

## A picture perfect 1932 Lincoln KB Sport Phaeton



### The Pride and Joy of Lou and Judi Cosentino

In March of 2018, we went to our first major auto auction and show in Amelia Island, Florida. We became interested in antique autos after visiting John Staluppi's Cars of Dreams in North Palm Beach, Florida. We had acquired a 1931 Packard Super 8 and loved the cars of the 1930s.

The 1932 Lincoln KB Sport Phaeton was gorgeous, but did not draw significant interest from bidders. We were surprised, jumped in, and won the bid.

The KB 232-B Sport was designed by the Walter M. Murphy Company in Pasadena, California, and constructed in Lincoln's own body plant. Lincoln made eight-cylinder (KA) and 12-cylinder (KB) cars in 1932. This was the first year that Lincoln offered 12-cylinder engines. Lincoln produced 43 KB Phaetons that year, and of these, only 13 were Sport Phaetons. This model was almost identical to the Dual Cowl Sport Phaeton, lacking only the tonneau cowl. We were told this is the only survivor of this body type. The base price of the Sport Phaeton in 1932 was \$4500. It is recognized as a Full Classic by the Classic Car Club of America.

We were pleased to find that this car was previously owned by a Minnesotan, Jim Griffin, a Lincoln historian. It was purchased from Eric von den Beemt, a Lincoln Owners Club member; who deserves credit for its restoration. The car had been used to power a sawmill and was purchased in 2001. The restoration took nine years and indeed was a labor of love. It was awarded a Primary First Place at a CCCA meet in Cape May, New Jersey, in 2016.

We have continued the restoration with the correct period carpet and a complete tune-up and fluid replacement. I am also redoing the battery placement. The car is in pristine condition. It is a great driver, and we love to go cruising west of the Cities in the early evening. We hope to partici-

*(Continued on page 4)*

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

#### ***This Issue Contains***

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	North Star Events	15
Trivia	2		

*Trivia from the Internet*



Wilford Brimley  
Character Actor  
1934 - 2020

*Wilford Brimley, a portly actor with a walrus mustache who found his niche playing cantankerous coots in "Absence of Malice," "The Natural," "Cocoon," and other films, died this past August, in a hospital in St. George, Utah. He was 85.*

*He had been sick for two months with a kidney ailment, his agent, Lynda Bensky, said. The actor died Saturday morning in a Utah hospital. He was on dialysis and had several ailments, she said.*

*"Wilford Brimley was a man you could trust," Bensky said in a statement. "He said what he meant, and he meant what he said. He had a tough exterior and a tender heart. I'm sad that I will no longer get to hear my*

*(Continued on page 3)*

*Editors Message*

*September 2020*

Gentle readers and dear friends:

I really wish that there was a lot of good news to report to you. Perhaps that most of us have made it through the summer without intensive hospitalization is just good enough. I keep looking down the tunnel, but my poor tired out eyes (having gotten that way from slaving away on the newsletter each month) just can't see any visible sign of light. And if I did, with my luck, it would be a high-speed locomotive rapidly overtaking my tired out old legs attempting to get to the tunnel opening.

I am really amazed just how quickly May, June, July, and August have passed by. One-third of the year and I spent most of it on the couch, keeping my laptop good company. Olga and I do manage to get one of the daily drivers out at least once a week for a 80-90 or so mile jaunt around the suburban areas of the Southern Twin Cities. We really need to do this to break the monotony of the day to day living with the pandemic. I never really thought that the highpoint in my weekly life would be a trip to either Byerlys or Cub food stores to stock up for another week. Minutes run into hours, which run into days, which very quickly run into weeks and months. Time seems like sand, slipping swiftly through our fingers.

As many of you know, my trusty stead, the MKT, went on to live with my brother-in-law Harvey, who lives up near Duluth. He reports that it is every bit as good as I said it would be. It is a car that has long legs and is capable of covering long distances with absolute comfort. I had three of them over a ten year period, and they were all excellent and capable automobiles. Filling the empty space in the garage is a new Aviator, also a superb vehicle. This is not a small car. While it drives and handles well, you are aware that it is not a

compact car. It is a full-sized machine, slightly smaller than a Navigator. It is chock full of the wonderful technology that does an excel-



Sweet Olga is busy talking away. She is trying to tell her dad to put the camera down and get back in the Aviator so we can go for a nice ride. The seats are comfortable, and the air conditioning works well; which is great on this hot and humid day. It is hard for Olga to strip off her warm clothes to be cooler. So it is either the A/C or a move up to Grand Marias, Minnesota, to enjoy some cooler temperatures.

lent job of keeping the driver fully aware of all that surrounds him. You can say "I don't need this and I don't need that" in any new car that I buy, but spend some time in a well-equipped car and that technology will eventually win you over. Lincoln is a little on the quirky side; it is not a car for most buyers; it is for those of us who take the road less traveled. If Lincoln could only figure out how to get people into a showroom to take a look at their fine cars and then get them behind the wheel for a nice long test drive... Lincoln would be able to sell more of these cars.

On a sad note, Lincoln has officially stopped production of the MKZ, a delightful mid-sized four-door sedan. And has further announced that the Continental, quite possibly the best American full-sized sedan will end production at the end of December of 2020. It just doesn't seem right that Lincoln will continue without a four-door sedan in their production line up. The Continental was a "halo" car for Lincoln and deserved better treatment than it received from Ford.

We have four Lincoln club sanction events scheduled for next year. At this point in time, I am not terribly optimistic that we will be able to hold these events. It will take a major breakthrough in medical science to develop a successful treatment plan and the necessary vaccine's to treat everyone in this country. We can desperately hope for the best, but we must be prepared to deal with something other than a 100 % success rate. Let us all keep our fingers crossed.

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



*Directors Message by Bob Johnson September 2020*

*(Continued from page 2)*

*friend's wonderful stories. He was one of a kind."*

*Anthony Wilford Brimley, the son of a real estate broker and a piano teacher, was born in Salt Lake City on Sept. 27, 1934, and grew up in Santa Monica, California. He quit school in eighth grade and, after years of itinerant ranch work, went back to school years later in Salt Lake City.*

*"I was a terrible student," he told the Salt Lake Tribune. "I couldn't stand being cooped indoors. I tried to matriculate from the eighth grade to the 12th in one jump. It didn't work, so I dropped out again." He served in the Marine Corps during the Korean War and was based in the Aleutian Islands. After leaving the service, he worked as a ranch hand, wrangler, and blacksmith. Briefly, he was a bodyguard for Howard Hughes.*

*By the mid-1960s, he was working as a farrier shoeing horses for TV westerns, and he eventually was recruited for stunts.*

*"I became friends with a fella named Bob Duvall," he told the Los Angeles Times, referring to the then up-and-coming character actor, whom he met on the set of*

*(Continued on page 5)*



It is now five months of COVID-19. This virus is just as dangerous today as it was when we shut down five months ago, but we are slowly learning to live with it. Mary and I do feel safer now that masks are required when going inside any building when shopping. The weather, rain, and sun have been very good to us in Shafer; our lawn keeps me very busy trying to keep up with cutting every five days. I tried seven days, and then it rained, and the yard became a hayfield, so back to cutting every five days. Usually this time of year the

weather has a dry period, not this year just more rain, we have plenty of green grass and Creeping Charlie that has replaced the dandelions.

