

## A True American Classic



The only known surviving “Road Race Lincoln,” on display at The Lincoln Motor Car Museum, Hickory, Corners, Michigan.

The Second Annual Homecoming, the gathering of all that is good and great, took place this past August at the Lincoln Heritage Motorcar Museum, Hickory Corners, Michigan.

For those who say “you can’t go home again,” it is possible, if you are attending the great homecoming held the second weekend of August at the Lincoln Museum. This year the event was sponsored by the Road Race Lincoln Register (RRLR), one of the four Lincoln clubs, along with the Lincoln Owners Club, the Lincoln Zephyr Owners Club and the Lincoln and Continental Owners Club who joined together to plan and build this great museum.

As this year’s homecoming was hosted by the RRLR, it was only fitting that the most iconic example of the Road Race culture, the 1954 Lincoln Capri, owned and raced by Ray Crawford would be the centerpiece of the show. After considerable negotiating by Charlie Berry from the RRLR, a three-month loan agreement was reached with the National Automobile Museum in Reno to permit the Capri to be displayed at the Lincoln Museum.

The driver of this very famous Lincoln, Ray Crawford was born in Roswell, New Mexico, Crawford served as a U.S. Army Air Corps fighter pilot and flew the P-38 Lightning in combat over North Africa in 1943. He was tied as the top-ranking fighter ace of the 97th Fighter Squadron with six enemy aircraft confirmed destroyed and one probably destroyed. Rotated home, he eventually be-

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

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## *Board Of Directors - 2016*

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Director	Richard Eilers	H(218)393-5747	dickido@aol.com	2017

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

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

### *Second Annual Homecoming continued.*

*(Continued from page 1)*

came an early jet pilot. At war's end Crawford was evaluating the Lockheed P-80 Shooting Star at Burbank, California and was to have flown the very aircraft that fighter ace Richard Bong was eventually killed in. He was awarded the Distinguished Flying Cross and the Air Medal with 14 Oak Leaf Clusters before separating from active duty as a Captain in February 1946. Crawford remained in the Air Force Reserves until April 1953. It is to be noted that Richard (Dick) Bong was a native of Superior, Wisconsin and has an airport, the Richard I. Bong Airport in Superior named after him, along with the Richard I. Bong Memorial Bridge between Superior and Duluth, Minnesota.

Crawford was introduced to racing by Sam Hanks, a former high school classmate, and competed notably with unlimited hydroplanes and automobiles. He drove in the AAA and USAC Championship Car series, racing in the 1954-59 seasons with 9 starts, including the Indianapolis 500 races in 1955-56, and 1959. In 1954, he won the stock-car class of the Carrera PanAmericana (a nine-stage, five-day race across Mexico) in a Lincoln. He also finished seventh and fourth in the invitational "Race of Two Worlds" events held at Monza Autodrome, Italy in 1957 and 1958, respectively.

In 1955, Crawford drove a Lincoln-Kurtis sports car at the 12 Hours of Sebring and finished the race in thirteenth position after running the entire length without a co-driver. To date, he is the only driver to have



Ray Crawford with his 1954 Capri.

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## Trivia from the Internet



W. K. Kellogg  
1961 - 1951

*American food industrialist Will Keith (W. K.) Kellogg (1860-1951) founded the company that bears his name after creating the world's first flaked cereal. His "Toasted Corn Flakes" laid the foundation for the later success of The Kellogg Company, which dominated the packaged breakfast food market in America for much of the twentieth century. Kellogg bested his competitors in a crowded field by relying heavily on advertising and promotional gimmicks, but he was an early pioneer in brand management, and more than a century after his company came into being in 1906, Kellogg cereal boxes still bear his distinc-*

*(Continued on page 4)*

## Editors Message

September 2016

Labor Day is almost here. The unofficial end of Summer and all that is good and great. We are just beginning September, and I am still wondering what happened to June, July and August.

For me, the last six weeks have been fairly busy, occupied with the North Star road trip down through Iowa and Missouri; the trip over to Hickory Corners and the Lincoln Second Annual Homecoming; and finally spending part of a day checking out all the nice Zephyrs at the Midwest meet in Red Wing. Lincolns, Lincolns and more really nice Lincolns, some very old and some fairly new, all interesting and all great examples of what the brand should look like.

Hickory Corners was interesting. While not the largest of the recent Lincoln brand shows at the museum, the cars presented were some of the very best that I have seen. All decades were represented, model Ks from the 20s, Zephyrs and Continentals from the 30s and 40s and of course the wonderful Road Race vintage Lincolns of the 50s. As the Homecoming event was hosted by the Road Race Lincoln Register folks, it was only natural that we would see some examples of those fine cars. Elsewhere in this issue we have more detailed coverage from that event along with some pictures of the various Lincolns at the homecoming.

