

# NORTHSTAR NEWS

## *My Pride and Joy*



1932 Lincoln Model KB owned by Eric van den Beemt

*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.*

Bob Johnson was able to obtain this very fine story from one of the regions of the Lincoln Owners Club. Written by Eric van den Beemt for the Chesapeake region of the CCCA in their April - June, 2011 issue of their newsletter. It is an exceptional story of an exceptional car.

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 1930's 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 tune-ups as a kid. So that and the fact that I couldn't afford an open car from any of these marquis, led me to try and find an original or older restoration of a sedan. I liked the styling of the Lincoln best and joined the Lin-

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

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

## *Pride and Joy continued.*

*(Continued from page 1)*

coln Owner's Club in 2001 in the hopes of finding a 1931 or '32 driver that I could have some fun with.

The first Lincoln Owner's Club event I attended was the Tidewater Meet hosted by Bob Montegue. I attended not knowing anyone or having any idea what to expect but was overwhelmed by the gracious effort by club members to get to know me. Club President Dick Hopeman made me feel welcome and introduced me to many of our members including Greg Bilpuch who brought his 1932 KB boattail speedster. I returned home knowing that this was the club I wanted to join.



1932 Lincoln KB Sedan

I subsequently located a 1932 Sedan out in California (I live in Maryland) and after getting information and photos from the owner, traveled across 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.

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*Editors Message*

*July 2012*

*Trivia from the Internet*



Patsy Cline  
1932 - 1963

*With a western theme for the upcoming MidAmerica, we thought it might be appropriate to write a bit about one of country music's finest.*

*Patsy Cline (September 8, 1932 - March 5, 1963), born Virginia Patterson Hensley, was an American country music singer as part of the early 1960s Nashville sound. Cline successfully "crossed over" to pop music. At age 30, she died at the height of her career in a private plane crash. She was one of the most influential, successful and acclaimed female vocalists of the 20th century.*

*Up until Patsy*

*(Continued on page 4)*

It's July already. Half the year has gone by, but not to worry, the best is yet to come. It is the last Saturday in June, Faithie is asleep on the floor, dreaming of riding around in one of the Lincolns, and I am sitting on the couch trying to put the newsletter together. It is overcast, and it might rain. A good excuse for me not doing something else.

Our Lake Minnetonka breakfast cruise was a wonderful way to spend a Sunday morning. Many of us that belong to the Lincoln club are quite familiar with the Minnetonka area, but it is one thing to drive around it, and quite another to see the many fine homes from the water side. We had a good turnout, in spite of the threatening weather. Storms did visit our area later in the day, when most of us were safely home. The food was good and the friendship even better.

This month, we will be taking a road trip down to the Hubbell House in historic Mantorville. It is an interesting part of the state, take some time and visit some of the local shops, you might go home with some antiques, in addition to your significant other. Look for all the information on the back page.

Don't forget the "really big" LCOC MidAmerica which the Northstar Region is hosting this August 15-19 at the Park Plaza Hotel, in Bloomington, MN. There is only a very limited time left to get your registration

materials completed and sent in to Roger Wothe, our meet registrar. Also, be sure to contact the hotel right away to get in on the lower LCOC room rates. Our 2008 MidAmerica was one of the best. The 2012 will be even better. If you need help, contact anyone on the Northstar Board, or call or email Bob Johnson at 651-257-

1715, arbor-bob41@aol.com. We expect to have about 100 Lincolns along with their very friendly owners in attendance. Make plans to attend, It will be a good opportunity to visit with old friends and meet some new ones.

We also want to thank Bob Roth and Ken Sampson for memorializing some of the great detailing tips that Ken has presented to us over the years in written form. We have talked about it for a number of years,

and after the last detailing seminar in April, Bob Roth volunteered to put together a document to share with us. Hopefully, this is a beginning and we can add to it in the months ahead. Try some of these tips when you get your Lincoln ready for the MidAmerica.

We do want to make sure that our out of town guests have a good experience during their stay in our region. If there is a need for help, pitch in and try your best to make this a great time for everyone.

Till next month, David, Marion and the Very Sweet Faithie, the Samo-yed.



Sweet Faithie is ready for the big Lincoln Roundup at the Park Plaza Hotel next month. She has a new bandana and her own name badge.