Our July gathering or picnic at Carlson's private park was fun for those who braved the virus and rain to attend.

At our August Board meeting conference call, we decided to do it again, but found out the park is closed for the rest of 2020. This week, Gary Yazell, a friend of Dave Gustafson, invited our car club to attend the first Classic Car Show at the Minnesota Transportation Museum, **"Classic Cars and Classic Trains,"** come to the Jackson Street Roundhouse, 191 Pennsylvania Ave., St. Paul, as classic car clubs bring their warriors of the road to meet up with our classic trains. It happens Wednesday, September 9th, from 5-9 p.m. All makes and models of vehicles are welcome. Car and train lovers alike will be thrilled by the vintage vehicles, the food trucks, the train rides, and of course, the Transportation Museum. *Face masks and social distancing are required.* Please RSVP if you are bringing a show car, call 651-291-0074, give your car info and name. This is a fundraiser, car and attendee are \$5. and an individual visitor is \$15. A family pass is \$30. A food truck will be on-site.

Major Lincoln Car shows being planned for 2021. Western National Meet, Palm Springs, California, May 5-9, 2021. Eastern National Meet, Morgantown, Pennsylvania, June 9-3, 2021. Mid-America National Meet, Springfield, Illinois, Sept 15-19, 2021. 2021 Lincoln Homecoming, August 13-15, 2021, Theme, "Marks Through the Ages" 1940 To 1998. More information to come later.

Our Facebook presence continues to grow with "likes" of up to 311 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook.

Please vote for Dan Staehle, North Star Region member, who contributes much to our national meets. Also vote for Dick Nelson, who does yeoman's duty with every issue of Continental Comments, working with our esteemed editor, Jeff Shively to help produce a good reading and error-free magazine. If you can, vote early and often for both Dan and Dick.

It is time for you to get off your duff and contribute a little to your club. You enjoy reading the newsletter every month. Well, why don't you write an article about a Lincoln or any other interesting car in your collection, either past or present. We need stories to fill up the pages, and stories from our members are the best. Get an interesting story to David right away, or he will send out Olga to pee on your doormat.

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

*Bob and Mary Johnson*

# Board Of Directors - 2020

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@gmail.com	2022
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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

## From one owner to another. The 1932 Lincoln KB.

*(Continued from page 1)*

pate again in our shows after COVID is resolved. Our best to you and your families. Lou and Judi Cosentino, Excelsior, Minnesota.

But, wait (as they say on the late-night cable television commercials) there's more. About nine years ago, we ran a story on this magnificent automobile when it was owned by Eric Van den Beemt. Eric literally picked up this car in pieces from an owner at the time, who had aspirations of making it a great classic again. As sometimes happens, dreams are not often realized, and one's man's dreams become another man's obsessions. Here is that story, which originally appeared in a CCCA regional car club newsletter. We hope that you enjoy learning a little more about Lou and Judi's classic 1932 Lincoln. This is the one that didn't get away. (From the April 2011 issue of the Steering Wheel, publication of the Chesapeake Bay Region of the CCCA, written by Eric Van den Beemt.)

After finally getting a 1941 Cadillac convertible coupe on the road after a ten-year amateur restoration effort, I wanted something simpler to do. Most of the Cadillac work (interior, top, and paint) was done by outsiders. I scrounged around for parts and did some assembly, but mostly I took the cheapest and easiest route to making the car a driver. I spent years combing the fields at Hershey for parts that were missing or broken and succeeded in making the car presentable, but not distinguished.

It may have been at Hershey that I saw a number of cars that really intrigued me. They all came from the early 1930s and bore names like Packard, Cadillac, Pierce-Arrow, and Lincoln. Despite "restoring" the Cadillac, my auto experience consisted mostly of changing the oil and doing routine tuneups as a kid. So that and the fact that I couldn't afford an open car from any of these marques led me to try and find an original or older restoration of a sedan. I liked the styling of the Lincoln best and joined

*(Continued on page 6)*



After restoration, the engine compartment looks as though it just came off the assembly line.

# Northstar Monthly Board Meeting Minutes

August 6, 2020

## BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at his home in Shafer, Minnesota, via telephone conference call. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White, Bill Holaday, and Roger Wothe. The minutes of the previous meeting and the agenda of this meeting were approved.

## DIRECTORS' REPORTS

Regional Director Bob Johnson opened the meeting with a discussion on the COVID-19 virus effect on our club activities. The Classic Car Roundup will continue to be held at the New Bohemia Craft Bier Hall from 4 p.m. to 8 p.m. the second Tuesday of the month. Bob will check with the staff at Bloomington Lincoln to see if we are still on for September. We discussed a tour for the last Sunday in September and to meet at the Wayzata West Middle School parking lot. Jay White now has 311 "likes" on the Facebook page. There will be four National Meets for next year:

- August, 13-15 Lincoln Homecoming (theme- Marks Through the Ages 1940-1998)
- May 5-9 Western National Meet, Palm Springs, California
- June 9-13 Eastern National Meet, Morgantown, Pennsylvania
- September 15-19, Mid-America Meet, Springfield, Illinois

Membership and Publications Director Dave Gustafson would like more "My Pride and Joy" articles. He reports that we have three new members.

Bob reports for Matt Foley that the Treasury stands at \$3,009.48.

There being no further business, the meeting was adjourned at 7:10 p.m. The next meeting will be on Thursday, September 3, at 6:30 p.m., via conference call.

Respectfully submitted by Secretary Roger Wothe.

Please remember that Lincoln of Bloomington is open for business during this pandemic. Call for an appointment, and bring your Lincoln or another fine car in for service. They will do their best to get you in and out in short order, and you will be surprised at how low the bill is.

If you need a new car, there are especially attractive deals available on either new or slightly used Lincolns. If you want a particular color or model, they will do their very best to find you the right one, and it will be at a reasonable price.

