the production specifications show,¹ no models with a power output higher than 20 hp were produced after 1918. Far better cars were available at much lower cost - for example, a 1924 Stanley 740D sedan cost \$3950, compared to under \$500 for a Ford Model T. Widespread use of electric starters in internal combustion cars eroded the greatest remaining technological advantages of the steam car.

Efficiencies of scale, a lack of effective advertising and general public desire for higher

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Pride and Joy continued...

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even if they were drafted.

By February of 1942, all civilian car production had stopped and war contract work had taken over industry wide. At Ford, this meant that a lot of their production was oriented towards their version of the improved jeep, the GPW. To facilitate greater production, Ford utilized several plants to build the jeep. While four assembly plants did the final assembly – Chester, PA, Dallas, TX, Louisville, KY, and the vast River Rouge complex’s Assembly Building B, the bodies for all plants were stamped, fabricated, and assembled at the Lincoln plant in Detroit, where weeks before the 1942 Zephyrs and Continentals were built. One of the reasons that the Lincoln plant was used for jeep body production was that it took little to convert the existing tooling on site and that the personnel, well versed in unibody construction techniques, would easily adapt to fabricating the jeep bodies. While this worked well for one and a half years, further production streamlining meant that by mid 1943, both Willys and Ford went to sourcing their bodies from Central Body of Connersville, Indiana (where up to seven years earlier Auburn’s were built). By the end of the war, to say that the jeep was firmly entrenched as one of America’s greatest vehicles would be an understatement.

On to my ragged little Ford GPW. My friend Stu Lenzke out in Minot, ND (owner of a 1980 Mark VI 4-door) had acquired two early Ford GPW’s several years ago on two separate occasions. In 2002, he came to the conclusion that he would never get around to restoring both jeeps, and to repay a debt, gave me one of them. This was Miss April. It is one of the early production jeeps, serial number 19602 and was accepted by the ordinance department of the US Army on April 28, 1942. It was also amongst the first jeeps built at the Chester assembly plant, and like all jeeps from April of 1942, it has a Ford-script embossed on the rear of the body, which was made at the Lincoln plant. Thusly, one could rightfully say that I have a Ford, which is bodied by Lincoln. While the body that was on “Miss April” is rusty and not practical to restore, I have since purchased another original early 1942 Ford script body that is rust free and will be used to restore her to her former glory.

While restoring a G502 jeep can be a challenge, it is also easy to locate parts. That is, if you aren’t particular on wanting to authentically restore an early GPW. Today, all one really needs to restore – or pretty much make - a WWII jeep is a title and money. ALL of the parts are available to some extent, including reproduction frames and bodies via a company in the Philippines. However, that doesn’t necessarily apply to my early GPW. Due to licensing issues, no one makes the unique Ford-script rear panels anymore. The other thing that makes restoring a GPW a challenge is the fact that while Ford complied with the edict to no longer stamp their logo on the bodies, they continued to stamp or cast all of the parts they made themselves with a script F. Some believe this was to verify warranty claims from the government, other feel that this was ol’

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More Pride and Joy

Northstar Elections

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speeds and less fussy starting than were possible with the stagnant Stanley technology were the primary causes of the company's demise.

Jay Leno, host of the Tonight Show, owns and drives a Stanley Steamer to work. Even though it leaks water, it remains one of the favorite cars in his collection.

There is a carpet cleaning service in the US operating under the trademark Stanley Steamer; presumably the peculiar spelling was adopted so they could register the name as a trademark.

In the movie Cars, the founder of the town of Radiator Springs is named Stanley. While his name suggests a Stanley Steamer as his model, he is actually modeled after the farm truck in the Pixar short Boundin'. Whether or not this truck is a Steamer is not known.

Natalie Wood drove a Stanley Steamer in the movie The Great Race.

