

## My Pride and Joy



### Lyle and Carol Sumner's 1979 Continental

It is with considerable sadness that we must report the passing of long-time, Lincoln Club member, Lyle Sumner, of Burnsville on August 14, 2018. Lyle was 87. He proudly served his country as a member of the U.S. Army and was stationed in Korea. Lyle retired from the Aero Drapery Company after 25 years as a sales representative. He is survived by his beloved wife of 54 years, Carol; daughters, Lisa (Dan) Miner, and Amy (Shane) Wood; grandchildren, Grant, Mitchell, Erica, Garrett and Abigail; brother, Robert Sumner; sisters-in-law, Rita and Jan Sumner and by nieces, nephews, other relatives and many friends.

Services were held Monday, August 20, 2018, at River Hills United Methodist Church, Burnsville, with interment at Fort Snelling National cemetery. Lyle will be remembered for his true love of cars and his ability to talk about his favorites for hours at a time, never without a big smile, excitement in his voice and a twinkle in his eyes. He was a fine gentleman; who enjoyed socializing with others. Lyle owned a very fine 1979 Lincoln Continental sedan; which we featured in the October 2003 issue of this newsletter. We are reprinting that story now. Hail and Farewell Lyle — you will be missed by your Lincoln Club members. And now here is the story of the 1979 Lincoln Continental as told by Lyle Sumner.

In 1998, I was able to purchase this beautiful one-owner Continental four door sedan. The original owner, a very good friend of mine, bought this car to celebrate the wedding of his son, an only child. It was purchased new from the former Capp Lincoln-Mercury agency in St. Paul on the East end of University Avenue, not far from the state capitol.

A low mileage original, this car had been driven only 15,000 easy miles when I acquired it from the owner; who sold it due to declining health. Most of the miles were put on in California where rust is unheard of. A further plus was the car had always been kept indoors in a climate controlled garage.

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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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*Trivia from the Internet*



**Aretha Franklin**  
*America's Soul Singer*  
1942 - 2016

*Aretha Franklin, the "Queen of Soul," died Thursday, August 16, 2018, in her home city of Detroit after battling pancreatic cancer of the neuroendocrine type. Her death was confirmed by her publicist, Gwendolyn Quinn. She was 76.*

*Franklin sold more than 75 million records during her life, making her one of the best-selling artists of all time. She took soul to a new level and inspired generations of singers who came after her.*

*"In one of the darkest moments of our lives, we are not able to find the appropriate words to express the pain in our heart," Franklin's family wrote in a statement. "We have*

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*Editors Message*

*August 2018*

Gentle Readers... Welcome to September and hopefully cooler days. The high 80 and 90 degree weather, with matching humidity is a little too much for me and Sweet Olga to take. Much of our time this summer was spent either indoors or in the air-conditioned car. I lived in the Twin Cities for several years before I got a car with A/C, now I wondered how that was possible. I guess that rolling down all the windows and opening up the vents helped a little, but it was noisy and not really that comfortable. Times have changed, and perhaps, we have gotten a bit softer.

We have a few more events to look forward to yet this year. I hope that we can get good attendance and get to see more of our membership join in the fun. We try to do the best we can in planning our events, but we realize that we can't provide those activities that appeal to all of our members all of the time. We would appreciate your suggestions on what we can do to make things better for our members. Our directors are listed elsewhere in the newsletter along with their phone numbers and email addresses. We really would like to hear from you, our members.

The North Star Region is gaining a few members, and for that, we are all very grateful. No matter what kind of a Lincoln you have, old or new, driver or show quality, we do appreciate your membership in the North Star Region and the Lincoln and Continental Owners Club. The North Star club values our members very much, and

there is much that we can learn from one another while getting together at our shows and events. Come join us, don't miss out on all the fun and fellowship.

I am introducing a new feature with this issue. While not about Lincolns, it is about a very important time in a young



Sweet Olga is trying to figure out what she is looking at. It is her Dad's Martin E-flat alto saxophone that he has had for over 65 years. Dad only played it for a few years, but kept it, perhaps entertaining a foolish dream that someday he would play it once more. Olga thinks that only if she had thumbs, she might give it a try. Realistically, it is time for it to go to a new home where someone can play it in the manner it deserves.

person's life, the first driver's license and along with that signal event, the first car. This will be a different story for each of our members, and most will be interesting. Jot down this very personal experience along with a picture or two of the first car and send it off to me. I think that it would make for interesting reading that our mem-

bers would enjoy. We need articles to fill the Northstar News; please help me out. We are the only Lincoln and Continental owners club that publishes a monthly newsletter. It takes articles to fill it up and make it interesting. And it would be nice to have articles written by someone other than your editor. Variety is good for our publication, and you can certainly help out. We are also very fortunate to have some of the best members in our region.

Over the years, I have been fortunate to have met many of you, and for that, I am really appreciative. I spend a lot of time near a phone, and I do check my email frequently. Give me a call; I would like to get some ideas from our members on how we can make both the Northstar Region and the National LCOC better. Our new Continental Comments magazine editor, Jeff Shively, is busy making

*Directors Message by Bob Johnson September 2018*

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lost the matriarch and rock of our family. The love she had for her children, grandchildren, nieces, nephews, and cousins knew no bounds. "We have been deeply touched by the incredible outpouring of love and support we have received from close friends, supporters and fans all-around the world. Thank you for your compassion and prayers. We have felt your love for Aretha, and it brings us comfort to know that her legacy will live on. As we grieve, we ask that you respect our privacy during this difficult time."

No one's life can be condensed into one word — but Aretha Franklin came close when she sang one word: "Respect."

"Respect" was written by the great Otis Redding. In his version, a man is pleading, offering his woman anything she wants in exchange for her respect. He sang: "Hey little girl, you're sweeter than honey /, And I'm about to give you all of my money / But all I want you to do / Is just give it, give it / Respect when I come home ..."