See them today and tell them you are a member of the Lincoln Club and get the X-plan discount on new Lincoln vehicles.

*(Continued from page 3)*

*"Cimarron Strip" in 1967 and who would go on to play celebrated roles in "The Godfather" and "Apocalypse Now." "I met him on one of them horse opera TV deals. I was fascinated with what he was able to do as an actor. I'd never see anything like it."*

*He began shoeing horses for television and film westerns and gradually took non-speaking roles on horseback. He appeared as a stuntman in "Bandolero!" in an uncredited role in "True Grit" and as a blacksmith in the television series "Kung Fu."*

*Not long after, Mr. Brimley shifted from stunts to acting on the advice of a colleague who told him that "it pays better, and you don't have to hit the ground."*

*With his burly physique, countrified drawl and overflowing mustache, Mr. Brimley looked every inch the prairie-roamer in Wild West oaters such as "True Grit" (1969) and "Lawman" (1971) and the drama "The Electric Horseman" (1979), starring Robert Redford as an over-the-hill rodeo rider.*

*(Continued on page 6)*



## More on the 1932 Lincoln

*(Continued from page 5)*

He also had memorable supporting roles as a nuclear-plant worker in "The China Syndrome" (1979) opposite Jack Lemmon.

And with his tinted wire-rimmed glasses, he excelled as plain-talking authority figures, including in "Brubaker" (1980) as a prison board member and in the journalism-legal thriller, "Absence of Malice" (1981) as an assistant U.S. attorney general.

Mr. Brimley had played the Walton Mountain resident Horace Brimley in a recurring role on the television series "The Waltons" when Michael Douglas, the producer of "The China Syndrome," gave him his breakthrough role: Ted Spindler, an assistant engineer at a nuclear plant.

In the film's climactic scene, in which he is being interviewed by a crusading television reporter played by Jane Fonda, Mr. Brimley delivered an impassioned defense of his boss (Jack Lemmon), who had precipitated a crisis to draw public attention to defects at the plant.

In an article for The

*(Continued on page 7)*

*(Continued from page 4)*

to wake the owner, so I went to the motel and the Lincoln Owner's Club in 2001 in the hopes of finding a 1931 or 1932 driver that I could have some fun with.



Elegant is the watchword here with this 1932 Lincoln KB. There is no better word to describe what the driver sees as he looks ahead at the dash.

I subsequently located a 1932 sedan out in California (I live in Maryland), and after getting information and photos from the owner, I traveled across the country to see it. As fate would have it, the seller also had a 1932 KB sport phaeton (think dual cowl but without the second cowl and windshield) that needed a total restoration. It was about the same price, and I couldn't resist it.

In 1932, Lincoln made 8-cylinder (KA) and 12-cylinder (KB) cars. The KB appealed to me because it was the first year Lincoln offered a 12-cylinder engine, and the last year Lincoln produced a car with an upright grille. Lincoln produced 43 KB Phaetons in 1932, and of these, only 13 were sport Phaetons. I don't know if any other sport Phaeton has survived. A number of dual cowl Phaetons still exist.

Supposedly it was 99% complete, but how could I tell when it was in boxes? From the photo, you can see that part of that 1% was some of the body panels, the seats, the top, and some of the chrome. Not insignificant items. I transported it home and began the process of learning how to restore a car. I started taking photos of everything, and then carefully began disassembling the car. I enlisted the advice of a friend who works on Packards to help me as I started taking apart the engine. What I found wasn't pretty. The block was rusty, cylinder walls pitted, the oil pan had holes in it, and the bearings were practically non-existent.

My wife gave me a logbook to track all my expenses in the restoration, something that

she thought would be helpful. It probably won't surprise any of you to learn that the log book remains empty. Why would I want to know?

I took pictures of every Lincoln I could find. I sought advice from dozens of Lincoln owners. You won't believe how many different routes the gas line can take to get from the tank to the fuel pump and then to the carburetor. I learned how to spray paint, create gaskets, and fabricate parts that were missing. I rebuilt the carburetor, water pump, fuel pump, brake booster, steering box, and both horns, among other things. I figured out how to install new brake shoes and adjust the brakes and reassemble the engine after purchasing new larger pistons, increasing the displacement above the original 448 cubic inches.

Grease is good. I didn't think so when I spent hours cleaning the frame and everything attached to it. First, with a scraper, then with oven cleaner and high-pressure spray gun, then finally with a sandblaster. It's an awful job. But to my surprise, underneath it, all was a generally rust-free chassis.



The spacious rear compartment of the 1932 KB Phaeton. No shortage of room here.

A major part of this restoration was the creation of missing and rusted body panels. I found Victor Yordy, a one-man fabrication shop called The Metal Works in Dewart, Pennsylvania; who is a genius at bending metal. He started with the missing rear tub and created a new one around the wood frame by first building a wooden jig to form the lower part of the tub. He then completed the tub by bending aluminum in three additional pieces - the upper part of the rear, and the right and left sections above the rear wheels. Then he stitched them

*(Continued on page 7)*

(Continued from page 6)

gling out Mr. Brimley as a talent to watch, Janet Maslin called him "the mustachioed man who very nearly steals the ending of 'China Syndrome' from Jane Fonda."

Mr. Brimley followed up with a small but memorable performance as a pugnacious assistant U.S. attorney in "Absence of Malice" and with supporting roles in "The Natural," as the put-upon manager of a losing baseball team, and "The Firm," in which he played, against type, a secretive law firm's blackmailing security chief opposite Tom Cruise's hotshot lawyer. In Ron Howard's 1985 fantasy film "Cocoon," Mr. Brimley delivered one of his most engaging performances, as a Florida retiree who, with Don Ameche and Hume Cronyn, regains his youth after swimming in a magic pool.

"Wilford's a testy guy, not an easy guy to work with all the time, but he has great instincts," Mr. Howard told *The Times* in 1985. "Many of his scenes were totally improvised."

After "The China Syndrome," he worked steadily. His career advanced to a new level in "Tender Mercies" (1983), in which he played a mu-

(Continued on page 8)

## 1932 Lincoln continued...

(Continued from page 6)  
together.

The right front fender was rusted in too many places to salvage, but I found another fender, and between the two, Victor was able to create a new one. It looked a little like a Raggedy Ann doll when he was finished. There was another problem in that the replacement fender had no wheel well for the side mount, so Vic, using the other front fender as a guide, made one.



The KB engine before any rebuilding. Only a very optimistic person could see any value here.