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*Cline's recordings in the late 1950s and early 1960s there were only a handful of country and western female singers; and the title of queen belonged solely to Kitty Wells. It was Cline who dethroned Wells with classic performances on cuts like "Walkin' After Midnight" and the Willie Nelson composition "Crazy," which combined the pop characteristics of Patti Page and Kay Starr with the hillbilly traits of Hank Williams. All three singers were major influences on Cline's style.*

*Cline was best known for her rich tone, emotionally expressive and bold contralto voice and her role as a country music industry pioneer. She helped pave the way for women as headline performers in the genre. Cline's was cited as an inspiration by singers in several genres. Books, movies, documentaries, articles and stage plays document her life and career.*

*Cline's entertainment career began at*

*(Continued on page 5)**Directors Message by Bob Johnson**July 2012*

Rain Rain go away and come again some other day. It seems that it has been raining since our 4th Annual Lincoln Car Show, on Saturday, May 26<sup>th</sup> at Morries, Minnetonka Ford Lincoln. Today is the 20th of June and am writing my column for the July newsletter, time sure flies in the summer. Here in Shafer we have had more than six inches of rain the past three weeks, but no hail and no wind damage. I'm waiting for it to dry out enough to cut the grass and roto-till our garden. Summer time is what we wait for about six months each winter. Now that it is here, get your Lincolns out and enjoy the drive. While you are cruising the highways please look for Lincolns that we can get into our club.

When you get this newsletter around July 1<sup>st</sup>, you will only have 30 days to register for our Mid America National Meet in Bloomington, MN, August 15-19, which will be in 45 days. Registration cutoff is Wednesday, August 1<sup>st</sup>. Please register now if you plan on attending. As of today it looks like we will have over 100 cars and 200 people attending this great meet. We want and need you to attend. If you have any questions please call me at 651-257-1715. This is an opportunity to see some of the very best classic Lincoln's in one place ever. We will need more help judging Lincoln's on Saturday, August 18<sup>th</sup>, please consider volunteering to judge. This is one way to see the best Lincoln's up close. Do you have your Bloomington Meet packet? If you have not received one by mail or email, you can download from our [www.Northstarlcoc.org](http://www.Northstarlcoc.org) or National [www.lcoc.org](http://www.lcoc.org) web site. If you do not have internet, call 952-473-3038, Roger Wothe. If you have any questions about registering for the meet, you can also email Roger; at [rwothe@mchsi.com](mailto:rwothe@mchsi.com).

Please call our Park Plaza Hotel to reserve your rooms now for August 15 - 19, 2012, at 952-831-3131. Room with free breakfast is \$99 plus tax.

If you will be staying at home and not the hotel, please consider your driving time to attend our daily events and having to drive home at night after nightly events. Traffic on I494 will be very busy, plus it is our prime time for road construction. You may want to reconsider not staying at hotel. The price of gas and time driving may not be worth the hassle of computing back and forth during our Mid America Meet- just something to think about.

Judging Class information for the Bloomington Mid-America National Meet article is in this newsletter to help explain where to enter your Lincoln for judging.

Please register as early as possible so we know you are going to attend meet. Your reserved Hotel room is our only way to know your intentions before you pay your Meet registration, so please reserve your room early. When reserving hotel room at Park Plaza, tell then you are with the North Star Region LCOC or Lincoln Continental Owners Club.

Sunday Brunch on June 10<sup>th</sup> was a hot and beautiful day on the *Lady of the Lake* for our outing on Lake Minnetonka. The charm of this paddlewheel boat offered an experience almost lost in our modern world. Can you imagine what

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## June Northstar Board Meeting

June 7, 2012

Regional Director Bob Johnson called the meeting to order at 6:50 PM at Culvers in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Bob Roth, Tom Brace, Jay White and Roger Wothe. Other region members present were Faye Oberg, Brian Carlson, Mary Johnson, Keith Danners and Barb Wothe. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS REPORTS

Regional Director Bob Johnson moved the July meeting out one week to July 12 because of the proximity of the 4th holiday to the regular meeting date of July 5th. Bob continued with the status of the 2012 Mid America Meet. Roger reported that he had received registrations for three Exhibition cars and twenty-four Judged cars. That seemed to agree with Bob's projections for this date. Bob then provided lists with financial projections for the Meet. We need to make up a Reserved Form for the auction. Roger will provide a map and directions for the tour to Morris and lunch at the Muni in Wayzata. Bob will add security for Thursday evening along with Friday and Saturday. Bob Roth reported that he had received orders for six lighted acrylic sign plaques. We need about seventeen more. According to Chief Judge John Talbourdet, we will need about fifty judges for the Meet. We will begin mechanical judging on Wednesday afternoon and show field layout on Wednesday morning. Bob is working on adding musical entertainment for the banquets in the range of \$400 to \$500.

Treasurer Harvey Oberg reported the treasury balance to be \$3,654.44 with all bills paid.