Aretha changed those lyrics to demand parity. "Oooh, your

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The past three months have been very busy with getting ready for Mini Lincoln car display at Jeff Eisenberg's Libson Twin City Auto featuring ART-WHIRL, our Memorial Weekend Region car show at Bloomington Lincoln, our Mid-America National Meet in July, attending Grand opening at Morries West End Lincoln in July, and our Region Car Show in August at Almelund Threshing — we hope you were able to enjoy some of these events. Now comes September way to soon. We hope that you were able to enjoy our summer

that is almost done, but we have some great activities planned for the rest of 2018 and we hope to see you at them.

Here is your chance to see the brand new Morries West End Lincoln dealership. Please plan to attend our first annual Morries West End Lincoln Car Show, Saturday, September 15, 2018, 10:00 AM to 2:00 PM At 6475 Wayzata Blvd, St. Louis Park, Minnesota. General Manager Lennie Checheris is looking forward to seeing our beautiful Lincoln's on display in front of this new dealership building. This is a free Lincoln car show open to any person that owns a Lincoln. We will have door prizes and People's Choice Awards that will be given out at 2:00 PM.

Our Annual North Star potluck will be once again at Morries in Long Lake, Sunday, **October 7, 2018**. This year at Morries Car Collection, we are going to reward all of our North Region members for the very successful Mid-America Meet we held this past summer, by having a catered buffet featuring beef and chicken and **paid for** by the North Star Region. This year, we will not be having our customary auction. It was decided to give everyone a break and provide a little more time for our members to visit with one another. **This special event is for club members only.** Club members must RSVP to attend. We will have from 10:00 AM to 12:30 PM to view Morrie's car collection and then enjoy our catered lunch at 12:30 PM. Please RSVP to Bob Johnson at 651-257-1715 or email at [Arborbob41@aol.com](mailto:Arborbob41@aol.com). Dead line for your RSVP is Wednesday, October 3. Please RSVP now to help our planning process.

It is time to think about our October election for managers to the North Star Board of Directors for 2019. Each year in the fall, our Region is required to elect by blanket ballot, one-third of our Board of Directors for 2019 — we have three openings. The three year term ends December 2018, for Bob Johnson, Jay White, and Bob Roth. Again 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 2019. 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, but no more than nine. This year you must contact by letter or email if you are interested in being on the election ballot for our Board of Managers, Please contact Roger Wothe, by Wednesday, September 19, 2018, via email [rwothe@comcast.net](mailto:rwothe@comcast.net) or send a letter to; Roger Wothe, 133 Grove Lane, Wayzata, MN 55391.

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

*Bob and Mary Johnson...*



# Board Of Directors - 2018

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@comcast.net	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: [davidwgustafson@att.net](mailto:davidwgustafson@att.net)

## *Lyle Sumner continued...*

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The purchase was motivated by the fact that the owner had been a long time friend; who really valued the beauty and performance of this '79, the very low mileage, and the excellent overall condition. The Continental sedan is equipped with all of the accessories that were in the Lincoln catalog. It features a sun roof, (still, not a popular option in 79), a CB/AM/FM radio, with Quadrasonic sound and an eight-track player, air conditioning that still blows icy cold after 24 years. The original tires and battery were with the car, but have been replaced. The Firestone tires were recalled and the battery finally went to its reward after providing service for 20 years, a tribute to the quality of the materials that went into the manufacture of this fine Lincoln.



Along with the car came the Lincoln leather tool kit, featuring chrome plated tools; which show no use and a factory supplied garage door opener with the original box. I also have the Stereo demonstration tape for the Quadrasonic eight track player; which really demonstrates the suburb audio qualities of the sound system. The car still performs effortlessly after 24 years, capable of easily and very quickly attaining highway speeds. It also idles quietly — you hardly notice it running. As with a virtually new car, little has been done to it in the five years that I have owned it, other than periodic oil changes and lubrications.

I really like the size and the timeless good looks of this late model 70s car. The grill is gold; the exterior is a dark blue; which is complemented by a gold accent stripe down the sides. The blue color coordinated interior is done in a rich velour; which was very popular for luxury cars in the mid-to-late seventies and early eighties. For a large car, it drives and handles very well. It is, however, meant to be driven on a boulevard and not a race track. With the windows

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# Northstar Monthly Board Meeting Minutes

## BOARD OF DIRECTORS MEETING

August 2, 2018

Regional Director Bob Johnson called the meeting to order at 6:30 PM at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Jay White, Matt Foley, Larry Sasse, Bill Holaday and Roger Wothe. Other Region members present were Kathryn Holaday, Mary Johnson, and Sweet Olga. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS' REPORTS

Regional Director Bob Johnson reviewed the recent L.C.O.C. 2018 Mid America Meet. The Meet was a complete success with 83 cars and 161 registered attendees. The tours to Morries Collection and The Veit Museum went off without a hitch. The Outstate Car Show will be at the 62nd Almelund Threshing Show Saturday, August 11. Due to limited space, only 1957 and older Lincolns can be accommodated in the reserved area and are encouraged to meet at the Frosty Drive-in at Taylors Falls by 8:30 AM to caravan to the show. All other Lincolns are welcomed. Entry fee is \$10.00 per person.

Secretary Roger Wothe will send a letter to Patrick Riley at the Minneapolis Marriott West to thank him for his help in arranging the facility for our event.

Treasurer Matt Foley reported that the Meet proximately \$4,100.00 with just a couple of small bills to be paid. The treasury balance with the Meet proceeds is \$5,988.92.

Membership and Publications Director Dave Gustafson reported that we have five new members due to Facebook and the Meet. They are Mike Lamera, Clarence and Kathleen Stendor, Emily Taylor, Tony Karsnia and Lou Cosentino. He is still requesting "My Pride and Joy" articles.

Activities: Bob suggested that the Morries Picnic in October be a catered event with only a potluck for desserts and limited to club members only. The motion passed. Nine members attended the West End Lincoln Grand Opening July 25. There will be an Annual Morries West End Lincoln Car Show September 15 from 10:00 AM to 2:00 PM at 6475 Wayzata Boulevard, St. Louis Park. All other scheduled activities may be found in the *Northstar News*.