For over a year, we have been teased with pictures and press articles about the all-new 2017 Continental. I was able to see the design exercise/prototype which was on display in the

Lincoln museum. There are some differences between the prototype and what actually made it to production. Lincoln had brought over a new one that was on display in front of the museum for those who were interested in a close up look. And on Saturday, a senior executive from Lincoln brought one that he is using as his personal car. It was



Sweet Olga, enjoying a nice summer day at the Heart Of The City park in Burnsville. Every girl likes to get out of the house once in a while.

left open and those of us who wanted to get very close and personal with the Continental were invited to climb in and sit behind the wheel. Whatever your past opinions of Lincoln have been, the new Continental is definitely not your father's Town Car. For Lincoln, those days appear to be long gone and best forgotten. Lincoln is trying very hard to recast its image as a new luxury car, appealing to a more limited market segment, and hopefully not seen in rental car fleets and limo service. From

the two models that I saw up close, the fit and finish were as good as most of the higher end Japanese and European luxury models. The list of available equipment just goes on and on. The more equipment you add on, the higher the price goes. Base price is around \$45,000 and can go as high as \$75,000 if you check all of the many boxes on the order form. Not to worry, it will go very fast down the road, if you get your Continental equipped with the 3 liter, 400 horsepower engine. The Hot Rod Lincoln lives again. And for not an insignificant amount, you can have one in your garage later this fall.

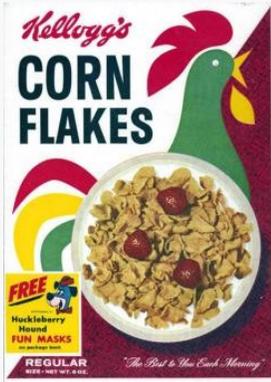
Till next month... David, Marion and Sweet Olga, the Samoyed.

*Directors Message by Bob Johnson September 2016*

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tive signature as a logo.

Kellogg was born on April 7, 1860, in Battle Creek, Michigan, a city located about 110 miles west of Detroit. He was the seventh of sixteen children born to John Preston Kellogg and Ann Janette Kellogg, both of whom joined a burgeoning new religious group in the city known as the Seventh Day Adventists. This Protestant Christian denomination was known for observing its Sabbath, or holy day, on Saturday instead of Sunday, and members were urged to follow the church's recommended diet, which forbade meat, alcohol, and caffeine.



Kellogg's father owned a broom manufacturing company in Battle Creek, and young Will went to work there at the age of 14, after leaving school. In marked contrast to his

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The past two months have been very busy with trips to Missouri, for our 14th annual Lincoln car show, this year at Dick Koop's and the second annual Lincoln Homecoming at Hickory Corners. The hot weather and lots of rain were no impairment, the "shows must go on." Our North Star members are a very hardy lot and will figure out a way to enjoy our hobby even under the most extreme conditions.

Jay White's promotion of the Maple Grove car show provided a very unexpected result. Jay wound up buying a white Mark II that someone else had to pass on buying. Another white Lincoln for the White house in Apple Valley.

Even more good news. Ray and Jeanne Nelson finally sold their house in Princeton and have moved to their new abode in Ham Lake.

The Johnson's final road trip for this year will be to the Denver area for the Western National Meet in September. This year we will put on about 7,000 miles going to Lincoln car shows and will cover over 10 states. With fall just around the corner, get out and enjoy your Lincoln while you can.

We did have a special train day, Saturday, Aug. 27, we visited Bill Juring's garden railroad, the Falls Creek and Boulder Rail Road.

Please join us for the ninth annual Lincoln fall car show, Saturday, Sept. 17, 2016, At North Country Ford Lincoln, 10401 Woodcrest Drive, Coon Rapids, 10 a.m. to 2 p.m. **Help us celebrate Lloyd and June Pearson's 45 years of LCOC membership. What a great ride they have had.** We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be door prizes and lunch will be served by North Country. Set this date aside now. We will see you there.

It is time to think about our October election for managers to the North Star Board of Directors for 2017. Each year in the fall, our Region is required to elect by blanket ballot, one-third of our Board of Directors for 2017, we have three openings. 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 2017. All active members of the region are eligible to nominate and vote in the election. We currently have nine Directors. The bylaws call for at least five directors and no more than nine. Please contact Roger Wothe at home 952-473-3038 or email [rwothe@mchsi.com](mailto:rwothe@mchsi.com), by Tuesday, Sept. 16, if you are interested.

We are still waiting for the state of Michigan to license The Lincoln Motor Car Heritage Foundation to hold a 2016 Raffle of a 2017 Continental Sedan. The dates for drawing will change to sometime in December this year.

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

*Bob and Mary Johnson.....*

*Northstar Monthly Board Meeting Minutes*

**BOARD OF DIRECTORS MEETING**

August 18, 2016

Regional Director Bob Johnson called the meeting to order at 7:05pm at Morrie’s Minnetonka Ford/Lincoln. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Dick Eilers, Matt Foley and Roger Wothe. Other Region members were May Johnson and Gaye Purvis. The minutes of the previous meeting and the agenda of this meeting were approved.

**DIRECTOR’S REPORTS**

Regional Director Bob Johnson reported on the following events:

August 10-14: Second Annual Lincoln Homecoming, Hickory Corners, Michigan was a great event with a smaller attendance than planned.

August 27: Train Day at Bill Juring’s Railroad 10:00am until noon, followed by lunch at Perkins Restaurant on Lexington Avenue.

2017 North Star Board of Managers election, Information will be in the newsletter. Terms for Roger Wothe, Richard Eilers and Eric Chinquist will be expiring.

The Lincoln Museum Endowment fund raising needs our support. We are still waiting for The State of Michigan to license The Lincoln Motor Car Heritage Foundation for doing a 2016 Raffle of a 2017 Continental Sedan. The dates for drawing will change to sometime in December this year. We still plan to conduct a raffle.

So far those Region members who plan on attending the Western National Meet in Denver on September 7, are Andahls, Eilers, Purvis and Johnsons.