We had a surprise when we pulled the old rotted rubber off the running boards. As when we did so, much of the metal all came with it. Victor made new running boards that are identical to the originals, and we were able to use the original brackets to bolt it to the car.

I spent weeks shaping, staining, and varnishing new top bows, carefully adjusting doors, and stopping leaks of every type so that I now have a dry garage floor. I found a Beals and Selkirk trunk at Hershey with a bottom that had rotted out and rebuilt it. Some of the hardware was missing, but I was able to fabricate missing pieces since there is two of almost everything.

I made mistakes, too. After installing the

front and rear axle, I installed the engine and then tried to fit in the torque tube. It can't be done. I had to remove the rear axle (easier than removing the engine), move it back an inch, install the torque tube then reinstall the rear axle. The push rod for the fuel pump doesn't work real well when it is 1/4 inch too short. I've had the steering column and steering box in and out several times, not easy when it includes all the linkage for the throttle, spark advance, lights, and horn wires. I never want to do that again.



Left front fender was re-formed by an expert "metal bender" as the original was not salvageable. It cannot be told from new.

For a while, the car was going to be red. I tried a number of different shades on a metal panel and was dissatisfied with all of them. Then I switched to green as I saw a modern car with a pale green exterior that looked appealing. I tried to copy the color (a color that has metal flake in it will not look the same without the metal flake) but ended up with a color that looked more like lime green. It was awful. But after adding some black to the mix, I was satisfied that I had the look I wanted. The beltline dark green matches the leather upholstery.

A previous owner had started the process of restoring the rear cabinet, but it was bare wood in many places, hardware was missing, and the glove boxes needed to be created. The cabinet didn't fit well in the space behind the front seat. I finished the cabinet; which is mahogany with hours of shaping and sanding, then staining and adding multiple coats of polyurethane. An unfinished item is the light lens for the rear cabinet; which is extremely rare. I have been unable to find an original and will probably have to borrow one and create a

(Continued on page 8)



*(Continued from page 7)*

sic manager forced to deliver hard truths about the business to Duvall's washed-up alcoholic country singer. He played Harry, the former manager of the country singer played by Robert Duvall, in "Tender Mercies," and the eccentric tycoon Bradley Tozer in the Tom Selleck adventure film "High Road to China," before returning to the role of Ben Lockett in "Cocoon: The Return."

The next year, Mr. Brimley played the cynical baseball manager Pop Fisher in "The Natural" opposite Redford, in the title role, and Duvall as a corrupt sports writer.

After his encounter with Duvall, who remained a close friend for years, Mr. Brimley joined a Los Angeles theater group to train formally. "But the theater," he told the Times, "turned into a big power struggle. They had committees and officials, and I just said, 'Forget it. I don't want no more of it.'"

He experienced similar frustrations while making "The Waltons." When the producer seemed to dismiss Mr. Brimley's concerns about his character, the actor asked to be written out of the series — anticipat-

*(Continued on page 9)*

## 1932 Lincoln continues...

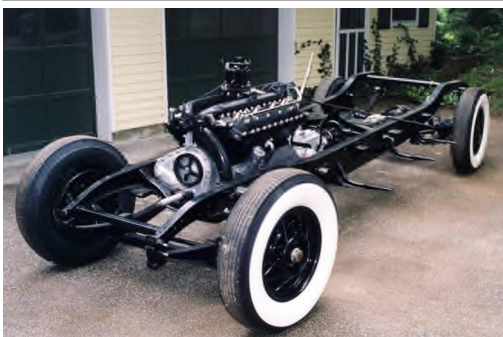
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new lens.

For those of you who have done a "frame-off" restoration, you know that any time you adjust anything when you put the frame back on, something else needs to be adjusted. It's a never-ending process to adjust all the gaps in the panels and doors so that they are equal. Parts would fit correctly; then, after adjusting something else, I'd have to go back and re-adjust something that looked good earlier.



Near the beginning of the restoration project. I was a truly "needs everything" opportunity, not for the feint of heart, or anything else.



A rolling chassis, the frame has been gone over, sanded, cleaned, repaired as needed and painted. The rebuilt engine has been installed. A milestone in the restoration process.



Another view of the interior detail of the 1932 Lincoln KB Phaeton. These fine automobiles were of limited production and used only the finest of materials.



Above, the "new" right front fender with the wheel well. The original was too far gone to be repaired. A master metalsmith created a new one from sheet metal.

When I finally started the car for the first time after assembling all the parts, I had leaks everywhere. Water poured from the bottom of the radiator and the water pump, oil dripped from the engine pan, and the steering box, I had gas dribbling down the side of the carburetor, and transmission fluid seeped from the transmission. The garage floor was a mess. Everything is now tight, and the pan I had under the car has been removed. The engine starts quickly hot or cold and runs smoothly. I can't believe my good fortune.

But over the past three or four years, it slowly began to look like a real car. In the winter of 2010, I thought I was close to getting it on the road, but I found out then that the last 5% of a restoration can take an awfully long time. It was a close call to have it completed by May of this year when I took it to Cumberland, Maryland, for its first showing at the Lincoln Owner's Club National meet. When I brought it out of the trailer, it had only 20 miles on it, a fact that made me exceedingly nervous. But the car held together well during the tours around Cumberland and I had no major problems.



## The Gentle Gentleman of the Auto Industry

(Continued from page 8)

ing his plan to leave acting and go "back to the mountain."

In a career that took many twists, Mr. Brimley returned to show business in 1977 after passing through Los Angeles while hauling horses to Denver. He decided to audition for a part in "The China Syndrome." He joked that he did the audition mostly to get co-star Lemmon's autograph, but he grudgingly admitted to finding, in performance, a way to satisfy his wandering spirit.

"It's the greatest hiding place I know," he told the Times. "I'm able to put those clothes on and use that name and those words and then tell the truth about myself."

His biggest hit on-screen was "Cocoon" (1985), director Ron Howard's crowd-pleaser — co-starring Maureen Stapleton, Don Ameche, Jessica Tandy, and Hume Cronyn — about retirement home residents rejuvenated through alien technology. Mr. Brimley had a touching farewell sequence while fishing with his grandson. "By golly," he told the Salt Lake Tribune, with a rare flash of raw pride, "that turned out to be the best damn scene in the picture."

(Continued on page 10)



Edsel Ford 1893 - 1943

This story was published in issue 122 of Continental Comments.

A Man of Great Humanity by George Pierrot, Detroit, Michigan. Edsel Ford, an enigma to much of the world, brought styling and grace to a rough and tough industry.

From George F. Pierrot, former editor, the American Boy, and for over 25 years, a TV personality pioneering in travel lecture programs over Detroit TV Stations.