Nominations are open for the Annual Board of Managers Election this fall. The terms will end for Bob Johnson, Jay White and Bob Roth at the end of this year. Please submit nominations to Secretary Roger Wothe by the end of September. There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at Bloomington Lincoln Thursday, September 6 at 6:30 PM — All members are welcomed and encouraged to attend.

*Respectfully submitted by Secretary Roger Wothe.*

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kisses," she sang, "Sweeter than honey / And guess what? / So is my money ..." In her hands, "Respect" became an empowering song — for black women and for all women. It was a No. 1 hit in 1967, and it became her signature song.



Franklin was 25 years old when "Respect" was released. But she had been singing since she was a small child in her father's New Bethel Baptist Church. "Someone found a footstool in the office and put it here on the stage, and they put it there for me to be seen because I was so small," Franklin told NPR's Morning Edition in 2004.

Aretha Franklin was born March 25, 1942, in Memphis, Tennessee — but she was raised mostly in Detroit. Her father, the Rev. C.L. Franklin, was a famous preacher, and her

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childhood was steeped in both music and the burgeoning civil rights movement. Her family was close friends with the Rev. Martin Luther King Jr.; who often stayed at their home. Some of the most important gospel artists of the day came to visit regularly as well, including Clara Ward and the Famous Ward Singers, Mahalia Jackson and Sam Cooke.

It was Franklin's father who introduced her to the recording industry. Nicknamed "the man with the million-dollar voice," C.L. Franklin was among the first Christian ministers to record his sermons (making dozens for the JVB and Chess labels) and to do radio broadcasts of his Sunday addresses; his 1953 sermon "The Eagle Stirreth Her Nest" is part of the National Recording Registry of the Library of Congress.

Franklin told Public Broadcasting Service's American Masters in 1988 that when she was a child, her father would coach her. "He would give me different records to listen to, to see if I

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## Tom Brace scores the big one, the Bell Trophy



Tom Brace with his 1937 LeBaron Coupe winner of the Bell Trophy.

The best of the best, the top of the class, is the 1937 LeBaron coupe owned by North Star member, Tom Brace. At the 2018 LCOC Mid-America held in St. Louis Park this past July, showed everyone just what a great Lincoln is. A long and careful restoration showed the results and receiving the Bell Trophy really tells it all.

The story of this most beautiful car was told in one of the previous issues of the North Star News and it is appropriate that we repeat it now. Here is the tale of the 1937 LeBaron Coupe as told by Tom Brace.

What kind of person buys a luxury coupe? I asked a number of people whose opinions I respect and I liked Beverly Rae Kimes answer the best. "A large multi-cylinder engine under a long hood, a long sloping rear deck, seating for two, all this for me."

I once saw a super charged, 540 K Mercedes cabriolet with a Swedish body. The original owner had ordered the cockpit built so that it would accommodate himself and two women. Certainly, that request described his life's view- but I digress.

Lincoln had ordered 24 examples of this wonderful coupe from the firm of LeBaron. I believe that there are about six of these left with different options. I am considering trying to catalog all of the remaining 1937-39 LeBaron coupes that are still with us.

**What is new for 1937?** Lincoln offered 21 body types. Headlamps were recessed in the fenders. A split windshield

was offered for "greater visibility." The 150 horsepower engine received hydraulic valve lifters to make the engine quieter. These changes mark the end of the Lincoln K era that would be over by 1939.

**The story begins.** The serial number of this coupe is K 7604. It was found in a rundown body shop stuffed back against the wall, filthy dirty and all apart. All the sheet metal was off it except the doors. Parts were scattered over the shop in a random fashion. The current owner had a "vision" to make it into a hot rod. To say that idea lacked merit is an understatement.

I made him a one-time cash offer that was good for 24 hours. If he accepted the offer, we would meet at my bank, and he would bring the title. Several short-term goals were going through my mind. Save it from being turned into a street rod, remove it and as many pieces as I could find from the "body shop." He beat me to the bank the next morning.

Several friends and I began to remove pieces from the shop. I have a 1937 Lincoln K 2-window sedan that we had done a lot of work on, and this allowed us to inventory and identify what might be missing. We returned three times to that body shop and then its owner moved twice more. Every time I saw him, I came home with parts.

When you buy a Full Classic apart, make sure that you come away with all of the pieces. If there is a question about whether a part goes with the car, the tie goes to the buyer. I have purchased several Full Classics apart and have ended up with parts that did not belong to the car. You also run the risk of not getting all of the parts and there always seem to be a box "missing." On this purchase, a box of what could be called the jewelry was missing. No taillight lenses or assembly, no headlight lenses and things like cigar lighters, etc. I found the original LeBaron script in his toolbox along with a set of keys.

You can buy much more of a car if it

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*More Bell Cup Winner*

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could emulate them on the piano, different vocalists to listen to." These were gospel artists like Ward and Jackson. But the young Aretha listened to popular music, too. And as she toured with her father, she met rhythm and blues artists like Fats Domino and Bobby Bland. There was also her Detroit neighborhood: It was filled with future Motown stars like Diana Ross, the Four Tops and Smokey Robinson; who grew up right around the corner from her. Franklin made her first album for JVB when she was just 14 years old. It was a collection of gospel songs that included "Precious Lord (Take My Hand)."

Four years later, she confided to her father that she longed to cross over from gospel to secular music. So C.L. Franklin helped her make a demo that led to a contract with Columbia Records, initially working with the legendary producer John Hammond.

Decades later, Hammond told NPR that when he first heard her, his response was, "This is the best thing I've heard since Billie Holiday. Who is she?" In 1961, the bluesy "Won't Be Long," from

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is apart. There are other problems that you will encounter such as missing parts, and you were not the person who took it apart. I once read that for every hour you spend taking it apart, it takes ten hours to put it back together. I would also state that there are certain protocols in taking something apart and a cutting torch is not one of them.

**The V-12 engine.** We placed the engine in the bare frame and started it. We knew who had rebuilt the engine, but it had never been started. The engine had sat for over 25 years in less-than-ideal storage. Using 20 weight oil and a quart of Rislone, we pressured the oil to 40 pounds and tried to start it. The timing was off, but we finally got it started. The block leaked, the lifters were noisy, but it ran. We did do the radiator first as we did not want to circulate rusty water into the fresh blocks. We jacked up the rear tires and ran through the gears. The transmission and rear end sounded pretty good.