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Henry's way of marking his turf. This even included gaskets and bolts. As a script F isn't a registered trademark, some of the parts are available as aftermarket. However, the best source for correct GPW parts for a restoration is an actual GPW. Thusly, the plan is to reuse as many of the original components as possible. Which is in a true sense what restoration is all about.



Body off frame, beginning restoration.

Most of the work is currently being done by another friend of mine from Minot, Key Yuly, who collects military vehicles ranging from a 1935 Chevrolet 1 1/2-ton army truck to his fleet / battalion of M151 jeeps of the Vietnam era. We have stripped my GPW down to the bare frame, and are putting it back together one bit at a time, the right way with the right parts. As of now, the only tough piece that I'm missing is the engine block. The Ford jeep engines were weaker than the Willys Go-Devil motors that they copied, and very few survived the war. Mine was replaced with a Willys block, and since my restoration goal is to fully restore Miss April to her "sitting on the shipping lot at the Chester plant" condition, I'll need to find a GPW block. The rest is relatively easy....

At the August Board meeting we discussed election of Officers to the North Star Board of Directors for 2009. Each year in the fall, our Region is required to elect by blanket ballot, one third of its Board of Directors. The term of office for a Region Manager is three years. Those positions will be filled by nominations in September and election using a mail in ballot in October. The new Board of Directors will elect Region Officers for a term of one year in November for 2009.

All active members of the region are eligible to nominate and vote in the election. There are currently seven Directors. The bylaws call for at least five directors, but no more than nine.

The region needs and wants 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 region along in the direction that you feel is best. Help us make the region better, it is your club. If you are able to help, please send your nomination to our Region Secretary, Roger Wothe, by September 22nd. Roger's address is in our Region Directory.

If you have questions about the duties and functions of the Board of Directors, feel free to call any board member. Bob Johnson and Bob Roth's terms will be up and they have agreed to run again. The election will be certified at the November board meeting. Your participation is encouraged. It is your club and to make it better, please become involved in the governing process.

Northstar LCOC Welcome Wagon

By Francis J. Kalvoda – Willmar, MN
320-235-5777 – fjk@charter.net

This month the Lincoln Welcome Wagon heads east. Both new members joined as a result of a club activity at Frank Warner's private school for Lincoln lovers – and I am sad to report, I missed school that day! In all my years as a student and then a teacher, I never missed the first day of school for over 50 years and then I missed Frank's college of Lincoln knowledge. I need to serve detention – in Wisconsin!



Our first new members are also my fellow Early Ford V8 Club members: Ron and Dianne Goette, 1620 Olene Court, Stillwater, MN 55082. Ron and Dianne can be reached at 651-436-8359 or wdcen-tury@aol.com. Ron's email address reflects his interest in Century wooden boats and Ron and Dianne have enjoyed visiting the Mikkelson Boat Museum in Willmar (world's largest collection of Falls Flyers). Ron and Dianne are currently building a wood working shop to work on the wooden boats and some car related projects too. Their low mile champagne tan colored '40 Lincoln Zephyr four door sedan is a very nice, very original car. The '40 Zephyr three window coupe is a project car (Zephyr coupes are one of my personal very favorite cars of all time). Another 'work in progress' car is the '51 Ford Crestliner vinyl topped tudor, produced for only half of the 1951 model year until Ford introduced the Victoria two door hardtop. There is also a 1967 Mustang convertible and a 1955 Oldsmobile convertible in the Goette collection. Ron and Dianne were LCOC members a few years ago so we welcome them back!