Activities: The next activity is a brunch cruise on Lake Minnetonka on Sunday, June 10th, with thirty-one persons attending. After that is a road trip and brunch at the Hubble House in Mantorville on Sunday, July 15, with a meeting at Little Oscars at 9:30 AM for caravanning to Mantorville. Additional activities will be posted in the newsletter.

There being no further business, the meeting was adjourned at 7:55 PM. The next meeting will be at Culvers in Maplewood on **Thursday, July 12**, at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

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*the tender age of four, when she won a local amateur contest for tap dancing in her hometown of Winchester, Virginia. By age eight she was playing the piano and singing in her church's choir. In 1948 the drug-store counter girl began singing in nightclubs with Bill Peer and his Melody Boys. Wally Fowler of the Grand Ole Opry convinced the 16-year-old to go to Nashville for an appearance on Roy Acuff's "WSM Dinner Bell" radio program. Cline hung around Nashville trying to break into the industry but ended up working as a club dancer.*

*Cline headed back home shortly thereafter and continued singing with Peer's band until 1954, when she returned to Nashville and signed a contract with William McCall's 4 Star Sales Co. out of Pasadena, California. Cline's first recording session was on June 1,*

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## *My Pride and Joy continued*

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1955, and her first three songs were leased to Coral Records, a subsidiary of Decca. Part of her deal with 4 Star, which included one-time session fees with no royalties, stipulated that she could only record material that belonged to McCall's company. This may have been part of the reason that the majority of her early work did not sell very well. She was also tackling a wide variety of styles that made it hard to categorize her.

Producer Owen Bradley was trying to create a new genre with Cline by bathing her voice in full, jazzy orchestrations at his Quonset Studios in an effort to counter the rising popularity of rock and roll. According to *The Listener's Guide to Country Music*, "Patsy Cline was his ultimate country success. For him, she played down her country characteristics. For

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Supposedly, it was 99% complete, but how could I tell when it was in boxes? The remaining 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 log book 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. Jim Griffin and Ray Theriault were especially helpful in aiding me with the many missing or incorrect items included with the car. At one point my wife Pat and I traveled to California to attend a wedding and we visited with Jack Passey who gave us a great tour of his collection and provided some much needed guidance.

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 sand blaster. It's an awful job. But to my surprise, underneath it all was a generally rust free chassis.

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.

For a while, the car was going to

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*her, he played down his popular music background. The results were records full of tension and dynamics."*

*It would, however, take some time before the formula caught on, as the country scene was changing from hillbilly to country and western and was still mainly dominated by male artists. Cline's radical image as a two-fisted, hard-drinking woman definitely made her stand out from the rest of the Nashville crowd, but any chance of success would rely on her voice and songs. Her talents shined on both slow torchers and up-tempo cuts but her 4 Star sessions never did fully realize her potential, with the exception of "Walkin' After Midnight."*

*"Walkin' After Midnight" a Hit. Cline recorded the tune on November 8, 1956, but it was the rendition of the song she performed on Arthur Godfrey's Talent Scouts television program on January 28, 1957, that got the in-*

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## More Pride and Joy

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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.

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 readjust something that looked good earlier.

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.

## Director's Message

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the lake shore looked like 100 years ago, when trolleys and trains and only a few cars were able to get to this lake. We saw some beautiful homes with a lake view along with a very interesting narrative about them and other points of interest about the lake. Thirty North Star members enjoyed the cruise and 92 degrees on our fantastic boat ride.

On Sunday, July 15th we will enjoy a great brunch at the Hubbell House in Mantorville, Minnesota. Frank Mantor and John Hubbell staked the claim to Mantorville when they got off the stage on their way to Wabasha. They created the town of Mantorville in 1854. This was the year that the Hubbell House was built. It soon became an important stopping off point for travelers on their way to the new frontier. We will travel by our updated "stages" on July 15 and enjoy an antique town with lots of old stores and shops that will take you back to the "olden days" of yore. The food will be first quality and back then power steering and air conditioning weren't even dreams, so the drive there will be less eventful than 1854 (hopefully). Plan on joining us for the "get out and go" short tour of Southern Minnesota that is about 60 miles South of Burnsville. Mantorville just happens to have a great restaurant and places to shop to your hearts content that. We will meet at Little Oscar's Restaurant (Phone 651-437-6327), Highway 52, 23470 Emery Ave, Hampton, MN 55031 at 9:30 AM and leave at 10 AM.