We thought that we might look at the top of the engine and removed the heads. We also dropped the pan to take some measurements. Well, you know the rest of the story. We went back through this "new engine" and replaced valves, pistons, rings, etc. All of the accessories were also refreshed, and we did not find any part that did not need something. Our goal was to eventually tour this car and repairing a Full Classic along-side a road is not my idea of fun. I have a high speed rear end that I have not yet placed in the car.

**Wood or where did it go?** The body of this Lincoln is constructed of ash with an aluminum skin over it. The top is leather covered. It has a rear window that opens outward at the bottom allowing a nice flow of air through the cockpit. About half of the frame around the window was missing as well as the huge package shelf and a number of floorboards.

I had watched a man restoring a 1939 Chris Craft Barrel Back in my next door neighbor's garage. I had loaned him a large chain hoist that I bought at an estate sale. He needed to lift the boat off the trailer. I asked him if he had done any automotive wood working and he said no. I convinced him to work with us on the coupe. He worked in oak and mahogany, but ash was a new experience for him. He did a wonderful job and was somewhat disappointed to find out that none of his work would show. At the end of the project, he did all of the window moldings in a satin finish. I believe that the wood is walnut with a burl walnut facing. One source stated that the wood was 'made of fine curly maple.'

His knowledge of wood working and boats resulted in a rear window that fit, doors that fit and all of the garnish moldings reflecting the Lincoln quality. I am in his debt. One of the great things about a restoration project is that opportunity to meet some wonderful craftsmen and to work along-side them and observe their



skills.

**Color.** The correct color on a Full Classic can make or break a car. In my opinion, the world does not need another black Full Classic. The original color that the car came in is always a good place to start. Canal gray was a LeBaron color and can be best described as a medium gray with a little blue and a very fine metallic. The pin stripe was Vermillion, deep orange with some red overtones in it. We were very pleased with the original LeBaron colors. We found the origi-

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*Bell Cup Winner (continued)**(Continued from page 7)*

her first Columbia album, *Aretha: With The Ray Bryant Combo*, became Franklin's first song to reach the *Billboard* Hot 100.

After making seven records for Columbia over a six-year span, she signed with Atlantic Records — and that's where she became the "Queen of Soul."

At first, Atlantic wanted her to record at the Stax studios in Memphis, but Stax did not want to pay for the sessions. Instead, Atlantic producer Jerry Wexler brought Franklin to the FAME Studios in Muscle Shoals, Alabama, though Franklin eventually recorded most of her first Atlantic album, *I Never Loved a Man the Way I Love You*, in New York with backing musicians from Muscle Shoals. In any case, the Wexler/Franklin pairing proved magical. Franklin brought her own material to the label, and Wexler encouraged her to play piano in her recording sessions. And from 1967 to the mid'70s, Franklin released a string of classics. The first was "I Never Loved A Man" — with her sisters as backup singers — followed by "Do Right Woman — Do Right

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nal color on the back side of the glove box door that had never been exposed to light or wear. We sent the glove box door to "Jimmy Chips" in California; who matched it perfectly.

**Sidemounts or Fenderwells.** Edsel Ford by this time was trying to woo the purchaser away from the use of sidemounts. He believed that they detracted from the overall lines of the car. My 1937 K 2-window sedan does have sidemounts, and it is an imposing front end. The Coupe, on the other hand, does not have sidemounts, and the lines of the car are very sleek. I appreciate having examples of both.

**Interior.** This coupe has two trunks that are all lined. The interior is cloth although there are at least two LeBaron coupes that have leather. The roster project mentioned earlier will add a lot to our general knowledge. The roof is a padded leather with a definite long grain that is very attractive and the underside is part of a complete headliner.

**Tires.** It is amazing how many choices there are for a 7.50x17 tires. The coupe has Firestones and the Sedan has B.F. Goodrich. The shield for the Firestone tires came painted red during this period, and that detail was added by the pin striper. I believe that this coupe would look well in either a black wall tire or a white wall tire. It took a long time to decide which direction to go.

**K 7604.** This coupe was shipped to Oklahoma City (Branch #25) by the Pennsylvania Railroad on 12-16-36. Special equipment included a radio and individual seat adjustments. This coupe was the fifth built by LeBaron and came with a tool kit. These complete kits are extremely rare and Byron Olsen of St. Paul, Minnesota may have the best original known.

The coupe was in the Minneapolis area for a number of years. People with long histories with the UMR/CCCA remember the car. It later ended up in South Dakota. One local member drove

to South Dakota only to have the agreed-upon-price raised when he arrived. He passed on the car. It was then partially disassembled and finally sold at an auction. The car returned to Jordan, Minnesota; which is south of the Twin Cities, to an individual; who owned a motorcycle salvage business. Years ago, I saw the engine out of the car on the floor of a repair shop at the motorcycle salvage business. The car was then sold to the man that I purchased the car from. It was moved literally from next door to the previously described body shop. I found two heads from the coupe that were still at the motorcycle shop and was able to purchase them. They did not have any other parts. I am still trying to trace more of the history. Someone painted it black and as the dash was painted body color without a lot of attention to masking off some of the decorative strips. We totally disassembled the dash and started all over again.



**Public viewing.** The first outing for K 7604 was St. Louis, MO at their Grand Classic. It was appropriate that after serving on the National Board for nine years that a CCCA event would be the proper first-time venue. The reaction was very favorable. We were treated very well and the coupe won 100 points in Primary. We went on throughout the summer where it received 99.25 (Senior) in Dearborn and some type of award every place that it was exhibited.

The reaction to this car has been very positive. Knowledgeable people have

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Man," "Natural Woman," "Chain of Fools," "Think," "Rock Steady" and "Until You Come Back To Me (That's What I'm Gonna Do)."