Marc Jensen is our next new member. Some of you lucky LCOC members found Marc at 1733 180th Avenue, Centuria, WI 54824 after visiting Frank Warner's collection. Marc can be reached at 715-646-2422 or harleyavantipackard@yahoo.com. Marc's email address also reflects his interests. Marc is currently restoring a 1946 Continental convertible. If anyone knows of some replated or NOS trim or grill for the '46 let Marc know as he is not looking forward to the replating expense for his. Making

our way through his email address, we have two Harley-Davidsons; a 1917 and a 1956, both with side cars! There is also a 1913 Indian motorcycle. The Avanti is a turquoise 1963 Studebaker Avanti. The Packard is a black Model 120 business coupe (another one of my all time favorites). For economy there is the 1920 Briggs Buckboard which resembles and has the comfort of an early go-cart. Marc's vintage auto interest is due in part by his parents Erling and Betty Jensen. The Jensen family is no stranger to the Willmar area as they have participated in the New London to New Brighton Run with their 1908 Cadillac. They also have a Stanley Steamer!

Let's give a **BIG LINCOLN WELCOME** to our new members and to prospective members. I hope to see you at the September picnic. Temperatures and leaves will soon be falling, so enjoy your Lincolns as often as you can.

For Sale....



1949 Lincoln 9EL Black Sport Sedan. Like new factory paint. New carpeting. Chrome is in excellent condition. Front seat upholstery needs some attention. Engine runs perfect and doesn't use any oil. Car has Hydramatic automatic four speed drive. Radial whitewall tires.

I am the second owner of this fine Lincoln, which I purchased in 1990 with 28,266 original miles. It had been stored in a heated garage for its first 40 years. The Mileage is now 43,500. Fairly priced at \$20,000.

Call Larry Trusty at 507.645.6799.
Northfield, MN

Wanted

1956 or 1957 Mark II in number two condition.

Prefer an Air Conditioned car.

Silver with Red Interior, with White or Maroon a second choice. Mileage to 70,000 acceptable.

Will pay fair market price or better depending on condition and documented history.

Call John W. McDowall 320-251-8640
email: johnmc@mcdowallco.com



1942 Lincoln Continental Cabriolet. Body 112 of 136 built. HV12 engine, brake system, transmission, drive train have all been rebuilt. Vacuum windows work well. All trim was restored by Ron Bloom. Gold interior trim. Interior is all tan leather, tan rugs, tan top. This is the third V12 that I have restored. As close to 100 points as possible. Bristol (dark) blue paint. Ready to show and drive. Price \$120,000.

Call Barton Newlin at 916.791.1608
Granite Bay, CA

Wanted

1940 - 1941 Lincoln
Continental and Zephyr Parts
Anything Considered
Call Harvey 651-739-9754

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

Great Automotive Buys...

For Sale

1979 Mark V Cartier Edition

Light Champagne, Matching Interior
Equipped with 400 CID engine and all the
usual equipment found on a Mark V.
Low Mileage - 38,300 Miles
Good Looking, Inside and Out
\$10,500/Best Offer
Call Ray at 612-722-9966

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)

Nice seats for 1979 Lincoln Town Car. '75-'79 should work. Prefer tan color since the car is painted a gold tone.

For Sale: 1988 Beige Town Car, leather interior, 109K, \$1900. 320-587-4415 (Hutchinson)

Call Francis Kalvoda, Willmar 320-235-5777

1972 Mark IV, white, brown leather, VERY nice, 79K miles, \$4500. Virgil Anderson, Boyd, MN 320-855-2545.

1979 Lincoln Versailles, Black & Silver, gray leather bucket seats, 57K miles, EXCELLENT throughout, \$6000/bo. Also a beautiful black 1978 Mercury Grand Marquis, red cloth interior, new tires, 83K miles. Both cars pampered since new. LaVerne Shoenborn, Mahnomon, MN 218-935-5503.

For Sale

1988 Town Car, with 45,000 miles. Has new tires and battery, and looks like new. Gray with gray soft half-top, rectangular opera windows and side lights.

Call Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN Fairly priced.
Email: donp@mwsco.com.

For Sale

1947 Continental Coupe
All Original V-12 Good Looking and Good Running
Same owner for 35 years. Always stored in a warm,
heated garage.