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

## How To Bring Out The Best In Your Lincoln

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*dustry's attention. She had debated performing the song but was finally convinced by one of the regulars on Godfrey's show, Janette Davis. The television audience went wild and gave Cline a standing ovation.*

*4 Star rushed to release the single on February 11 and it shot all the way to number three on Billboard's country chart. More importantly, however, "Walkin'" also rose to number 17 on the pop charts. Donn Hecht had originally written the tune for Kay Starr, who turned it down, but Cline and Bradley managed to use it as a vehicle to bridge the gap between hillbilly and pop. McCall, whose company was eventually shut down as a result of questionable business dealings, was unfortunately too slow in following up on the hit. He did convince Cline to renew her contract, but it took another six months before she recorded another session, "Fingerprints"/"A Stranger in My Arms."*

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If you missed the Detail Seminar at Roger Wothe's on April 14th, you missed a GREAT presentation.

Later at lunch, I asked Bob Johnson, "wouldn't this make a great article for our News Letter so we could put it in our files for future reference?"

Bob asked if I would be interested and I accepted.

I asked Ken if he would agree to such an interview and he accepted. I asked if I could record it so as to make a printed record for publishing at a later date. .

I met with Ken on May 8th and following is what I edited from the recording.

"First thing is let's begin at the front of the car...

**BUMPERS..** Most of the classic cars are chrome. Rust is the biggest problem. There are several ways to handle that. If they are peeling, of course they will have to be re-chromed. Surface rust can sometimes be removed with steel wool (very fine), and wheel acid is another way. I would use it very sparingly and be very sure that you do not leave on too long. Chrome polish works good too. One of my favorite ways to make a bumper look really nice, is to use a buffer and rubbing compound. They tell you to then use paste wax, so as to seal it up. I've had such good luck this way that it can look like brand new.

**ENGINE COMPARTMENT.** I use a foamy engine degreaser to degrease only on the greasy parts. I use Bleach White for the dirt. Than I use a water hose or power washer. If there is a little rust I may use a little Acid Wheel Cleaner sparingly. Don't let it splash around.

**INTERIOR..**Leather should be first cleaned and if you have small cracks they can be repaired. I use a product called LEATHER WORLD LEATHER FILLER. It comes off the Internet. It's a white paste and dries translucent. After it dries, it can be sanded. Another product I use is a 3M product that is a two part epoxy. It's flexible and stays flexible and can be sanded. It can be used to fill larger cracks. If I have a real bad area, like an arm rest, I'll put some epoxy glue under the crack. Than tape it down to hold . When dry, remove the tape and use some fillers. When dry use SEMS paint. It is the best one out there

**CARPETS...FLOOR & TRUNK MATS. .** If shampooing won't work, I usually will use some RIT dye mixed with some carpet shampoo and brush in. You should mix with warm water and a little ammonia. You are limited in what colors are available. I've found you really can't blend colors to get what you want, so you can only stick with the blues, greys, and reds.

The carpet in trunk quite will often show rust spots where something wet has sat. I find that using lacquer thinner will remove stain. I use paper towels, rather than rags. This can also be used on velour seats as well as fabric. I usually mix with a little ammonia which will also remove some odors.

**VELOUR..**To clean I like to use lacquer thinner. I splash on a paper towel and it cleans very well and leaves the material soft without a odor. Sometimes there will be a small tear or cigarette burn. If in carpet I will try and cut a piece where its not seen and patch in place with glue. On a seat, I usually find underneath,

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## More Detailing Tips

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*Her remaining work with 4 Star was unspectacular and in 1959 she jumped to Decca Records, insisting upon a \$1,000 advance.*

*It wasn't until 1961, one year after she became a regular cast member of the Grand Ole Opry, that Cline had her second hit, "I Fall to Pieces." The song went to number one on the country charts and was joined by "Crazy," another Top 10 hit of 1961. Cline's vocals began to soar to new heights on material that was less restrictive than 4 Star's catalog. For the next two years she recorded major hits with "She's Got You" (a number-one hit), "When I Get Through With You, You'll Love Me," "Faded Love," and "Leavin' On Your Mind" (all Top 10's).*

*Cline was just coming into her own when tragedy struck on March 5, 1963. On the way home from a Kansas City benefit for disc jockey Cactus Jack Calfat, Cline, Randy Hughes, Cowboy Copas,*

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there is a piece that I can cut and glue into the damaged spot. I use Fast Tac, which is a 3M product. It's like a contact cement.

**HEAD LINER..** The older ones I take to an upholster shop. On newer, 70's and later, the padding under the liner dries out over time and they start to drop. It's impossible to repair them because the underside has deteriorated. This is because they are cardboard or particle board and a foam padding that dries out. This is what rots and causes the sag. It will have to be replaced. You can go to a fabric store and find a color that will closely match your original color. Choose a much heavier weight material like sweat shirt, with heavy backing. After you have scraped the foam off the headliner, get some 3M super adhesive, and spray on top. The hardest part of the project, is removing the old liner and foam. Once done, I can usually reinstall new one in about 2 to 4 hours.