Those planning on attending the LZOC meet in Red Wing on this Friday and Saturday are Brace, Gavrilesco, Longley and Gustafson, judging in Covell Park Friday from 10:00pm until noon.

Several of the Board members are searching for a host hotel for the 2018 LCOC Mid America Meet.

Treasurer Matt Foley report the treasury balance to be \$2,081.33 with all bills paid.

Membership and Publications Director Dave Gustafson reported that renewed memberships to be about one hundred forty-two. He still needs “My Pride and Joy” articles.

There being no further business, the meeting was adjourned at 7:50 pm. The next meeting will be Saturday, September 17, 2016 at 1: 00 pm at Coon Rapids Ford/Lincoln.

Respectfully submitted by Secretary Roger Wothe.

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*sixth grade education was Kellogg's older brother, John Harvey Kellogg (1852-1943), who graduated from New York University's Medical School in 1875, the year Will Kellogg turned 15 and was working as a broom salesperson. John Kellogg then returned to Battle Creek and took over what was known as the Adventist Health Reform Institute in 1876; he renamed the Battle Creek Sanitarium and it emerged as an internationally renowned center of holistic health. Taking the Adventist principles to a new level, John Kellogg advocated a lifestyle that relied on a vegetarian diet, fresh air, and plenty of exercise.*

*Kellogg went to work at the Sanitarium not long after completing a three-month program at Parson's Business College in nearby Kalamazoo in the early 1880s. With the fame of the Sanitarium spreading, John Kellogg had less time for its day-to-day operations, and he hired his younger brother to*

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## More Homecoming

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serve as business manager. "While Dr. Kellogg basked in celebrity and adulation, Will essentially ran the operation, working 15 hours a day, seven days a week," wrote *Fortune* Small Business journalist Paul Lukas. "He kept the books, bought supplies, answered correspondence, served as handyman and janitor, and filled mail orders for the sanitarium's many products. For his trouble, W.K. earned \$6 a week (the most he would ever earn in 25 years of toiling for his brother was \$87 a month)." Other accounts noted that when they were younger, John sometimes caned Will, and when they were older, the doctor also added "personal valet" to the list of his brother's duties, requiring him to give him his daily shave and shoeshine.

Dr. Kellogg had some radical ideas about food and diet at the time, including a reliance on colonic irrigation for optimum health, and the belief that a diet rich in nut proteins was the key to longevity.

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completed the race without relief of any kind.

Crawford's family owned a successful supermarket chain based in El Monte, California which led to his nickname, "The Flying Grocer." Crawford was one of the first owner-drivers of the postwar era at the Indianapolis Motor Speedway and raced his own privately funded cars throughout his career. The only exception came in 1956, when Crawford raced the 12 Hours of Sebring for Chevrolet's inaugural Corvette team. He was also the driver of Corvette's experimental SR-2 at the Bahamas Speedweeks event that December. Cars owned by Crawford also qualified for the Indianapolis 500 with other drivers in 1953, 1954 and 1962.

Serious injuries received during a crash at the 1959 Indianapolis 500 curtailed Crawford's driving career. Speed legend Mickey Thompson cites Crawford as an early influence in his autobiography, *Challenger*. Crawford provided Thompson with his first exposure to the Indianapolis 500 as a member of his pit crew.

Crawford died in Los Angeles, California February 1, 1996 after battling Alzheimer's disease and is buried at Riverside National Cemetery, Riverside California. He is the subject of a 2015 biography by Andrew Layton titled *Ray Crawford - Speed Merchant*. Dick Wallen, a noted auto racing photographer and publisher, also contributed to the book.

While the Carrera PanAmericana Lincoln was probably the most singular highpoint of this event, our four-day schedule was filled with many other memorable activities to occupy our days and evenings.

Thursday kicked off a driving tour to Fennville, about 50 miles from the Sheraton Four Points, our host hotel in Kalamazoo. There was quite a range, age wise, of Lincolns making the journey. The oldest, a 1927 Model L Judkins Opera Coupe, kept right up with all the newer Lincolns, like the fine elderly lady it is, never for a moment, showing its age. Tony Russo of Colledgeville, Pennsylvania is the very proud owner of this magnificent machine. It is 89 years old and serves as a great example of how a properly restored and maintained classic Lincoln is fully capable of both performing well on the show field and on a tour, be it 20 or 200 miles.



Lincoln tour group having lunch at Crane's Pie Pantry Restaurant. Photo courtesy of John Walcek.

Our stop in Fennville was at Crane's Pie Pantry Restaurant, a family owned and run business that has been a treasured travel destination in West Michigan for decades. They are specialists in Michigan fruit pies and desserts that just make you want to cry as you eat them. Their menu is somewhat different from what you would find in any of the national chain restaurants, but the quality is exceptional and most people on the tour reported the food very good. A number on our tour

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## Even More Homecoming

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*In 1877 John devised a type of dry cereal he called Granula, to distinguish it from Granola, a name already trademarked by a New York State physician, and he and Will experimented with other grains. By 1894 the two were working with a boiled wheat paste that the doctor hoped would be more easily digestible for some sanitarium patients. One of the batches was accidentally left out for several hours, and dried out. They put it through the cereal-making rollers anyway and “were surprised to discover that instead of coming out in long sheets as it always had in the past, every wheat berry came out flattened into its own thin flake,” explained Rod Taylor, a writer for Promo magazine “After baking the flakes, the two realized—much to their delight—that they had stumbled on a whole new type of food.” This became the first world’s first “flaked” cereal.*

*The Kellogg brothers sold the new cereal under the brand name Granose as part of the doctor’s side venture, the Sanitas Nut Food Company. Patients at*

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ordered a slice of one of their fruit pies, topped with a scoop of homemade ice cream. It was pure heaven, all the way.