I remember Edsel Ford vividly as one of the most outstanding personalities I have ever met. I was not one of his intimates, nor a family friend. My association with him, which was rather frequent, came from volunteer work at the Detroit Institute of Arts, and later when I had charge of Press and Special Events at the Ford Motor Pavilion at the 1939-40 New York World's Fair.

It was altogether fitting that Edsel Ford be the head of the Commission that supervised the Detroit Institute of Arts. His own talents, as a sculptor, for example, were so considerable that many felt he might have become an outstanding artist. He possessed unusual sensitivity and a rare feeling for form, composition, and color. His taste and critical judgment were extraordinary. He collected with discrimination and would have been a superb art museum director. The sculpture and interior decoration of the Ford World's Fair pavilion attested to his creative good taste.

The Great Depression brought great problems to the Detroit Institute of Arts. To the man in the street, it was a rich man's club. It became a public institution without any public. As the depression deepened, the museum's budget plummeted. Edsel Ford, the donor of the Diego Rivera frescoes and much more

found himself paying staff salaries and meeting other deficits.

Edsel Ford had always envisioned the Institute as a whole lot more than just a big picture gallery. He wanted it to be *used* to be helpful to every segment of community life. He inspired the founding of the Peoples' Museum Association, a nonprofit organization whose primary purpose was to introduce and interpret the museum to the public and to make it feel welcome.

Fred L. Black, the Association's first president, invited me to join its Board, and for more than a year, I served as the museum's unpaid publicity director. Later I was asked to take over the Institute's Sunday afternoon lecture-music course and build its attendance. From this grew the World Adventure Series, now a separate non-profit enterprise that conducts weekly illustrated programs at the Institute.

Edsel Ford always took a special interest in the World Adventure Series. When we issued its first announcement in 1933, he bought enough tickets to fill a quart jar. It was the season's biggest individual order, and it gave us an effective shot in the arm.

Early in its public service career, Admiral Byrd was booked with the then-new story of his second Antarctic expedition. In order to pay Byrd's high fee and still keep ticket prices down, The Masonic auditorium with its capacity of nearly 5,000 was engaged. We had a huge promotion job on our hands, and Edsel Ford shouldered most of it. He caused the *Josephine Ford*, the plane which Byrd left in the Antarctic during his first expedition (brought back after the second one) to be semi-dismantled and, during night hours, hauled through the streets from Dearborn. Ford mechanics set it up in Washington Boulevard adjoining the Statler, and its great wings straddled the street. The towering plane attracted big crowds from dawn to midnight, and as a result, the big Masonic auditorium was filled matinee and night.

This kind of thoughtfulness was characteristic of Edsel Ford. He was the soul of generosity and never seemed to expect any thanks. When delinquent taxes forced the Common Council to cut the Institute's budget by 90%, Edsel Ford joined the late Albert Kahn, Robert Tannahill, and the World Adventure Series in guaranteeing enough money to keep the educational department operating.

(Continued on page 10)

## More Edsel Ford...

*(Continued from page 9)*

From 1986 to 1988, he had a starring role as Gus Witherspoon, the opinionated but lovable grandfather in the NBC series "Our House," yet again confounding the usual Hollywood aging process by portraying, in his early 50s, a character who was 65.

"I'm never the leading man," he told *The Dallas Morning News* in 1993. "I never get the girl. And I never get to take my shirt off. I started by playing fathers to guys who were 25 years older than I was."

Mr. Brimley also became a TV fixture through his work as a folksy pitchman for Quaker Oats cereal and Liberty Medical, a mail-order provider of diabetes testing supplies. Mr. Brimley suffered from the disease and said he spoke publicly about his condition because too many people "have diabetes, and they deny it. They think there's something to be ashamed about."

His commercials invited parody, including a "Saturday Night Live" sketch featuring John Goodman as Mr. Brimley. In Goodman's send-up, Mr. Brimley fakes having diabetes ("I look like somebody who would have it") and squirts a lot of Reddi-wip

*(Continued on page 11)*

*(Continued from page 9)*

This was the department that directly served the general public.

As I came to know Edsel Ford better, my admiration for him grew. Though one of the world's wealthiest men, and the titular head of one of its largest corporations, he had no "side." He was extremely modest and self-effacing. He was last of a party to enter an elevator. If you had business with him, he would listen to your story at unhurried length, ask questions to draw you out, see that you had the fullest chance to explain your recommendations. He would then come to a quick decision. This wasn't always in your favor, but he took the time to explain his reasons, and they were always valid ones. Further, his memory was both accurate and retentive. He never forgot his promises, never left you out on a limb.

He was as courteous to the elevator operator as he was to royalty. He was always natural, unaffected, pleasant. His business responsibilities came early; he was given no time to earn a college degree, yet his conversation and interests revealed him to be an extremely well-educated man. His knowledge was wide and deep, and it encompassed many fields.

At the World's Fair, Edsel Ford was always good copy. When I announced he'd be at the Ford pavilion, reporters and photographers showed up in droves. They liked and admired him because he was unfailingly cooperative and courteous. He would answer questions tersely and without reservation. He helped the newsreel men and photographers get good shots. He let himself be photographed, driving the Ford tractor, welcoming distinguished guests, explaining technical exhibits, and dozens more.

The pavilion occupied more than six acres and, at times, was a madhouse of activity. One Saturday, 12,000 entrants were clocked in a single hour. Edsel Ford moved through the pavilion as a gracious and understanding host, giving it both warmth and individualized personality.

One time, at the Ford pavilion, we entertained "Chucho" Solarzano, the then world-famous Mexican matador. Unlike most of them, he was an aristocrat who fought for fun, not money. Later, in the pavilion lounge, Edsel Ford gave a luncheon party. He had heard of Solarzano's visit, and by chance, the conversation turned to the bull ring. Edsel Ford sent for me and asked me to describe in my

own way the climax of the fight, which is, of course, the dispatching of the bull. Edsel kept me there, answering questions. Whether the subject was bullfighting, or sculpture, or finance, he seemed to have the knack of immersing himself in it and enjoying it to the full.

I also admired Edsel Ford as an industrialist. Though not always in control of his company's policy, he was a strong force for enlightened and modern business practices and the sincere friend of labor. He believed in selling stock to the public—said if the Ford Motor Company had a half-million shareholders and a board of directors, it would be the stronger for both. Had Edsel Ford lived, he would have been famous as an administrator. Fortunately, his son turned out to be a man with the same breadth of vision.

Edsel Ford had an excellent sense of humor. He liked children and treated them as grown-ups. His family life was the admiration of his friends.