At the same time, Franklin was turning out hits, she was also deeply involved in the civil rights movement. As she told *American Masters*, her father was a close friend of King's. "My dad brought him to Detroit," she recalled, "and introduced him to the city of Detroit through the New Bethel Baptist Church." Comedian and activist Dick Gregory told *American Masters* that the Franklins helped fund the movement, directly and through access to Aretha. "If Martin needed money," he said, "he could make one phone call to Rev. Franklin, and that money was there — and also that Rev. Franklin could deliver his daughter, over what managers and record executives would say." And Franklin and Harry Belafonte toured together to help raise money for the civil rights movement.

Franklin's songs helped the nation through the assassination of King and

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## More 1937 K

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given the coupe high praise and have been very generous with their comments. The fact that many have been friends and fellow Board members was particularly appreciated.

We will take the car to The Experience for an opportunity to earn its Premier Badge. After all CCCA award categories are completed, we look forward to driving it down the blue line roads. I believe that a Full Classic should be driven as it was when new. The absolute best place to accomplish this would be a CARavan.

**With sincere acknowledgement and thanks.** Nobody takes on a project like this one without a lot of help and encouragement. When you begin to thank people, you will always leave some out. Darrell Videen and his woodworking skill cannot be overstated. Ray Thierault's general knowledge, parts supplies, and encouragement were deeply appreciated. Friends David Sandels and Bob Gavrilesco provided all kinds of help and were there during some dark hours as we brought K 7604 back to life.

Mark Limanen (The Thread Baron) did the upholstery and Lakeland Restoration sorted out the final fit after the car had been painted and assembled. The owner, Scott Arnstrom, and glass man extraordinaire, Sheldon Matheson, were very helpful and both extremely skilled. Sheldon used the 1937 two-window sedan front glass replacement as a template for the coupe and we learned a lot.

Knowledge is gained by reading, viewing, working on and interviewing others. It is critical as one goes about restoring a car. We join clubs and groups to gain this knowledge by the interaction with other like-minded souls. I have been involved formally in this venture since 1978. One person; who is critical to this adventure, is my wife and for her support — I will always be in her debt.

## More Lyle Sumner

(Continued from page 4)

closed, driving down the highway, it's just like sitting in your living room, in your best and most comfortable easy chair. It is hard to imagine that life could be any better.



Lyle Sumner with an award for his 1979 Lincoln presented at the Memorial weekend car show at Morries in May of 2013.

**Editors Note:** I want to thank Lyle for this fine article. Lyle called me Saturday morning, September 20 (2003) and let me know of a neighborhood morning car show in the Burnsville area. I grabbed my laptop and headed out with one of our cars thinking that I would be able to get Lyle to tell me about his fine Lincoln. As you can see, I was met with success. Lyle and I have known each other for about 15 years, frequently crossing paths at car shows in the southern metro area. We have spent hours talking about the hobby and sharing information about both Lincolns and Chryslers; which we both have. Lyle also has a nice 1978 Lincoln Versailles that appears in the for sale section. He reports that if it sells, he would like to replace it with a 70s, Mark. He also has a fine original 1948 Chrysler Windsor convertible, which he has for about 40 years.

(Continued from page 9)

through the Vietnam War. She told NPR in 2004 that veterans have told her how her songs sustained them. "On occasion," she noted, "I hear that some of them helped them get through the service — and I'm delighted by that."

In 1980, Franklin



switched labels again — this time to Arista Records, where she began to work with producers like Luther Vandross and Narada Michael Walden. Her pairing with Walden resulted in a string of hits in 1985: "Freeway of Love," "Who's Zoomin' Who?" and a duet with The Eurythmics' Annie Lenox, "Sisters Are Doin' It For Themselves," produced by The Eurythmics' Dave Stewart. She played with the Rolling Stones, and when tenor Luciano Pavarotti became ill, she filled in for him at the 1998 Grammy Awards, singing the aria "Nessun Dorma" from the Puc-

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## The Welcome Wagon

by Francis J. Kalvoda, Willmar, MN  
320-235-5777 email: [fjk@charter.net](mailto:fjk@charter.net)

This is my first column since our July LCOC National Meet. Like many of you, Micki and I enjoyed the cars and meeting other Lincoln enthusiasts. I am pleased to introduce you to several enthusiasts; who have joined our North Star Lincoln and Continental Owners Club family. At our July Mid-America National Meet, many of you admired our first new member's convertible.

Join me in welcoming **Mike Lamora** from Ham Lake, Minnesota. Reach Mike at 612-202-6464 or [lamoral@gmail.com](mailto:lamoral@gmail.com). Here is what Mike told me about his collector cars:

*I have always been into cars, and I like all styles and models. I still have one of the cars I had in high school. It is a 1969 Mustang convertible. I really enjoy driving my 2008 Corvette Z06. My latest pas-*



Mike's 1969 Mustang convertible



Mike's 1962 Continental



*sion has been my 1962 Lincoln Continental. I have had it for almost two years and it spent the first year primarily in the shop getting road worthy. My Lincoln is pretty much stock right now — we did a 4 wheel disc brake conversion and added a custom air ride system that was a complete bolt on kit and reversible for the purists. I have some custom Colorado Custom wheels and whitewalls that should arrive soon and the car is still very much a work-in-progress. I am part of a car club called the Fourdoorsmen. The Fourdoorsmen Car Club was founded in Saint Paul, Minnesota in 2016. The founders are just a couple of guys passionate about old cars, slammed to the ground, with four doors. Mods and creativity are welcome — and we like to drive our cars to shows, no trailers.*

Contact Mike if you would like more information about the Fourdoorsmen (Karl Flick are you reading this?) Mike tells me that his friend, Andy Cory; who displayed his highly modified blue Continental convertible at our July Meet is also joining the North Star LCOC so we will be welcoming him soon. Mike also stated that he is looking forward to meeting the rest of the North Star LCOC members at upcoming events.