**DOOR PANELS, ARM RESTS AND DASH..** I use Tire Shine. It's not overpowering. I don't use Armor All because it leaves a film and feels greasy. If you are going to be spraying the panel with a paint, be sure to use a wax remover first.

**WHEELS..** If they are coated, I use Wheel Acid. Spray on, but don't leave on to long. Rinse off, and they will look brite and like new. **DO NOT USE ON ALLOY WHEELS.** Wheel Acid works great on hub caps.

**EXTERIOR..** Depending on the condition of the paint. Usually the cars I get are in "poor" condition. I will have to use a buffer starting with a course compound and working up to a finish compound. The pads, if

using wool, are White for Production and Yellow for Finishing. When through, hand wax with a good paste wax. There are several on the market. The Car Clean Up Shops will mix their polish with the finish compound and do it with one application. This will not give the same effect that I get with buffing and then hand waxing. This way you leave no swirls.

**VINYL TOPS..** Usually the ones I get are quite dirty. I use Bleach White, although a lot of people say that is to strong. First, I wet down the lower part of the car by the rear window panel so the Bleach White doesn't get to the paint as it can do some damage due to it's somewhat caustic nature.

I then spray the entire top and use a scrub brush. Next spray wash thoroughly. After it has really dried, I use Pledge Floor Wax. You can buy many different vinyl top waxes that look and smell like this and don't look any better. I use two paper towels and wipe it on. You don't have to buff or wipe it off. It will give your top a brite shine. Do not leave out the first evening if it has rained or there is dew in the air. It will mess it up. The car should be stored inside the first night. OK thereafter. **NOTE:** Sometimes the vinly fades out near the bottom by rear window. If this is the case, I use a SEMS paint and fog it in. They have an Oxford White, and a Super White, which is usually what you need. This is done before you wax the top.

**TIRES..** Probably the most controversial topic there is. Some say Bleach White will affect rubber. I use it on the white sidewalls. You should try and not get on alloy wheels as it-

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and Hawkshaw Hawkins were killed when the airplane they were flying in crashed near Camden, Tennessee. At the age of 31 she had been performing for over twenty years, yet recording for less than eight.

Ironically, perhaps her most identifiable tune, "Sweet Dreams," was released posthumously and also broke the Top 10. Even with her relatively small collection of songs, Cline managed to break new ground and influence hundreds of female, and some male, country singers since. Loretta Lynn, undoubtedly Cline's most successful pupil, recorded a tribute LP, *I Remember Patsy*, featuring nine of Cline's songs.

"Patsy Cline knew how to cry on both sides of the microphone," wrote Donn Hecht in *The Country Music Encyclopedia*. "And the why of it all, explained by many, understood by few, is slowly becoming a legend unparalleled by any other country entertainer since Hank Williams." From the internet...

## NPR's Money Planet Comments on Lincoln

To claim the fate of the U.S. auto industry rests on the success or failure of Lincoln is about as bold a statement as one can make, but that's how far NPR program *Planet Money* goes in a recent episode. The gist of host Alex Blumberg and contributor Sonari Glington's argument is that a successful luxury brand brings in more profit per unit sold, creates domestic manufacturing jobs and generates innovative technology that eventually trickles down an automaker's entire lineup. All those things contribute to the overall health of an automaker, and if Lincoln (and Cadillac for that matter) were successful competing against the world's top luxury brands, then Ford – and by extension the U.S. auto industry – would be in much better shape.

To make this point, the two hosts draw an analogy between Lincoln and Audi, the latter of which has risen on a wave of methodically executed success for over a decade to become a global leader in automotive luxury with the youngest clientele in the business. To achieve this success, Glington argues that Audi followed the following three-step plan.

Step 1: Become known.

Step 2: Totally separate yourself from the parent company.

Step 3: Make a really cool car.

There's no argument that Audi has done these things and that they've contributed to the brand's success, but Glint goes on to explain how Lincoln is trying to walk the same path to similar success. To become better known, it will soon launch a new marketing campaign to replace the one starring Roger Sterling from *Mad Men*. To separate itself from Ford, Lincoln has created its own design center a few miles down the road. And as for the really cool car, that would be the new MKZ. From listening

to the episode, one doesn't get the sense that even Blumberg or Glint believes Lincoln will achieve what Audi has for parent company Volkswagen, but they seem to put a lot at stake if it doesn't.

And that's where we differ with *Planet Money*. While there are countless positives that would result from Lincoln becoming a world-class luxury carmaker, Ford has survived and even thrived in recent years despite not being able to improve the marque's fortunes with consumers. Even if this latest attempt doesn't get Lincoln a mention in Jay-Z's next single (acknowledgment by the rap community appears to be the clearest indicator of luxury brand's success), past experience tells us that Ford – and Lincoln – will just keep trying.