Edsel Ford's interest in children was shown when *The American Boy Magazine* started a program with newspapers to conduct contests for model airplanes. Winners were selected by the length of time their models remained in the air. They then came to Detroit, where a three-day final meet was held. To help with publicity Edsel Ford twice sent Detroit champions to Washington in a TriMotor. There they flew their model planes on the White House ground for Calvin Coolidge and later Herbert Hoover.

The climax of each meet was a large banquet given by Henry, and Edsel Ford at their TriMotor works in Dearborn. It took place in the hangar with historic planes hanging over the tables. Henry and Edsel Ford personally met and welcomed the boys, and both gave short talks.

I worked with him on the Ford Good Drivers League, which helped in teaching teenagers everywhere how to drive safely and well. To this, as to every project he participated in, Edsel Ford brought enthusiasm, vision, and thoroughness. "If you're going to do it, do it *well*," was his guiding rule.

All of this may seem like hero worship—and it is. Green, in my memory, is this medium-height, slim, smiling man who was dressed so impeccably and had the easy manners of a prince. I admired him immensely and knew his kindness, generosity, and broad humanity. It was a privilege to know him.



*One of my best early car experiences...*

(Continued from page 10)

*whipped cream into his mouth. He also detests oats ("It always seems like someone else ate it first").*

*"You can either accept that or let it bother you," Mr. Brimley said, with good humor, of the ribbing. "I accept it." When interviewed, Mr. Brimley played down his talent; he described himself as "just a guy, just a feller" to The Powell Tribune of Wyoming in 2014. "I can't talk about acting," he said. "I don't know anything about it. I was just lucky enough to get hired."*

*In 1997, he appeared in a cameo role on "Seinfeld" as the short-tempered postmaster general, Henry Atkins. He had a pleasant singing voice and recorded several albums of jazz standards, including "This Time the Dream's on Me" and "Wilford Brimley With the Jeff Hamilton Trio."*

*His first wife, the former Lynne Bagley, died in 2000. In 2007, he married Beverly Berry, who survives him along with three sons from his first marriage, James, John, and William. Another son, Lawrence, died in infancy.*

*As Mr. Howard noted, Mr. Brimley came by his cussedness naturally.*

*In "Miracles and*

*(Continued on page 12)*

By Randy Smith...

Editors note: We want to thank Randy Smith and Francis Kalvoda for sending this article to us for publication in the Northstar News. Our stories do not always have to be about Lincolns, but any story that has some human interest. Most of us have owned other cars in addition to our Lincolns. And many of these fine cars have very interesting stories. In our much younger years, we all had our dreams and aspirations, and that is what life is all about. Another point well taken, is that quite often, the realization is never quite the same as the expectation. And most of us can readily confirm that to be a true statement. And it can be said about many things in life, and not cars alone. If you have a fine story like Randy's, open up your laptop, clay table, parchment and quill pens, or whatever you use to record your thoughts for posterity and send in those recollections to me by the next carrier pidgeon. Pidgeons may actually be faster, what with all of the problems that the US Postal Service is experiencing these days..



Randy's dream car, a 1941 Cadillac.

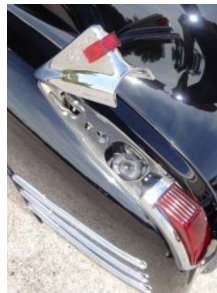
On a beautiful fall day in 1950, I was walking home, down the alley of Summit Avenue in St. Paul, when I spotted a lovely older woman, in her early 50s, cleaning up her yard. She looked like she was struggling, so being a kind sophomore representing Central High School, I volunteered to help. After the raking and mowing were finished, it was time to put the yard tools away. She opened the garage service door and proceeded to throw the wicker baskets on the long hood of a convertible. I asked her if I could look at it. She readily agreed. Looking inside, I saw the odometer which read less than 10,000 miles. This stately Cadillac convertible Sedan was in like-new condition, except for scratches on the hood where she would throw her leaf baskets. She informed me that her silly hus-

band purchased it and died a few years later. Being that she did not drive, it just sat until this 15-year-old could not contain his excitement and asked if she would consider selling it.



Another view of the Cadillac convertible sedan

After some serious negotiations, we arrived at an agreement. As I had just quit my paper route, I had my bond money, some savings, and had just been hired at the local Skelly station, a fulltime/part-time job. Life was really good; I had my first car, a 1935 Plymouth 4-door sedan, which I had just purchased from my sister's boyfriend. Back to the 1941 Cadillac convertible Sedan; after negotiations, my total cash savings, \$365.00 plus helping with yard work for the next year, we struck a deal!



Gasoline filler is located in the left rear tail lamp assembly.

I called my friend; he helped me get it running. The first stop was the Skelly filling station at the NW corner of Cleveland and Grand Avenues, where I worked for Mr. Stilwell. I changed all the fluids, cleaned and polished the entire car in and out. The red leather seats were awesome! My future classic Cadillac looked just beautiful! I parked it in the prime spot

in front of the Skelly station, where everyone driving by would see MY CADILLAC. The second night on display, an older gentleman asked me, 'whose Cadillac?' When I said it was mine, he asked if my dad would sell it. My reply was, 'it's mine, not my dad's.' He asked me if I would sell it to which I replied, 'I just bought it.' He then offered me \$1,200.00 in cash. After serious thought, for one minute, I agreed. Remember, in the 1950s, this was a king's ransom.

*(Continued on page 12)*

*More Randy Smith*

*(Continued from page 11)*

*Mercies," a documentary about the making of "Tender Mercies," Mr. Duvall recalled a set-to between Mr. Brimley and the director Bruce Beresford. They had made a suggestion about how Mr. Brimley might play the role of Harry. "Now, look, let me tell you something — I'm Harry," he recalled Mr. Brimley telling Mr. Beresford. "Harry's not over there, Harry's not over here. Until you fire me or get another actor, I'm Harry, and whatever I do is fine 'cause I'm Harry."*



Wilford Brimley from the movie *The Firm*.

*Though never nominated for an Oscar or an Emmy, Brimley amassed an impressive list of credits. In the 1993 John Grisham adaptation "The Firm," Brimley starred opposite Tom Cruise as a tough-nosed investigator who deployed ruthless tactics to keep his law firm's secrets safe.*

*From the internet..*

*(Continued from page 11)*

Sadly, my Cadillac left, but I still had my 1935 Plymouth. This was my start in old cars. Since that time my negotiating skills have improved, I've owned many more great vehicles and still love vintage cars.



Randy's 1937 Dodge sedan. Note the great looking horns right above the front bumper.