Our next new members are **David (Tony) and Kim Karsnia along with their son, Mack and daughter, Alexis**. The Karsnia family address is 3634 Viking Blvd NE, East Bethel, MN 55092. Contact them at 612-325-2344 or [kars971@aol.com](mailto:kars971@aol.com). Many of us admired Tony's unique Lincoln during our Mid America Meet. His 1996 Lincoln S & S Park Lane Hearse was voted the favorite 1990s Lincoln on the tour to Morrie's Collection. Most of us did not realize how unique that professional car really is; #1 of

(Continued on page 11)



*The Welcome Wagon (continued...)*

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*cini opera Turandot.*

*For all her professional success, Franklin had a turbulent personal life. Her mother died before Aretha was 10 years old. Her father was shot in an attempted robbery and lingered in a coma for five years before he died in 1984. She had two children before she was 17, and two later during two marriages that both ended in divorce. She struggled with her weight and with smoking. Franklin continued performing, but she rarely toured because of a fear of flying.*

*Still, in 2009, she sang for the inauguration of President Barack Obama.*

*"American history wells up when Aretha sings," president Obama explained in response to her performance of "A Natural Woman" at the 2015 Kennedy Center Honors. "Nobody embodies more fully the connection between the African-American spiritual, the blues, rhythm and blues, rock and roll—the way that hardship and sorrow were transformed into something full of beauty and vitality and hope." On June 8, 2017, the City of Detroit honored Franklin's legacy by renaming*

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two built! Tony grew up with and admired big Buick, Oldsmobile and Cadillac sedans and professional cars since his father was a funeral director. For the Karsnias, preserving professional cars has become a hobby. Tony told me that many new hearses are being built on a stretched AWD Lincoln MKT chassis; so you will see a growing number of Lincolns in service.



Tony and Kim Karsnia

Here is what Tony had to say about his family and professional car collection:

*A bit about us: Kim is originally from the Pine City / Finlayson area and grew up in the small community of Rutledge. I'm originally from Detroit Lakes. Kim is a business manager / controller for The Bug Company in Ham Lake and I'm a licensed funeral director / mortician with Thurston-Lindberg-DeShaw Funeral Homes of Anoka and Andover. We have two children; our son, Mack, will be a freshman at Bethel University this fall and our daughter, Alexis, will be a Senior at St. Francis High School. We also have a beloved black Lab named Reba and we've lived in East Bethel for 12 years.*

*Having been raised around a funeral home and small-town ambulance service,*

*I've always been interested in professional cars. I've been collecting them for over 32 years and have been a member of The Professional Car Society and the Cadillac & LaSalle Club for most of that time.*



Tony's 1996 Lincoln S&S Park Lane Hearse, the ultimate "way to go."

*Our fleet currently consists of a 1967 Miller-Meteor Cadillac Paramount combination, 1973 Superior Cadillac Crown Sovereign combination (has never carried a patient!), 1997 S&S Cadillac Medalist hearse, and the 1996 Lincoln. We acquired our first Lincoln Professional Car, a 1996 S&S Park Lane hearse, last fall. This car is the first of only two examples built with commercial glass, low top design and rear quarter glass; which is referred to as limousine-styling. We participated in the LCOC Mid America Meet and look forward to future events! -Tony & Kim Karsnia-*

Tony was just elected to his third consecutive term as President of The Professional Car Society! Check the website [www.theprofessionalcarsociety.org](http://www.theprofessionalcarsociety.org) for more information or contact Tony.

The two words that come to mind when talking to our new members this month are **pride** and **enthusiasm**. It truly is a pleasure to meet and greet these new members and welcome them to the NorthStar Lincoln and Continental Owners Club. Veteran NorthStar members are responsible for keeping our group active because of their pride and enthusiasm. It is great to see we have others; who like what they see and wish to join us. More good news: next month I have more new members to welcome!! Enjoy the autumn activities with your Lincolns.



*(Continued from page 11)*

*a portion of Madison Street, between Brush and Witherell Streets, "Aretha Franklin Way."*

*Aretha Franklin received just about every award a singer can get, including 18 Grammys (plus the Recording Academy's Grammy Legend Award and a Lifetime Achievement Award), the Presidential Medal of Freedom and, in 1987, induction as the first woman into the Rock & Roll Hall of Fame. She performed until she couldn't anymore — because being the Queen of Soul was second nature to her.*

*Franklin received an honorary degree from Harvard University in 2014, as well as honorary doctorates in music from Princeton University, 2012; Yale University, 2010; Brown University, 2009; Berklee College of Music, 2006; New England Conservatory of Music, 1995; and University of Michigan, 1987.*

*Franklin was awarded an honorary Doctor of Humane Letters by Wayne State University in 1990 and an honorary Doctor of Law degree by Bethune-Cookman University in 1975.*

*From the internet.*

## Grand Opening

Seven o'clock PM was the start for the Black Tie Grand Opening of West End Lincoln — the newest addition to Morrie's luxury auto brand family. North Star Region members were invited to explore the nation's first Lincoln Vitrine-styled dealership. We enjoyed a taste of Minnesota with locally-sourced cocktails and hors d'oeuvres. We were able to listen to the private performance by The New Standards while exploring this magnificent new building.



To emphasize Lincoln's heritage, Tom Brace's 1937 Lincoln K, two window sedan and Ray and Jeanine Nelson's 1948 Continental sedan were parked in the very front of this new dealership building.

North Star region members attending this gala event were Tom Brace, Dave Sandels, Ray and Jeanine Nelson. Bob Roth, Bill and Kathryn Holaday and Bob and Mary Johnson.

The Ribbon cutting ceremony was done by Joy Falatico, Group Vice President, Lincoln Motor Company and Chief Marketing Officer, Lenny Checheris, General Manager, Morries West End Lincoln and Karl Schmidt.

A good time was had by all that attended. *Here is your chance to see this brand-new dealership, please attend our first annual Morries West End Lincoln car show, Saturday, September 15, 2018, 10:00 AM to 2:00 PM at 6475 Wayzata Blvd, St Louis Park, Minnesota.*

## Out-State Car Show

We held our 16th Annual Classic Lincoln Out-State Car Show at the Almelund 62 annual threshing show Saturday, August 11, with very disappointing results, due to lack of North Star members. The entire Threshing show events included steam, antique gas engines, old fashioned threshing, tractor pulls, and 300 to 500 antique tractors. Lots of activities, you could have danced to the Rockin Hollywoods, visited acres of flea market vendors and crafts, petting zoo, pioneer buildings like the historic courthouse, Milwaukee railroad depot, and a Mercantile store, on 60 acres of freshly cut grass.