## Detailing Tips

(Continued from page 9)

will etch the metal. Wash it off immediately. If your tires are really starting to yellow, I will even try a soaped Brillo Pad mixed with Bleach White. "

One of the last questions I asked Ken was. Some of these products are not available at your usual automotive supply store, so where do you get yours? A number of these products are available only through Paint and Body Shop Suppliers. I had Ken check with his supplier and see if he would sell to our members. Yes, he would and following is the contact information for one of his sources in the Twin Cities area.

Refinishers Supply  
26643 Fallbrook Ave, Bay E  
Wyoming, Mn 55092  
Telephone..Store 651.462.2511 Cell  
218.838.6932 Owner..Neil Ohotto  
Email: neilo6473@hotmail.com

## Judging Class Information for the MidAmerica Meet

Many members have asked what Division or Class do I enter my Lincoln in. Listed below is basic information about LCOC Judging Divisions. **For First time entrants** you can put car in Touring/ Original, or Primary Divisions for Judging. The basic rule of thumb is if you have an above average Lincoln, have it judged in the Primary Division, so you will be able to find out what and where you need to improve your car. **Please remember that all vehicles must have a Fire Extinguisher to be on the Show Field.**

**LCOC JUDGING DIVISIONS: This is a summary of information in your current Directory. Please read your directory for all details about judging.**

**1. Exhibition:** No class number, Windshield card is Cream with name and car type.

A non-judged division for owners of eligible vehicles, who do not wish to enter into competition, but would like to participate at a National Meet.

Contemporary Lincolns less than 10 years old would be entered in this class to participate at National Meets

Vehicle must have fire extinguisher to be on show field

**2. Touring/Original:** Class numbers 100 – 109. Windshield Judging card is Pink

A judged division for eligible vehicles that are original, partly restored, tour vehicles and or daily drivers. (Fully restored or excellent original vehicles should be entered in Primary Division.)

It is not required that a vehicle be entered in the Touring/Original Division the first time it is shown at a national meet.

A vehicle may be entered in this Division the first time, or any time thereafter, as long as it is not a Senior vehicle.

Vehicles in Touring/Original Division do not compete for Lincoln Trophies or other Major Awards.

**3. Primary:** Class numbers 201- 235 Windshield Judging card is Orange  
Original vehicles. It is not required that a vehicle be entered in Touring/Original Division first to be eligible for **Primary Division.**

A vehicle may be entered in this Division the first time or thereafter as long as it is not a Senior vehicle.

Vehicles in Primary Division compete for Lincoln

Trophies.

Modified Custom Class vehicles are class 201 and are not eligible for Lincoln Trophies or other Major Awards, and do not qualify for Senior Division Status

Certified Custom Vehicles: will be judged in the regular Primary or Senior class for the year and model of the vehicle after Certification. See Directory for complete information.

**4. Senior:** class numbers 301 – 309 Windshield Judging card is Blue

A judged Division for eligible vehicles that have won a Lincoln Trophy or other Major Award within 5 calendar years of the National Meet at which the vehicle is to be judged. Vehicles in Senior Division compete for Major Awards

**5. Emeritus:** Class number 500 – 515 Windshield Judging card is Green

An elite judged class for vehicles which have been awarded the Elliston H. Bell Founder's Trophy or any other Major Trophy in the Senior Division.

Emeritus Class vehicles **do not** compete against other vehicles. All vehicles in the Emeritus Class scoring 97 points or above receive an Emeritus Class Award.

**6. Preservation:** Class number 600  
A judged class for Vehicles which have been awarded a Major Trophy in the Senior Division, except the Elliston H. Bell Founder's Trophy. All vehicles in the Preservation Class scoring 92 points or above receive a Preservation Class Award.

### V. SCORING:

In all Divisions, the maximum score under LCOC Judging Rules is 100 points. There are no minimum points required for class awards in the Touring/Original Division. Multiple class awards maybe given to all vehicles scoring within three points. To be eligible for a class award in the Primary or Senior Division, a vehicle must earn a minimum of the following points: (Awards are subject to the multiple class awards rules.)

90 points for 1st place class award

80 points for 2nd place class award

70 points for 3rd place class award.

Multiple class awards maybe given to all vehicles scoring within one point of the highest scoring vehicles within a class. Multiple class awards, however,

*(Continued on page 12)*

## *Classic Lincolns of the Thirties*

Becoming a vehicle that was known for luxury, the Lincoln underwent a total transformation in 1931. Re-powered, re-styled, and becoming lower-priced, this entire transformation was done under the censorship of Edsel Ford. The Lincoln Model K replaced the Model L, and only a total of forty five models were ever produced.