After lunch, the afternoon was open for those who wanted to go “antiquing” in Fennville and Allegan before returning to the hotel.

Thursday evening, was a perfect night for socializing with your friends over a buffet style dinner along with your favorite beverage. For some, the evening extended until quite late in the hotel lounge as the conversations just kept flowing hour after hour.

Friday morning came all too early for most of us. The breakfast buffet at the hotel was busy with Lincoln people chowing down and visiting over coffee, bowls of cereal (Kellogg brands, of course) eggs, bacon and sausages. One would think that most of those there expected to miss lunch and needed to over stoke the fires so they would make it to dinner.

Choices and more choices. There was a driving tour to the Kellogg Bird Sanctuary, followed by lunch at Kellogg Manor and afterward a tour of Bell’s Brewery. For those interested in something a bit different, another tour went over to the US-131 Motorsports Park to check that out.

For those who went on the Bird Sanctuary tour, here is a bit of information on its history and mission.

In June 1927, cereal maker W. K. Kellogg purchased the land surrounding Wintergreen Lake, fencing off 180 acres to create the W. K. Kellogg Bird Sanctuary. The goal was to teach an appreciation of the natural beauty of native wildlife, while providing a place to breed game birds.

In 1928, Kellogg deeded this land

over to the Michigan State College of Agriculture (now Michigan State University) to ensure that the Sanctuary would serve as a practical training school for animal care and land management. This move opened the doors to further field research work for college students, which enhanced the programs that were put on for the general public.

The W. K. Kellogg Bird Sanctuary was created with waterfowl as a high priority. Breeding of waterfowl was crucial to re-establishing populations of game birds. In particular, the Sanctuary was instrumental with assisting in the repopulation of Canada Geese and Trumpeter Swans, though other waterfowl played, and still play, an important role in the ecosystem. Many of these waterfowl make the Sanctuary a stopping point on their migration flights or call it home.

Throughout the years, the directors, employees and researchers of the Sanctuary have experimented with banding and trapping of the birds in order to better understand their population changes and habits. This advanced not only the research and studies done on the birds, but also helped in finding the best banding methods to better track waterfowl as they moved along migratory paths.

Along with the Kellogg Experimental Farm and nearby Kellogg Experimental Forest, it later became part of what is today Michigan State University’s Kellogg Biological Station. The Kellogg Bird Sanctuary remains an innovator in wildlife conservation efforts. Biologists here have, for example, been instrumental in efforts to reintroduce native populations of the Trumpeter Swan back to the wild in

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*Homecoming continued.*

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*the sanitarium liked it so much they bought it by mailorder, too. Soon Will Kellogg became convinced that the factory, a barn located on the sanitarium grounds, needed to be moved to a separate location in order to safeguard their trade secret. The doctor, always conscious of a promotional opportunity, exhorted the sanitarium clients to visit the facility and watch how the beloved cereal was made.*

*The long-simmering tensions between the two brothers began to reach a crisis point: Kellogg was so irate at his brother that he decided to establish a company separate from the sanitarium, but his doctor brother refused to finance it. They did, however, agree to try a new grain, and using corn instead of wheat to make the cereal proved a wise decision. They launched Sanitas Toasted Corn Flakes in 1898, which featured a picture of the Battle Creek Sanitarium on the box. In 1900, when John was out of the country for several weeks, Kellogg had a new factory built. When the doctor returned, he was report-*

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the U.S. Midwest.



Kellogg Manor House

After the Sanctuary tour, it was on to Kellogg Manor for lunch. Built as a summer home by cereal pioneer W.K. Kellogg in 1925-26, the W.K. Kellogg Manor House is a classic example of Tudor Revival architecture, with leaded glass bay windows, oak-coffered ceilings and beautiful Rookwood tile fireplaces and bathrooms.



Tony Russo's 1927 L Judkins Coupe on the Thursday tour. It really looks good in front of Kellogg Manor.

The Manor House sits 110 feet above Gull Lake with spectacular lake views. The 32-acre Kellogg estate also includes a carriage house, greenhouse with potting shed, a caretaker's cottage, boathouse, an authentic Dutch windmill and picturesque gardens. The estate was donated to Michigan State University upon W.K.'s death in 1951 and is now the historic heart of MSU's W.K. Kellogg Biological Station, renowned for environmental research. The Manor House was restored in 2000 to its

original grandeur and is open to the public for group tours and lunch. The meal served to our group was really first class and as good as you might find in any four star rated establishment. After lunch, we were presented with an oral history of Kellogg Manor which was very interesting. Docents then led groups on a tour of the Manor, explaining all of the interesting nooks and crannies of this fine building.

For those who went on the alternate tour to Motorsports Park, they were able to check out the "fastest track in Michigan." It is one of the best known quarter mile dragstrips since it was constructed in 1962. Originally known as Martin Dragway, the track underwent a complete \$14 million renovation and reopened in the spring of 2002. If you like drag racing, this is the place to see. And you can race your car if you want. After watching a number of cars do warm up runs for the drag races Saturday, it was time to sit down and enjoy a leisurely lunch at the park before returning to the hotel.