Upon registering Saturday, I found out why this event draws over 70,000 persons in this very rural setting. The event is advertised as \$10 per person to gain admittance, but when you register a tractor or car, your fee is free. Also, for bringing a tractor or car, plus one person, they also gave you a hat displaying the year of this Threshing event. They really reward everyone; who brings something to display.

We had only Jay White, John and Dorothy Palmer, Brad and Joanie Videen, Larry Sasse and Bob and Mary Johnson attend.



Jay White won our People's Choice First Place Award with his 1956 White Mark II. Brad and Joanie Videen, Cambridge, won our People's Choice Second Place Award with their 1956 White Premiere hardtop. John and Dorothy Palmer won our People's Choice Third Place Award with a 1950 Mercury pickup. Our Long Distance Award was presented to Brad and Joanie Videen; who also traveled in style in their 1956 Premiere.

## Coming of Age... 1954

Dear Readers... I would like to open up the opportunity to expand our area of interest a little more. While few of us were able to afford a Lincoln as our first car, there have to be some very interesting stories out there about when many of you "got your first wheels" so

to speak. For many of us, it really was a Coming of Age, A Right of Passage, whatever you want to call it, it indeed was a truly momentous occasion. You were free at last. You could get in the car and drive anywhere (realistically, no more that 10-15 miles), provided you had some money for gas and that you would be home by suppertime. It was the joy of a lifetime — other joys would come later.

If you could send me an article about your first car and the circumstances that it was acquired under, I and our readers would appreciate it very much. We strive to make this newsletter interesting and enjoyable, and I think this feature article would do much to contribute to that goal. A few pictures would be good too. Unfortunately, I was unable to find any pictures of my 1940 Oldsmobile, but I was able to find an Oldsmobile catalog online, from which I was able to capture an image of a 1940 Series 60 sedan, identical to the one that I started my driving career.

Let us hear from you soon. David Gustafson, editor, NSN along with Sweet Olga; who I think would have enjoyed a ride in a 1940 Oldsmobile.

Although I had been driving for a couple of years (I used to take the car to go two blocks to the mailbox and once in a while to a nearby store) before I reached the magical age of 15, September 1954, It was still a big deal for me to get the official learners permit. I went down to Marshall Hardware; which was on Superior Street in the Eastern suburb of Lakeside, in Duluth, Minnesota. In those days, you could get a license for just about anything at Marshall Hardware, fishing, bird hunting, deer hunting and just about all that mattered. I filled out a form, signed my name and paid a dollar or two, and I had an official permit to get behind the wheel and drive. All this provided I had a licensed driver sitting alongside of me.

The small country school that I attended through my sophomore year had a somewhat limited drivers education program. It consisted of some self-help pam-



David's first car, a 1940 Oldsmobile, Series 60

phlets and a few hours of behind-the-wheel instruction by one of the school's teachers. None-the-less, it provided me with the basic information to pass the much dreaded formal road test by one of the Minnesota state examiners.

Around the middle of October 1954, I went to take the actual driving test. As I lived midway between Duluth and Two Harbors, Minnesota, along the shore of Lake Superior, I decided to go Northeast to Two Harbors for the exam. The exam was given there on a limited basis — only one or two days per month. It was also said that it was easier to take the driving exam there as there was significantly less traffic there and the bustling megalopolis of Two Harbors (population, about 4,500) had only one stoplight.

It was a very nice fall day, bright and sunny, late morning. I met the license examiner near the police station, and we both got in the car. "The car" was my father's 1954 Chevrolet Bel Air, with the venerable blue-flame six cylinder engine. It was equipped with the somewhat infamous "Power-Glide" automatic transmission. A lot of younger folks referred to it as "Power-Glue" for it's somewhat leisurely acceleration when very firm pressure was applied to the gas pedal. None-the-less, the Bel Air did yeoman's duty on this most important day of this young teenagers life.

Getting behind the wheel, with "my life" hanging in the balance, I went through all the appropriate motions, checking the seat adjustment, properly positioning both the inside and outside mirrors and firing up the mighty Blue-Flame six. I rolled down the driver's side window, and put my foot on the brake. Next, I placed the car in Drive, and once again checked out the window, using both mirrors and actually looking past my left shoulder. With nothing coming in either direction, I activated the turn signal and very slowly and carefully pulled out into the street. While we spent about 15 minutes driving around Two Harbors and hitting the one stoplight twice, doing the parallel parking exercise, it seemed like an eternity before we finally pulled up to where we started. The examiner went into detail about what I missed and about what I did right. I guess that I did more right than wrong as I passed with a score somewhere in the 80s. While it was a cool fall day, I think that I was covered with sweat from what for me was an emotionally filled experience. But, what the heck, I had

## *Coming of Age continued...*

passed. I now had a piece of paper with the necessary signatures that I could send in along with a very modest sum and get an “official” driver’s license.

Like most families, ours was a one car family. My father used his car everyday for his employment, so there was little opportunity for me to exercise my new found freedom. And like many families, there was not a lot of extra money floating around to “buy the kid” a car. Things like that did not happen in 1954 in Northern Minnesota. December 25 came and went, there was no car under the tree, much less one in the driveway. Santa never brought me a Daisy air rifle, why should I expect him to bring me a new (or old) set of wheels.

Winter passed slowly, the monotony of which was eased by my dad occasionally letting me take the car out by myself. Behind the wheel of a mighty (hah) copper and ivory Bel Air. It truly was a lot better than nothing, but at the time it was not an Oldsmobile or Buick hard-top. While the Bel Air was nice, it was not a real fashion statement. And, it did not have that V8 rumble that Fords made.