With an increased horsepower from 90 to 120, the newly added Stromberg carburetor increased the engine with 384.8 cubic inches. With a price significantly lower than any other Lincolns, the Model K 7-passenger Touring vehicle was used primarily as a limousine. Though at \$4,400, the model K still cost ten times the amount of a Ford.

The largest updates were contained in the body style. The wheel base was now increased to 145 inches with a longer hood, and rounded bumpers which now gave it a low and sleek profile. Dual trumpet horns and large bowl-shaped head lights now gave the front a stunning look. Utilized mainly as a limousine, sales were less than half of what they were in the late 1920s due to the Depression.

A reflection of the earlier Ford Model K, the Lincoln K-series was a luxury vehicle line that was produced until 1942. A V12 became standard in 1933, while the original K-Series featured a 385 in V8. The option of ordering a fully custom coachwork was available for customers.

Appearing on a new chassis in 1931, the original Model K had a 145 in wheelbase. Available as a dual cowl model, factory bodies were a 2 or 4-door phaeton. A derivative of the earlier L-series 60° V8, the 385 cu in L engine had a dual downdraft Stromberg carburetors, altered timing upped power to 120 hp, and higher compression.

Splitting into two lines in 1932, the Lincoln K-series featured the carryover Model KA and the new V12-powered Model KB. The engine output was pushed to 125 hp while the V8 car reverted to a 136 in wheelbase. Producing 150 hp, the KB featured the marque's new V12, 447.9 in, 65° L-head unit. These two new lines featured a new grille with less of a surround, and vent doors rather than vertical louvers on the sides of the hood. Both series also featured a parking light on top of each front fender and 18 inch wire wheels.

The Model KA V8 engine was replaced in 1933 with a new 381.7 in V12. The large KB engine shared very few similarities with this new L-head engine. Only a few minor changes that were readily visible occurred

on the 1933 K-series. The return of hood louvers and the deletion of the bar linking the headlights were by far the most obvious updates. The chassis was also revised, along with thermostatic shock absorbers and transmission.

In 1934, the V12 engines were replaced by a single 414 cu in version of the updated model KA V12. The KA and KB nameplates now denoted the wheelbase only. For this year, the only styling updates included the replacement again of the louvers with doors on the side of the hood, and a body-colored grille surround.

For 1935, the Lincoln line was trimmed down considerable, as all vehicles were simply referred to as the Model K. Putting focus on the lofty over-\$4,000 segment, the marque was attempting to improve profitability, though unfortunately limiting sales in the depression devastated US.

The following year, a more modern Lincoln Zephyr was debuted. Costing much less, the Model K's days were considerably numbered. However, despite its high \$4700 price-tag, a 7-passenger Model K limousine was the marque's best-selling model for 1936. A new and improved raked windshield and pressed steel wheels were also part of this years update.

Continuing in production for the next five more years, the Model K unfortunately faced a decrease in sales in comparison to the more modern Zephyr and the new flagship Continental which became more appealing to buyers. Though production was mostly ended with the 1939 model year, one final Model K, the 1942 model was a one-off 'Sunshine Special' convertible limousine that was built especially for President Roosevelt.

From the internet...

### *More on Judging Classes*

*(Continued from page 11)*

apply only to 1st, 2nd, and 3rd place class awards. A vehicle must score a minimum of 95 points to be eligible for a Lincoln Trophy. A vehicle must score a minimum of 97 points to be eligible for a Major Award Vehicle entered in the Emeritus Division does not compete with any other vehicles, but must score a minimum of 97 points to be eligible to receive an Emeritus

Award or one of its 5 engraved award plates. Vehicle entered in the Preservation Division does not compete with any other vehicles, but must score a minimum of 92 points to be eligible to receive an Preservation Award or one of its 5 engraved award plates.

*You May Be Interested in these Items for Sale*

**I need a new home! I am a 1968 Thunderbird, four door Landau, fully loaded with all the good stuff that was offered in 1968.** I have a new A/C compressor, converted to R134A refrigerant, and I now blow nice cold air. I have had three owners and my history is available. I have but traveled by 77,000 miles and most folks say that I am in mint condition. You can have me for around \$8,500 or a good offer close to that. To take me home, Call North Star Member Don Peterson at 507-454-3010, 507-429-0476 or 507-454-5231, Winona, MN email: dop@mwsco.com

For Sale: **I am really anxious to sell my 1948 Continental Coupe.** Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. **Reduced to \$16,000 or make a good offer.** Call Ted Anderson, 763.561.8143.