Call 507-567-2256 after 6 PM

For Sale:

4 – 1993 MK VIII wheels, painted, rare.
Very good condition \$120.00

4 – 1993 MK VIII wheels, chrome, poor condition \$80.00

Call Bob Gavrilesu at 651-488-3878

FOR SALE

1967 CONTINENTAL CONVERTIBLE
Dark Green, very nice condition inside and out.
In good condition mechanically

Priced right to sell now
\$10,000

Please call Richard Serwat 651-554-0716

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



For Sale

1989 Lincoln Town Car 8-9 passenger Limo. Silver with dark blue leather interior. 63,000 actual miles. Always privately owned, not a rental. Hess-Eisenhardt conversion, 56 inch stretch, 4 door + 2 hidden doors for easy entry/exit - unique! Just serviced, drive anywhere. Very nice classy car for only \$4989. Francis Kalvoda, 320-235-5777.

For Sale: 1989 Lincoln Town Car, white with tan cloth interior. Good work or school car. \$800. 320-599-5130

For Sale



1940 Continental Coupe, with much of the mechanical work completed. Needs wiring, exhaust system interior and painting. Health reasons prevent completion. Easy finish and fairly priced at \$14,500.

Contact Marvin Paul at 605.334.4336
Sioux Falls, SD

For Sale

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

2 front fenders for 46-48 Lincoln Right and Left

56 Lincoln fender skirts good condition

56 Lincoln hood ornament

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. "64-65" windshields available now.

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 Annual Region Picnic, **Sunday, September 21st**. See attached flyer.

October Fall North Star Region Car Show, Lincoln Car Show, Luther North Country, Ford, Lincoln Mercury, Coon Rapids, **Saturday, October 4th**, 10:00 AM to 3:00 PM See back page for map and information.

November Year End Brunch, Al Bakers, Eagan MN, **Sunday, November 16th**, 11:30AM Map and details in October issue.

Now Here is the Deal

For every story about a member's favorite Lincoln (the Pride and Joy front cover article), we will send out a 2008 Northstar LCOC Club Calendar. This twelve month calendar will feature pictures of our members fine cars in color, and will be available in October. We need your stories and you can always use a 2009 calendar. Please send your story today to NSLCOC, 308 Brandywine Drive, Burnsville, MN 55337.

Willmar Car Club 2008 Car Buffs' Breakfasts

ALL AREA CAR ENTHUSIASTS ARE WELCOME TO JOIN US

9 a.m. breakfasts on the first Saturday of each month, May - November. Door prizes and announcements follow the breakfasts. Often, there are after breakfast tours or activities. PLEASE JOIN US! For more information call Francis (320) 235-5777 or view www.willmarcarclub.com.

8:00 a.m. SEPTEMBER 6, Willmar, Rick's Royal Steakhouse, 2300 Hwy. 12 E. At 9:30 a.m. the Glacial Ridge Model T Tour will leave the Holiday Inn. We will see the historic cars begin their historic tour.

OCTOBER 4, Litchfield, Peter's on Lake Ripley, 405 West Pleasure Drive - off Hwy. 22 S. (Leaf tour follows)

NOVEMBER 1, Clara City, Full Throttle Supper Club, 142 First Ave. NW

BACK ISSUES OF THE NORTHSTAR NEWS ARE 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.