Bob Johnson ready to sell his soul for this new 2017 Continental. Unfortunately, no one is buying souls.

Friday evening, everyone returned to the Gilmore complex for a barbecue style dinner that would have made any Texan proud. There was no short-

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*Lincoln Homecoming continued.*

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*edly so angry that he demanded Kellogg repay the amount immediately. But as Lukas explained, the cereal business was becoming immensely profitable. "A ten-ounce box sold for 15 cents, which meant the Kelloggs were turning a 12-cent bushel of grain into \$6 worth of cereal."*

*As the company neared its ten-year anniversary, Battle Creek had become the cereal manufacturing capital of America, with scores of competitors, and the Sanitas brand lagged behind Post's products. Finally, John agreed to finance an entirely new company in return for a two-thirds share of its stock, and the Battle Creek Toasted Corn Flake Company was incorporated in February of 1906. Kellogg was now able to put into practice some ideas he had about advertising and promotion, and one of the first moves he made was to add his autograph to the box, with the tagline, "Beware of Imitations. None Genuine Without This Signature, W.K. Kellogg." Corn Flakes were touted as a healthy breakfast food at a time when well-to-*

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age of good food and more than a few were seen going back for more. John Emmert, Lincoln Marketing Manager gave a very informative talk about his history with Lincoln and a distant relative's connection with the original Leland firm and subsequent acquisition by Henry Ford. He also spoke a little bit about the new Continental and how it fits into the Lincoln product line and other changes in store for the Lincoln brand coming in the next few years. From everything John Emmert said, the next five years will be exciting times for Lincoln and those of us who love the brand. We will have much to look forward to.



Saturday, it was back to Gilmore once again for the Lincoln car show, beginning at 10 a.m. Andrew Layton was proudly showing off his "hot off the press" book about Ray Crawford, who among other accomplishments, won the 1954 Mexican Road Race while behind the wheel of a new Lincoln Capri. Andrew was signing and selling books and it is a very good read.

Later Saturday afternoon, officials of the Lincoln museum formally accepted the gift of a 1941 Lincoln Continental Cabriolet from the family of Dale Schaefer. The late Dale Schaefer was one of the founders of the Lincoln and Continental Owners Club and

served as the president of the organization in the late 1950s and then again in the 1970s.



Also scheduled for Saturday afternoon was the auto auction. Four Lincolns were offered for sale. Buyers were scarce and a Mark III in fairly decent condition went for \$4250. Someone got a real bargain and went home with a nice car. A 1987 Town Coupe, a very nice driving car, also was a great bargain at \$500.

Saturday evening was a great opportunity for more visiting over dinner at the evening dinner buffet held again at the Gilmore. The food brought out by the caterers was the best and was only matched by the conversations going on over dinner by all of the Lincoln folk attending.



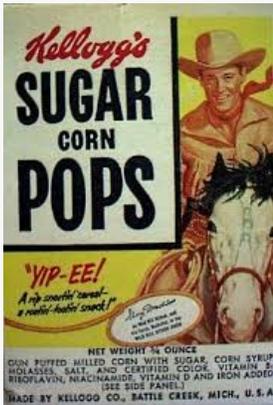
After dinner, we were all captured by the excellent presentation made by Andrew Layton about the life and times of Ray Crawford, previously mentioned in this story. Andrew has

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## Homecoming continued.

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do Americans ate eggs and meat at that meal; the majority ate toast or various hot cereals such as porridge, farina, and gruel. To promote Corn Flakes in cities where it was about to set up a distribution channel, Kellogg took out newspaper ads in advance, which created demand for a product not yet on grocers' shelves. He even advertised nationally in women's magazines such as *Ladies' Home Journal*, which was extremely expensive, but the strategy worked and sales soared.



The first promotional giveaways in the cereal industry began with Kellogg, as a way to distinguish himself in a crowded field. It started with *The Funny Jungland Moving Pictures Book*, an interactive picture book of animals for children. The books were delivered along with Kellogg ce-

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done an excellent job of research of the subject matter and has much to tell about the travels, trials and tribulations of Mr. Crawford. Indeed, it made for great listening. We do hope that Andrew will author some future books on either the Ford family or the Lincoln automobile. They would be good reads.



Sunday, the gates at Gilmore were thrown open to all Ford products that wanted to come in and display their cars. In addition to all the fine Lincolns on the field, we had a very nice 70s Thunderbird, which looked very much at home among the Lincolns and a good looking 1954 Mercury hardtop, which seemed to feel good mixing in with the Road Race Era Lincolns.



Awards were presented after lunch. In the People's Choice category, win-



ners were; First Place, Tom and Debbie Lance for their exceptional 1949 "Baby" Lincoln convertible; Second Place, Jim and John Herren, who brought their 1941 Continental Cabriolet; Third Place, Jerry Barnes and Konomo Fujiwatra, owners of a 1954 Red Capri convertible. For the Ladies Choice group, winners were; First Place, Thom and Roberta Liston, for their gorgeous 1999 Town Car; Second Place, Dan, Joyce and Tom Staehle, for one very fine 1954 Capri hardtop; Third Place, Jerry Siebert, who displayed his very impressive 1960 Continental convertible. All great Lincolns owned by all great people.



Left to right, Joyce Staehle, Tom Staehle, Mike Denney and Dan Staehle. The Staehle family is receiving an award for their 1954 Capri from Mike Denney of the RRLR.