My season of despair would not last much longer. In May, my maternal grandfather; who lived on the Iron Range, in Keewatin, about 5 miles west of Hibbing decided that he was due for a new car. He went over to Nashwauk, the next town west of Keewatin and went into Johnston Chevrolet and ordered a new 1955 Chevrolet Bel Air sedan, medium green, with an ivory top. It was only the second new car and the last one that he would ever own. Johnston Chevrolet delivered grandpa Matt his new Chevrolet to him the first week of June 1955. His existing car was a low mileage (30,000 some miles) 1940 Oldsmobile Series 60, four door sedan. It was in excellent condition, however, always garaged and used very sparingly during the winter months. Medium blue, the cloth interior was like new, with the seats covered the first day he got it. It featured a 215 cubic inch, flat head six cylinder engine, rated at 90 horsepower. It also had three-on-the-tree, manual shifting transmission. My grandparents thought it would be a suitable gift for their much loved grandson. One fine day in early June 1955, the blue Oldsmobile came to live at my home. Free at last, no longer dependent on others for my transportation, I could now places (not too far) that I had never dreamed of. If I wanted to go to Duluth, I no longer had to be dependent on the kindness of others or the schedule of the twice-a-day Greyhound bus.

In retrospect, the Oldsmobile was probably a good car for me at the time. It was very easy to drive, albeit with the manual transmission it required a little extra

coordination to drive, but it was not too hard of a skill to develop. I eventually got to the point where I could shift between second and third gears without using the clutch. It always started right away and was a good driver, offering good economical transportation. Even though it was a bit older, parts were readily available, on that rare occasion that there were issues. And it was not powerful enough to get a young driver in trouble.

As Labor Day of 1955 approached, my parents decided that my future would be best served if I transferred from the St. Louis county school system to the Duluth public schools. This would open up more opportunities for a better education for me. This decision was enabled by my being able to drive myself back and forth to my new school of choice, Duluth Central High School, about 15 miles from where we lived. My small world had been opened up considerably. Over the next two years, I gained an awful lot of experience behind the wheel, driving the 30 miles back and forth to school in all types of weather. Heavy rainstorms, even heavier snowfalls and bitterly cold sub (by a lot) zero weather. And winter driving was a challenge, as Duluth was very hilly and I did not have the luxury of snow tires. Winter driving in hilly Duluth meant that the skilled driver never stopped going up hills as you could often not get good traction to proceed after stopping. Conversely, often it was not possible to stop going down hills, due to the very slick condition of the streets. I was told that by flashing your lights twice and blowing your horn, you were absolved of any liability that might occur if you were unfortunate enough to intersect with another auto while going down slippery avenues in Duluth. Fortunately for me, I never had to put this friendly advice to the ultimate test.

My faithful steed, the 1940 Oldsmobile saw me through two plus years, never once failing me during my many hours of need. It provided me an opening to a whole new world; which at the age of 15, I would have never imagined. It helped me make it through high school without any absences due to mechanical failure. What more can be said? It served its purpose very, very well. The fall of 1957 saw me enrolling at the University of Minnesota and making my way there in a different chariot, a 1954 Pontiac Star Chief. But, that is a different story for another time.



# Preview of Coming Events

- September    **Morries West End Lincoln Car Show (New Location), Saturday, September 15, 2018, 10:00 AM to 2:00 PM** at 6475 Wayzata Blvd, St Louis Park, MN.  
We are invited to attend the Lincoln Zephyr Owners Club-Central Chapter Meet on Sept. 20-22, 2018, in Fitchburg, Wisconsin (suburb of Madison). Contact Bruce Nicholson for meet information
- October        **Annual North Star Potluck, Sunday, October, 7, 2018** (No auction this year) at Morries in Long Lake, Minnesota. Catered lunch by North Star Club. Members only — must RSVP.  
**LCOC Western National Meet, Albuquerque, NM, October 17 - 21.**
- November     **Year end Sunday Brunch** at Dangerfield's in Shakopee.  
**Sunday, November 10, 11:30 AM**

Stretch out your fun with these September car events....

**Victoria Classic Car Nights**

September 5 and September 19, 5:00 to 8:00 PM

**Anoka Classic Car Show — Saturday Nights**

September 8 and 15, 5:00 PM to dusk

**Henderson Classic Car Roll-In, Henderson, Minnesota**

September 4, 11, 18 from 5:00 to 8:00 PM and September 30 from 1:00 to 4:00 PM



## For Sale

1983 Lincoln Mark VI coupe. Nice red car with white top and white leather interior.. New exhaust, EGR valve, plugs, dist cap and wires. New valve cover gaskets. New tires. New fuel injector regulator. Runs and drives great. Nice paint and interior. 47,000 miles. \$5500.00.

Jim Christenson 320-262-3288

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[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



## Morries West End Lincoln Car Show at their brand new location

6475 Wayzata Blvd, St Louis Park, Minnesota  
Saturday, September 15, 2018, 10:00 AM to 2:090 PM

It will be a great day to spend some time with your good friends. We should have a nice day, with the hot weather in the rear view mirror. There will be door prizes, some good food and lots of fun. We will see you there on September 15.



## 2018 LZOC CENTRAL CHAPTER MEET

Thursday thru Saturday Sept. 20 -22, 2018  
Fitchburg, Wisconsin (suburb of Madison)

It is time for another Central Chapter Meet this fall.

We will be at the Hawthorne Suites Hotel in Fitchburg and will have our Friday Concours and judging in a city park across the street from the hotel with an optional underground hotel parking garage for use in bad weather.

As in the past, we are inviting the other Lincoln car clubs to join us. Come and meet fellow enthusiasts! Registration forms are available online at the Lincoln Zephyr Owners Club website [www.lzoc.org](http://www.lzoc.org) — or you can have the forms and schedule mailed to you by calling

## FALL NORTHSTAR LCOC Potluck

**This will be a fully catered FREE event for members only  
and to provide for more time for socializing, there will be no auction.**

Sunday, October 7, 10:00 AM to 3:00 PM, Morrie's Conference Center  
2605 Wayzata Boulevard (Old Hwy 12), Long Lake, MN

Details to follow in next issue



## \*\*\*Our Last Brunch for 2018\*\*\*

Sunday, November 10, 11:30 AM

**Dangerfields Restaurant,**  
1583 First Avenue East, Shakopee, MN