Randy, pictured above with his 1954 Lincoln Capri two-door hardtop.

The base price of the hardtop was \$3,869 and there were 14,003 produced for 1954. It was 214.8 inches long, and rated at 205 hp. Power was delivered to the rear wheels by a General Motors four speed Hydra-Matic automatic drive, which Ford purchased from GM. These were and still excellent road cars, both quiet and very fast.

I am currently enjoying a 1954 Lincoln Capri hardtop, a 1937 Dodge sedan, a 1965 Plymouth Satellite convertible, and a 2007 Volvo hardtop convertible. Recent research reveals that of the 66,130 Cadillacs produced for 1941, only 400 were Series 62 convertible Sedans, which had a base price of \$1965. The Cadillac, which is pictured in this article, sold in January 2020 at the Barrett-Jackson Auction in Scottsdale, Arizona, for \$52,800. At the same sale, another '41 Cadillac convertible Sedan sold for \$57,200. I think my '41 Cadillac was still one of my BEST collector car experiences in 70 years.

*Continentials in Movies*

*By Den & Jan Fenske. From Comments Issue 175, first quarter 1989.*

He needed a "classy" car of 1947, so in selecting from a variety of makes and models, we knew that the Producer, Robert Lovenheim, had good taste when he chose the Lincoln Continental. We were even more excited when he picked ours. We finished two days of shooting in late 1988, and we had an absolute ball.

The movie is a two-hour television special which was seen on NBC's "Movie-of-the-Week." It is titled "Revenge of Al Capone." The movie is directed by Michael Pressman and stars Keith Carradine as FBI agent Michael Rourke, and Ray Sharkey as Al Capone. Unfortunately, many of the scenes of the car were cut from the movie when it was shown.

On the first day, we arrived early at a school in Pasadena. It was a magnificent old mansion on 13 manicured acres. Lucky Baldwin of Baldwin Hills fame built it in 1930. It serves in the movie as Capone's Villa in Florida. When we drove on the set, I heard some ooh's and aah's, so when I got out of our car to take a bow, Jan reminded me it was the car they were applauding.

Our car serves as Capone's chauffeur-driven limo. It carries Rourke around as he is "wined and dined" by Capone. The picture starts in 1947 in Florida with flashbacks to the Thirties portraying how Capone still controlled the underworld from jail.

Jan's favorite experience was watching the large cast outfitted in glorious vintage clothing. Everyone was so friendly and welcomed us as we chatted all day about clothes and cars.

The second day of shooting took us to Terminal Island in Los Angeles Harbor. Located out on the point, it is several acres of green grass and palms and quarters for the Admiral, who commands the Western Region of the Coast Guard. Directed by radio, the boat brings Rourke ashore to be chauffeured to Capone's Villa.

Filming all the old cars is not always easy. Sometimes they jerk, won't start, doors don't close right, etc. But aside from a hot clutch and a worn-down battery, our car performed to their expectations. They told us it looks great in the film.



*Loves those Mark IIIs*



The late Alex Johnson's Mark III

This article appeared in issue 175 of Continental Comments. Alex Johnson, who owned the Mark at the time this story was written for Comments really loved this car. He was a regular at most of our North Star events and loved to talk about cars, especially Lincolns. Sadly, Alex passed about seven years ago. We thought it would be nice to reprint it at this time.

"Dear LCOC members, classic 21 years ago the Continental Mark III was introduced and enthusiastically received by the luxury car-buying public. At that time, a few years after my graduation from college, I was financially unable to purchase one of those wonderful vehicles. But my interest never subsided over the years.

"After a major career redirection into automobile sales almost ten years ago, and promotion into sales management at a Minneapolis Mercedes-Benz dealership two years ago, the opportunity arose to purchase my 'new' 1970 Continental Mark III from the estate of the original owner whose daughter-in-law worked for me as a salesperson.

"The original owner of my Mark III was Mr. Archie P. Kamp from Pasadena, California. Mr. Kamp used the Mark III as his 'special event' car. It was normally driven only on nice weather weekends. I took delivery of the automobile in mid-December 1987. At that time, it had accumulated a moderate mileage of only 52,300.

"The long delay in obtaining my Mark III was worth the wait. What a wonderful automobile! It reflects extraordinary design, workmanship, and attention to detail that rivals the notable German coupes and sedans from Mercedes-Benz and BMW of that era. More surprising to me, however, is the attention this car receives now from automobile buffs of all ages. I've never received so many 'thumbs-up' even when driving my employer's current model Mercedes-Benz 560 SEL sedan and 560 SEC coupes for daily transportation. It's lots of fun to receive more recognition and interest in the Mark III.

"An interesting aside is that the owner of the Mercedes-Benz dealership prefers me *not* to drive it to work on nice days and park it in the facility. It attracts too much attention among shoppers for our current Mercedes-Benz products and frequent inquiries whether or not it's for sale. It is not, of course."