For Sale:

**1982 Mark VI 2dr** with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan.** Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

For Sale:

**1989 Lincoln Town Car**, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00 Del at 608.837.5990 **Great car with a Great price**

For Sale:

**1981 Mark VI Signature Series.** White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

For Sale:

**1971 Continental Mark III**, white, blue leather interior, clean car. \$2,500obo.  
**1975 Continental**, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

For Sale:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 Best offer will own me.

For Sale:

**1980 Mark VI Givenchy Coupe**, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale:

**1979 Mark V.** Car is very nice, 78,000 miles. No rust and has been very well maintained over the years. Has all the usual Mark V options. I really want to sell this fine car. \$3,900 or best offer. Please call Walter Ranua at 763.458.6053.

## *For Sale*

For Sale:

**1961 through 1967 Lincoln Continentals**, complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call. Gordy Jensen 612.819.2107

For Sale:

**1966 Lincoln four door sedan.** 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

**I am a nice 1989 Town Car, Signature series**, and to make my owner happy, I am in need of a Digital Information Circuit Board and an Actuator for the drivers side door lock. If only someone will come to my aid and make my owner a happy man once again. If you know where these two items might be, please contact Shell Watson, PO Box 451 Buffalo, MN 55313 or phone 763.286.4416 or email: [bstoner@cbburnet.com](mailto:bstoner@cbburnet.com) Thanks for your help.

For Sale:

**1972 Mark IV** \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car. Needs some Tender Loving Care, but the car is basically sound and a good value at the price. Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

For Sale:

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever. If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need. Just Arrived! New windshields that fit 1961 through 1969 Continentals. Available Now.

Please call Gordy Jensen at 612.819.2107

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location. Please call 952-412-1266

# *Preview of Coming Events*

- July           **Sunday, July 15th. Brunch at the Hubbell House, Mantorville.**  
See all the details on the back page.  
**Saturday, July 28th, Kolacky Days Classic Car Show,**. Downtown First Street  
in Montgomery, MN. 9am to 3:00pm Entry fee \$8.00
- August       **Mark your calendar right now for the LCOC Mid-America show,**  
**hosted by the Northstar Region, August 15 - 19, 2012, in Bloomington,**  
**MN** This will be our signature event this year, one that you will surely not want  
to miss. Sign up now for more information. Contact Bob Johnson, 651-257-1715  
or email: arborbob41@aol.com.
- September   **6<sup>th</sup> Annual North Star Region, Lincoln Car Show, Luther North Country,**  
Ford, Lincoln , Coon Rapids, Saturday, September 17<sup>th</sup>, 10:00 AM to 3:00 PM  
**Western National Meet, Concord CA, September 26-30**
- October       **Annual Region Pot Luck Picnic and Auction, Morries, Sunday, October 21<sup>st</sup>**
- November    Wrap up 2012 with our end of year brunch. We will review 2012 and take a peek  
at 2013.

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

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

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

## North Star Activities



Sunday, July 15, Join us at the historic Hubbell House in Mantorville, for A Sunday Brunch.

Great food and exceptionally fine service are the hallmark of this landmark restaurant in Southern Minnesota. Located in Mantorville, named after Frank Mantor,, who with John Hubbell, started serving meals to travelers in 1854, with the tradition continuing on to present day.

Those of us North of Mantorville, will meet at Little Oscar's restaurant, Highway 62, 23470 Emery Avenue in Hampton, MN, and caravan over the back country roads South to Mantorville. Plan to be at Little Oscar's at 9:30AM as we will leave from there at 10:00AM for the leisurely drive South, arriving in Mantorville at about 11:30AM. After brunch, take some time and visit some of the old stores that take you back into another place and time. See wat life was like before Cub and WalMart.



Come to the North Star Region Lincoln Round Up  
The LCOC Mid-America National Meet

August 15 - 19, 2012

At the Park Plaza Hotel, Bloomington, MN

We have been promoting this event for the past two years. Now it's time to register and make your plans to attend this jam-packed four days of great Lincolns, great fun with great friends. It will be the best four days that you have spent in years. Our host hotel, the Park Plaza is one of the best settings in the area for our Lincoln meet. Close to a wide variety of nearby attractions, Park Plaza offers superb services in a very personal environment. Not a 1,000 room giant, you will feel comfortable during your stay at the this fully featured hotel. Don't be left out on one of the premier Lincoln club events of the year. Contact Bob Johnson at 651-257-1715 or Roger Wothe, meet registration chairman at 962-473-3038 for help or additional information and to help you complete your registration by the deadline. The Board of Directors of the North Star Region look forward to seeing you and your great Lincoln in August at the Park Plaza Hotel.