FALL NORTHSTAR LCOC PICNIC

FREE TO ALL MEMBERS

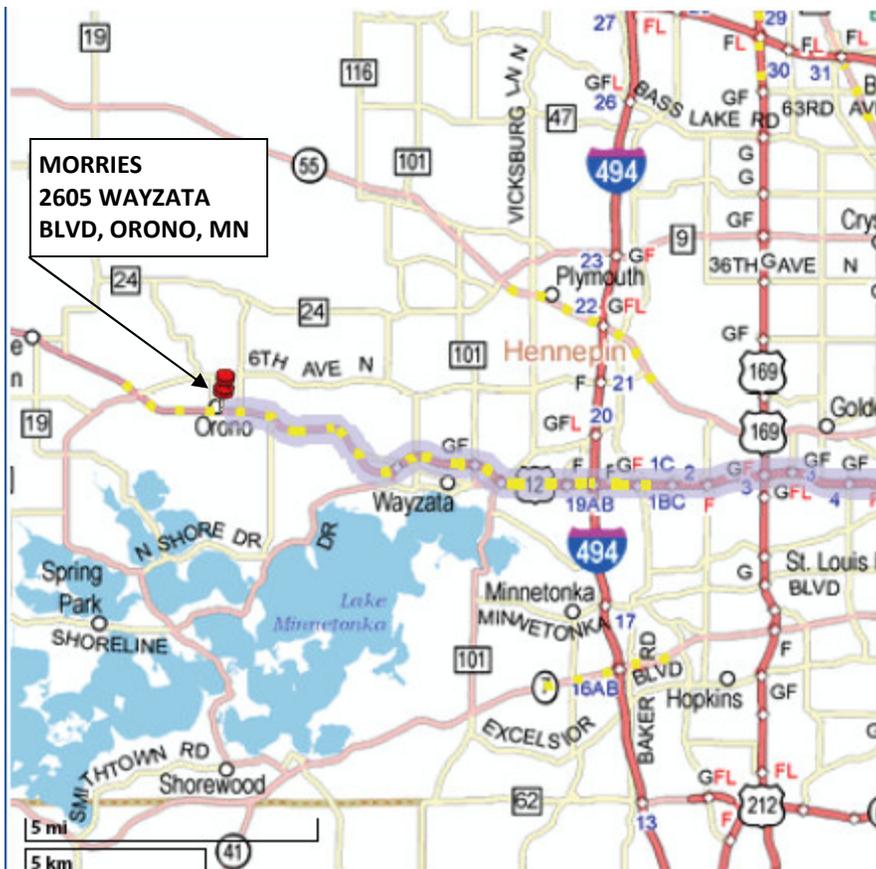
Our annual fall Northstar Picnic will be held on Sunday, September 21st, 2008.

Roger Wothe has made arrangements with Morrie Wagener to once again use his training and conference center 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.

RSVP Bob Johnson as soon as possible at 651-257-1715, or email: arborbob41@aol.com no later than September 17th.



DIRECTIONS

Highway 394/12 West.

Watch for Highway 12 signs and continue on Highway 12 to Orono.