It was a great event and those who attended went home filled with a lot of great memories and the anticipation of the Homecoming next year celebrating the 100-year anniversary of the founding of the Lincoln Motor Car Company.

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real shipments to grocers, who gave one to every customer who bought two boxes of Corn Flakes. Later the boxes themselves had coupons that could be clipped and sent in for the book, which went through various editions and remained in print until the late 1930s. By 1912 the Kellogg Company had an advertising budget of \$1 million, and it pioneered another strategy that year when it hired teams of marketers to give out samples of its newest cereal, Krumbles.

Kellogg continued to have serious conflicts with his brother over strategy and even corporate mission—John was strongly opposed to adding sugar to any of the products, for example. Finally, on another occasion when John was out of the country, Kellogg began buying up shares of the company stock that the doctor—still a notoriously frugal boss—had been using to pay some of his sanitarium employees. This gave him an ownership share of the company, but precipitated a falling-out between the brothers that worsened over time. Before

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## All Aboard the Falls Creek and Boulder RR

The train was scheduled to leave the station shortly after 10 a.m. Saturday, Aug. 27. But due to morning rains, it was a bit late to depart. The Falls Creek and Boulder RR does not operate on any published schedule, but at the whim of its owner and trainmaster, Shoreview resident and North Star member, Bill Juring. The FC and B RR is truly a labor and love and occupies a very prominent part of Bill's backyard and it is known by hobbyists as a Garden Railway.



While some of us, including your editor, have model trains of the Lionel O gage variety or the somewhat smaller HO gage, or the very small N gage, there is a growing number of folks that are eschewing the indoor train tables for outdoor trains in their backyard.

A garden railroad or garden railway (Railroad in the U.S., railway elsewhere) is a model railway system set up outdoors in a garden. At its most basic level, it works just like an indoor railway, including turnouts and turntables. However, special considerations must be taken for everything from sunlight and water to dirt and leaves, and even wildlife. The distance covered also means that electrical resistance in and between sections is much higher, and electrical power will tend to drop off at the

far end.

To eliminate this, some are rigged to use radio controlled car parts such as rechargeable batteries. Others even use live steam and run as a real steam locomotive would. The steam can be generated from a variety of sources, ranging from messy solid pellet (i.e., meth enamine) or sterno-type fuel, through clean-burning butane gas, to prototypical coal burners. Live steam is particularly widespread amongst 16mm scale garden railway enthusiasts.

Many also have digital audio on board, so they sound like a real train. They can also use Digital Command Control or other similar systems, though dirty outdoor track can cause less of a problem with signal than with simple DC power. This is because DCC puts the full voltage on the rails at all times. There are many benefits of DCC when compared to DC analog systems.



Plants are usually an integral part of a garden railway, and dwarf varieties along with pruning are often used to keep them in proper proportion.

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## More Garden Railway.

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John died in 1943, he wrote Will a conciliatory letter apologizing for some of his behavior, but the younger brother refused to open or read it until shortly before his own death in 1951.

Sadly, the family problems continued through the next generation. Kellogg, who married in the early 1880s, had a son named John L. who joined the company as a young man. Like his father, he had an innovative mind and invented the wax-paper lining now common to all cereal boxes. However, he incurred his father's wrath when he divorced his wife to marry a Kellogg secretary. Kellogg forced John L. out of the company and groomed grandson John Jr. to take over, but the boy also proved a disappointment. John Jr.'s resignation precipitated the young man's mental breakdown, and he died by his own hand in 1938.

Kellogg believed that inherited wealth corrupts, and he used his private fortune to lavishly endow a private philanthropic foundation, which be-

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Some go so far as to use bonsai techniques, though this can be very time-consuming for large areas.



Buildings are also often used in a garden railway, though they too must be constructed to withstand the weather. Train stations and freight depots are popular, some even building whole towns trackside. The loco shed is a common place to store a locomotive (or the whole train) when not in use.



Other geographic features are used, such as a small pond to represent a lake, rocks for boulders or tunnels through "mountains" or under stairways. Tunnels can be a particular challenge, because everything from cats to raccoons and more like to

hide in them, particularly to get out of the rain or heat, sometimes even to sleep, nest or hibernate. A derailment inside a tunnel can also be permanent if careful planning is not done to ensure that it can be reached by access panels (trapdoors) or at arm's length from either end.

A frequent theme is the railway in an idealized urban or rural environment, so it is often found in the context of a model village. Some garden railways work opposite to the model village style and opt more for a railway in the garden, where the railways run in between normal plants, not in scale with the railway. These sort of railway designs allow for large scale planting and many gardeners have the railway as a secondary hobby to gardening.



Because these layouts are often so unique, they are frequently given names by their owners, just like a real railroad. Some are very natural-sounding, as if they were real. Other names are playful or even silly.

Numerous garden rail societies have been formed around the world. Members often invite others over for social gatherings, as well as rotating

*(Continued on page 13)*

*Garden Railway continued.*

*(Continued from page 12)*

gan attracting notice for funding various cancer studies. In 1932 he funded a school in Battle Creek for elementary students whose concept was so radical it earned this *New York Times* headline in 1932: "Normal and Handicapped Pupils Put Side by Side in New School." Kellogg's one indulgence was a large ranch in Pomona, California, where he bred prized Arabian thoroughbred horses. Kellogg later donated this property as well, and the parcel of land eventually became California State Polytechnic University at Pomona.