*Alex B. Johnson, Minneapolis, Minnesota.*

*For Sale - 1974 Mark IV*



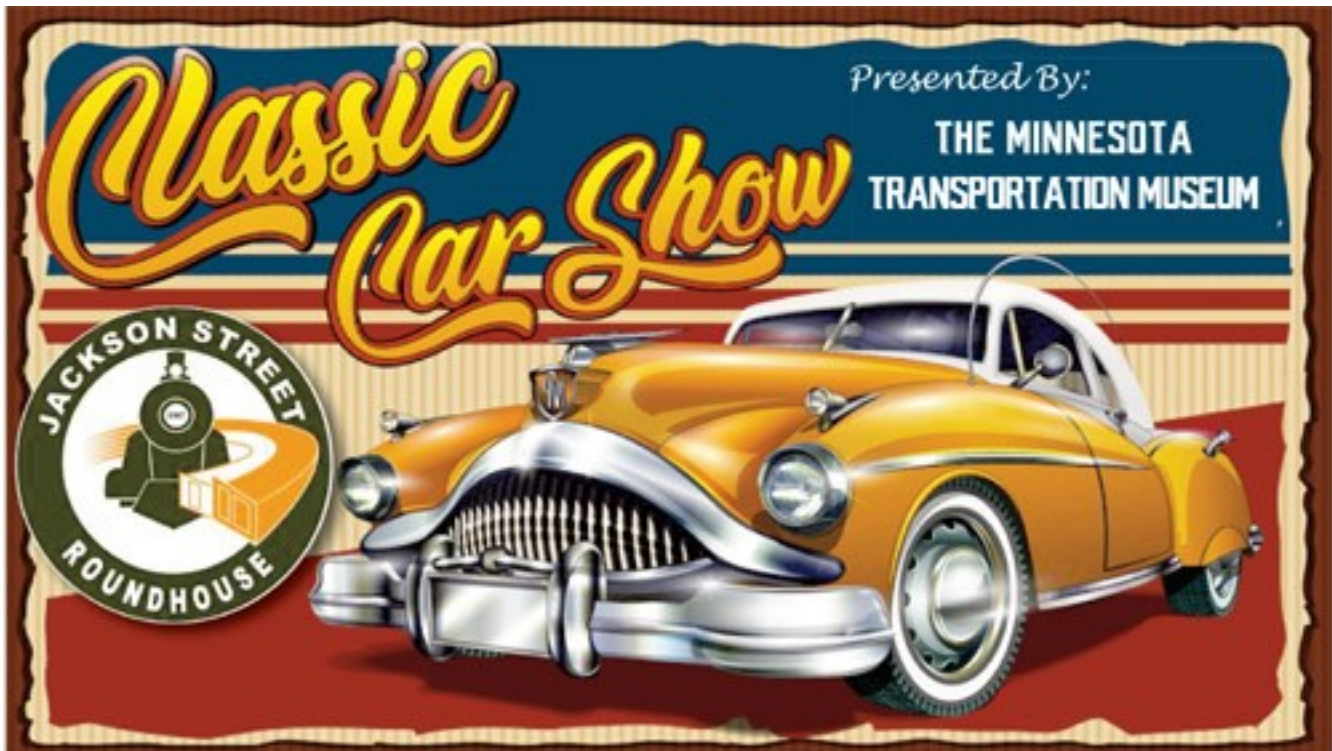
"Old Blue" is a Mark IV, medium blue with a darker blue top. Nice straight Mark, very clean and well-kept over the years. It has never spent a night outdoors and never driven in rainy or snowy weather. It is completely rust free.

New exhaust system, good tires and battery. This Mark drives and handles very well and catches the eye whenever it is driven. Interior is spotless and shows very little signs of wear.

Equipped with all of the usual Mark IV accessories and all work well. This fine Lincoln belonged to my late husband and my grandson and I have decided that it is time for it to go to a new owner. A bit over the average mileage for some of these cars at 82,000 miles, but the price will reflect this.

I will be pleased to consider any reasonable offer for this Mark IV.

Please call Arlene Gillett at 763-434-9567 or email: [ggillett@usfamily.net](mailto:ggillett@usfamily.net)



# Classic Cars and Classic Trains!

Join classic car and train enthusiasts from across the region on September 9th from 5:00-9:00 pm. The Minnesota Transportation Museum is hosting a Classic Car and Train Show at the Jackson Street Roundhouse, 193 Pennsylvania Ave. E. in Saint Paul. You're invited to check out classic cars, vintage trains, the transportation museum, and even go cruizin down the rails on a train ride.

Food and non-alcoholic beverages will be available.



- Bring your classic car for only \$5.00 per car.
- Individual visitor admission is \$15.00.
- Family visitor passes are \$30.00.

For more information and to purchase tickets, please go to [www.trainride.org](http://www.trainride.org)



## Minnesota Transportation Museum

The Museum at Jackson Street Roundhouse, 193 Pennsylvania Ave, St. Paul, MN, 55130

For more information contact: Andrew at [thecaptain03e@aol.com](mailto:thecaptain03e@aol.com) or Garry at [yazel001@umn.edu](mailto:yazel001@umn.edu)

Wednesday, September 9, 2020 - 5 p.m. to 9 p.m. All North Star members invited.



# Preview of Coming Events

All of these activities are conditioned on the premise that at some point in the future, group activities will be safe once again.

**September**      **Tuesday, September 8, 4 to 8 p.m. Classic car club rally, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway, Golden Valley, Minnesota** All Lincolns and other classics welcome.

*“Classic Cars and Classic Trains,”* come to the Jackson Street Roundhouse, 191 Pennsylvania Ave, St Paul, as classic car clubs bring their warriors of the road to meet up with our classic trains. It happens on **Wednesday, September 9th from 5:00-9:00**

**October**      If anyone has any great ideas for an event where we can get together at a “Social Distance,” please let us know. Most of us are going stir crazy from being cooped up in our homes. We would all love to see one another, if even from a distance of 6 to 10 feet.

**November**      Take you Lincolns out for one last fall drive before the cold weather comes to call and stays for the duration.

**December**      **No North Star Activities planned. Please spend some quality time with good friends and relatives.**

**A member in need.... Harvey Oberg** is in need of a truck driver or anyone else who might be making a run to California in the near future. He has some boxes of car related items in need of transportation out to the Golden State. He is anxious and will pay a fee for service. Please call Harvey at 651.739.9754 and help Harvey out with his parts and a new owner with his badly needed items to complete a restoration.



## For Sale

**1967 Continental Convertible** Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism

works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000** Call **Jon Cumpton at 612-859-1483.**

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

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

# North Star Activities

Here is a great opportunity to escape boredom by visiting one of these iconic drive-in's located throughout our state.

Bored to tears... Call your friends and take a drive in your classic Lincoln to one of the Drive-Ins listed below. The food will be good and if you pick an off hour, social distance should be easily achieved. With all that is going on now, it is time to be a little creative in what we do for fun.



## THE DRIVE-IN, TAYLORS FALLS

With a giant mug of root beer on a pole out front, you can't miss this gathering spot where carhops bring juicy burgers and frosty mugs of homemade root beer to your vehicle. Bonus: 18 holes of mini-golf on site, plus hiking at Interstate State Park less than half a mile away. Call Bob Johnson, he lives only a few miles away and he will meet you there.



The all new **Galaxy Drive-In**, 3712 Quebec Avenue South, just West of Louisiana Avenue on Highway 7, St. Louis Park.

You won't want to miss out on our mouthwatering steak burgers, premium hot dogs, delicious shakes, malts, desserts and more. We're coming in hot, with the velocity needed to exceed your dining experience. Aliens, Humans, and all of our four-legged friends welcome.



**Wagner's Drive-In**, 7000 West Broadway Avenue, Brooklyn Park.

Wagner's Drive-In has a long history. It was started over 35 years ago by Ed and Anneliese Wagner in St. Louis Park, Minnesota, with the help of their children. Over the years, expanding to a second Drive-In Brooklyn Park. Many of the menu items that customers enjoy today were developed years ago. Today, the tradition of excellent food continues. Jim, the son, continues the tradition of making things from scratch, paddy the hamburger, make homemade soups and coleslaw, bread the chicken, and more. Wagner's features good, home-cooked meals.