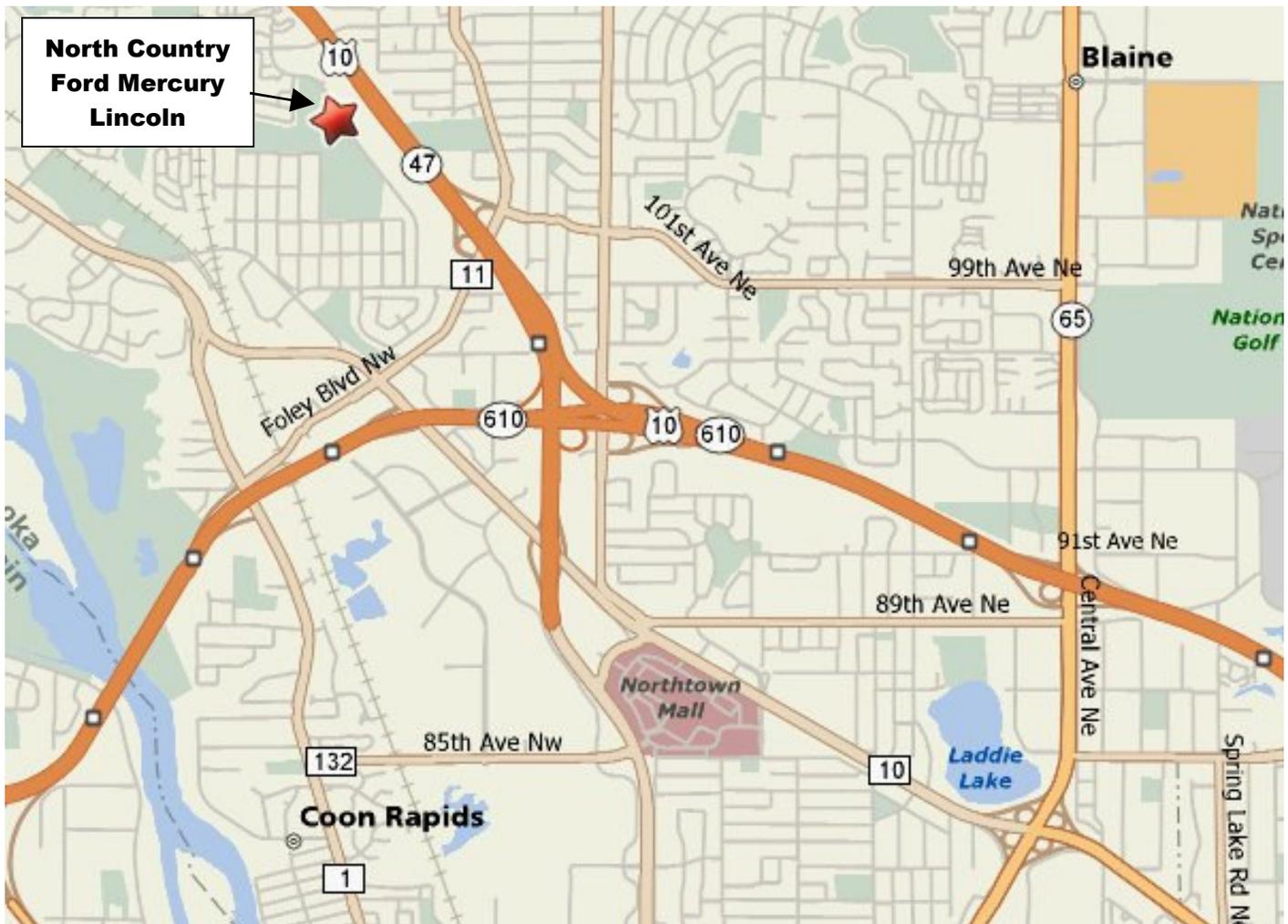
Make a U turn at North Old Crystal Bay Road and travel approximately 2/10's of a mile. Morries is on the South Side of Highway 12. Look for the Lincolns in the Parking Lot on the East Side of the Building.

Address: 2605 Wayzata Blvd West, Orono, MN

If lost, call Bob Johnson's Cellphone.

651.587.1212

FALL LINCOLN SHOW, SATURDAY, OCTOBER 4, 2008 North Country Ford Mercury Lincoln



Join us at North Country Ford Mercury Lincoln, 10401 Woodcrest Drive, Coon Rapids, for our fall All Lincoln Car Show. 10:00 AM to 3:00 PM.

We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be prizes and lunch will be at one of the nearby restaurants. Set this date aside now. Lets get those Lincolns out for one last time this year. Prior years we had great weather and good times for this last car show of the season. Lets do it again this October 4th. See and drive the new MKS.

Call Bob Johnson if you have any additional questions. 651-257-1715

I-35W to US-10. Go West on Highway 10, distance of 4.8 Miles. Take the FOLEY BLVD NW/CR-11 exit. 0.8 Miles. Keep RIGHT at the fork to FOLEY BLVD NW/FOLEY BLVD/CR-11 East 0.3 Miles. Turn RIGHT onto 99th Avenue NorthWest. 0.1 Miles. Turn Right onto WOODCREST DRIVE NORTHWEST 0.7 Miles. Luther Ford Mercury Lincoln is at 10401 Woodcrest Drive NW.
Call Bob Johnson at 651-587-1212 if you get lost along the way.