He was blinded by advancing glaucoma over the last decade of his life, and said he would give all his wealth "just to see the sun and the green grass again". His guide dog, named Rinson, was the son of Hollywood's Rin Tin Tin. In his last years, Kellogg said his greatest joy came from being driven to the cereal factory and simply sitting in the parking lot, hearing the machinery hum and smelling the toasted grain.

At his W.K. Kellogg Foundation, he kept an office and was still go-

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club meetings around each month.

The Minnesota Garden Railway Society is one such club. Their members are involved in various aspects of this hobby: collecting large scale trains, operating indoor and outdoor layouts, maintaining gardens around layouts, and watching trains run through villages and countryside, with waterfalls, rivers and so much more.



What is attraction to this hobby? Just a few of the reasons include the urge to run big trains outside plus longing for gardening and getting your hands dirty with live plants and miniature trees and real rocks. The search for a hobby that can be shared with a partner who loves to garden.

There are challenges that face the backyard empire builder. Dealing with heavy dirt and rock. Kneeling and squatting to lay track and maintain plantings. Putting up with weather and creating a layout that's able to withstand rain, snow, wind, dust, sunlight, frost, critters and weeds.

But offsetting these challenges

are many rewards! Large scale trains are easier to handle and to detail than their smaller cousins and also have a certain mass and presence that you don't get in small scales. They move through a living environment, under the sky and sun, in light which changes from hour to hour and month to month.

Much of garden railroading can be real: a real steam engine pulling cars built up board by board with real nails and bolts, running over bodies of real water on real steel or concrete bridges, past real rock cliffs, through fields of real greenery or flowers. Steel will rust naturally, wood will weather, paint will peel all on its own.

Bill Juring has been slowly building his garden railway for over 20 years. The detail is amazing and one viewing the train slowly moving over some 400 feet of track is transported back 100 years to the period in time that this railway display portrays.

There are water features, rivers, waterfalls, an old water mill, buildings, a church, cars, people and animals. The scale is roughly 1 foot to 0.22 inches and the scale is carried out with amazing accuracy though out the entire display.

Due to the weather, our attendance was limited. But those who were there were enthralled by the detail and care that went into the creation of the Falls Creek and Boulder RR by Bill.

The North Star Region wants to send a very sincere thank you to Bill and Paula Juring for their warm hospitality and welcoming our group to their home to view the FC and B RR. We hope that we will be able to make a return visit some day in the future when the weather is a bit better.

*(Continued from page 13)*

*ing there on a daily basis at the time of his ninety-first birthday, April 7, 1951. He died almost six months later, on October 6, 1951.*

*The W.K. Kellogg Foundation, including its original endowment of \$60 million, became one of the top ten richest philanthropic organizations in the United States, and has been especially generous to its hometown of Battle Creek. A few years ago, the company set off a price war, hoping to make up the lost profits through volume, but then struggled to raise prices again. In the end, the approach gave consumers sticker shock at grocery check-out lanes and benefited competitors like General Mills, whose strategy depended less on its pricing." The same article noted that the management team in Battle Creek seemed paralyzed on how to move forward. "Kellogg is a funny company," said a former executive who spoke with Canedy and Abelson only on the condition of anonymity. "As recently as the mid-90's, we were still asking what Mr. Kellogg would have done."*

*From the internet...*

*For Sale - Some Great Lincolns*

**Jenny** is a 1977 Continental Coupe. Dark Red with Red Leather. 71,000 Miles \$10,000. Runs and drives super good, has 460 engine. Has Continental Kit.

**Price Reduced to \$9,200, OBO.**



**Big Red** is a 1977 Continental Convertible. Red with White Leather interior. 75,000 miles \$22,000. Lots of mechanical refresh work completed, excellent driver, 460 engine. Paint and chrome are very good, convertible top is new. Interior shows some wear and a few small items need repairing.

**Price Reduced to \$18,700, OBO.**



**Laverne and Bessie** are 1979 Mark V Collector Series. Laverne is Diamond Blue with Dark Blue cloth interior. All main options including moon roof. Runs and drives OK, 81,000 miles \$2,800. Needs tires and a few parts, most of which are available. Bessie is Midnight Blue with a Dark Blue Cloth interior. 82,000 miles \$2,200. Great interior, nice chrome, Moon Roof. Runs and drives OK. Laverne and Bessie should be bought together, their needs and strengths match nicely. Pair is priced at \$4,500.

For more information and pictures, call Perry Bush at 920.729.4981 or 920.205.1295  
Email: pab1063@new.rr.com. Call today, as these cars need new homes now.



**For Sale**  
**1948 Lincoln**  
**Continental**  
**Coupe**

**\$12,500**

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143. Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.

## For Sale All Good Lincolns



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



For Sale: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, they just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.



For Sale.... 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at (651) 644-1716 or email: [trbrace@comcast.net](mailto:trbrace@comcast.net)

### Ken Sampson is offering two cars for sale.

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



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



*You May Be Interested in these Items for Sale*



Mark VIII file photo

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



**For Sale:** 1966 Mercury Park Lane four door. Has breezeway window, white, factory A/C, 410 V8, very nice reliable car and consistent show winner. \$7500/offer. Deb and Gary Schott, 612.232.0835 Winsted, MN email: debhat@mchsi.com

**For Sale:** 1978 Lincoln Mark V, powder blue, dark blue vinyl top and blue leather interior, 460 V8, new tires and only 55K miles. Dennis Filley, 320-354-3730, Spicer, MN.

**For Sale:** Complete set (6 volumes) of 1971 Ford Factory Service Manuals for the complete Ford Line including all Fords, Mercurys, Lincoln Continental and Continental Mark III. Never been used and look new. \$250 and that includes shipping. Call John Brown, Warsaw, MO Call 913.553.65355

**For sale,** Black 1956 Mark II, nice driver, 100K miles, needs paint. Has A/C. New tires. Blue and white interior, asking \$18,000. Also have a 56 Mark II parts car, along with some extra parts and some bumper parts, one fender and wheel covers, asking \$7,000. Mark VI, with moon roof, does not run, \$600. Elrod Kaufman, 27951 440th Ave, Freeman, SD 57029



**Northstar Region grille badges** are now available. To obtain yours, contact Harvey Oberg at 651.739.9754

**For Sale:** 1968 Lincoln Continental 4 dr Sedan. Green with green cloth interior and nice green vinyl top. Needs engine work and TLC. Stored in my garage for years. Bring a trailer and \$1500. Bob Schmidt, Willmar, 320-235-4106



1994 Lincoln Town Car Executive with rare Light Santa Fe Metallic Clear Coat and matching leather interior, 113K miles, full power, moon roof. Second owner for past 16 years. Always garaged and never driven during the winter. Asking \$9,500. Call Richard Magnier at 651.351.2855. Email: milliemoonlight@usfamily.net

Now Available - Lincoln Caps and Shirts  
Mens shirts with pockets, Ladies without.  
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by. Bob Johnson 651.257.1715, email: arborbob41@aol.com

# Preview of Coming Events

September     **9th Annual Luther North Country Lincoln Car Show, Saturday, September 17, 10 to 2 PM.**  
**LCOC Western National Meet, September 7-10, 2016,** Denver, Colorado,  
Hosted by the Rocky Mountain Region.

October         **Annual North Star Potluck and Auction at Morries in Long Lake, MN, Sunday, October 23, 2016**  
**Eastern National Meet, October 12-16, 2016,** Attitash Mountain Resort, Bartlett, NH,  
New England Region Hosting.

November       **Year end Sunday Brunch at Dangerfield's in Shakopee. Sunday, November 13 at 11:30 AM, Board Meeting at 10:30 AM**



**For Sale, 1977 Lincoln Continental four door sedan.** Well equipped with the strong 460 V8 engine and all of the accessories that Lincoln owners have come to love and enjoy. The list is long and includes power mirrors, seats, windows auto temp working A/C, heated rear window defroster, opera lamps, AM/FM 8 track radio, power door locks and tilt wheel. Headlight doors work

well with no binding or hesitation. Color is a very nice gray, with a red vinyl half-top. There are no nicks or dings in the finish and the bright work is as new. It has been professionally maintained by the former owner, who passed away in January and was an automotive course instructor at a South Dakota Vocational School. The Lincoln has about 80,000 miles, which averages only 2,000 miles a year over its life span. The asking price is \$10,000, but the current owner, Emily Bickett is open to fair and reasonable offers. Please call Emily at 605-996-6905, cell 605-999-2701 or email:

[ebickett@mit-tel.net](mailto:ebickett@mit-tel.net)

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

[www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications.

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

## North Star Activities

### **FALL LINCOLN SHOW, SATURDAY, September 17, 2016** **North Country Ford Lincoln**

Join us at North Country Ford Lincoln, 10401 Woodcrest Drive, Coon Rapids, for our fall All Lincoln Car Show. 10:00 AM to 2:00 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 served by North Country. Set this date aside now. Lets get those Lincolns out for one last time this year. Unlike last year, we will have great weather and good times for this last car show of the season. Lets do it again this September 17. See and drive all the new Lincoln cars. Best part, we will be served lunch.....

### **FALL NORTHSTAR LCOC Pot luck and Auction**

**Sunday, October 23, 10:00AM to 3:00PM**

**Morrie's Conference Center**

**2605 Wayzata (Old Hwy 12) Boulevard, Long Lake, MN**

*We will be able to view Morrie's Car collection for two hours only, 10:00 AM to 12:00 PM.* Our pot luck lunch will be served about 12:30 pm. We will again have an auction that will be held after we eat, so please bring something automotive related, and better yet, with a Lincoln name on it. Please RSVP to Roger at his home 952-473-3038 or email [rwothe@mchsi.com](mailto:rwothe@mchsi.com). no later than October 20. When doing the RSVP, please let Roger know what you will be bringing for our potluck, he may have some suggestions on what is needed. Spend a great Sunday with friends and talk about the great activities we had this past year.

**\*\*\*Our Last Brunch for 2016\*\*\* Sunday, November 13, 11:30am\*\*\***

**Dangerfields Restaurant, 1583 1st Avenue East, Shakopee, MN**

Anoka Classic Car Show, Saturdays, 5:00PM - Dusk, Downtown Anoka, through Sept. 17.

Victoria, MN Classic Car Night, Wednesdays, 5:00PM - 8:00PM, September 14.

Henderson Classic Car Roll In is a free weekly event along Henderson's Main Street Every Tuesday night from May - September the streets will be lined with 250+ vehicles and 100+ motorcycles, with a different variety every week. Visitors from all over the region show up and walk, enjoying music, vehicles, atmosphere and food. 6:00PM to 9:00PM