

My Pride and Joy



A very nice 1953 Capri, owned by Charles Hanson

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.

Back in the '50's, I took a great interest in the various makes of cars as they were introduced each year and settled on the 1952-1953 Lincoln as my favorite vehicle at the time. Tom McCahill who tested cars for Mechanics Illustrated Magazine, gave the 1953 Lincoln his verdict as America's finest automobile for 1953 and bought one for himself and that impressed me a lot. I began looking for a Capri Coupe of that year back in the early '90's and found out about a man in Rochester, MN who because of health problems was selling his collection of vehicles and motorcycles. I stopped for a visit and was most impressed with a dark blue and white '53 Capri Coupe he had. I took it out for a short drive and offered him an amount which he declined and went home. A few months later he had the vehicle on display on the MN state fair race track during the October swap meet of 1993. I again made an offer and we compromised on a price between my offer and his price. I drove it home a few days later and just managed to get home as the fuel pump was bad. The car turned out to be a great vehicle with a very good engine and transmission and with power steering, Lincoln at that time was a General Motors Saginaw unit, drove very nicely. The car previously had come from

(Continued on page 2)

This Issue Contains

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

Board Of Directors - 2013

Title	Name	Phone Numbers	email
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net
Technical Consultant	Ron Fenelon	H(320)763-4197	rlf8536@gctel.net
Projects Director	Bob Gavrilescu	H(651)488-3878	
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com
Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	
Director at Large	Dennis Owens	H(612)269-6482	

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)

the Greely, Colorado area and rust was minimal. It also is equipped with power brakes, power windows; four way power all leather seats and other options. Lincoln made a victorious finish in the Mexican road race for 1952-1954 (3 years) and only the most rugged car with the best engineering could accomplish this. Not many of these cars exist anymore as evidenced by how few show up in Lincoln meets. The 1953 Lincoln is much rarer yet with very few in existence. I have two 1952 Capri Coupes also. These were written up in previous "Pride and Joy" articles. Our thanks, to Charles Hanson for telling us about another one of his very fine '50's era Lincolns.

Interesting Facts about the 1953 Lincoln

Model: Lincoln Cosmopolitan Custom 4 door sedan.
 Engine: V-8 overhead valve; 205 hp. At 4,000 r.p.m.;
 compression ratio, 8:1; piston displacement, 317.5 cu.
 In.; piston travel (in feet per car mile at 20 m.p.h.),
 1.379; bore and stroke, 3.8" x 3.5"; crankshaft bearing
 surface, 43.49 sq in; torque 305 ft lb at 2,000 r.p.m.
 Weight: 4,262 lb.; per hp., 20.79
 Transmission: GM HydraMatic, rear axel ratio, 3.31:1.
 Effective brake lining area; 202.3 sq. in.

Springs: front, ball joint individual coil rear, semi-elliptic.

Outside dimensions: height, 62.7"; overall length, with
 bumpers and guards, 214.1"; width, 77.5"; wheelbase,
 123"; overhang, front 38.3", rear 52.8" treat, front 58.5,
 rear 58.5".

Inside dimensions' seat cushion width, front 62.3, rear
 62.1"; headroom, front 35.5", rear 34.7"; seat height,
 front 13.3", rear 12.5", vertical distance, steering wheel
 to seat cushion, with seat in rear position 4.9"; front seat
 adjustment, horizontal 4 1/4", vertical 1 1/2".

Tire size: 8:00 by 15 super balloon.

Trivia from the Internet



George Mikan
1924 - 2005

George Mikan, The Big Man Who Changed Basketball Rules.

George Mikan was born in Joliet, Illinois, as an American of Croatian descent. As a boy, he shattered his knee so badly that he was kept in bed for a year and a half. In 1938, Mikan attended the Chicago Archbishop Quigley Preparatory Seminary and originally wanted to be a priest, but then moved back home to finish at Joliet Catholic. Mikan did not seem destined to become an athlete. When Mikan entered Chicago's DePaul University in 1942, he stood 6' 10", weighed 245 pounds, moved awkwardly because of his frame, and wore thick glasses for his near-sightedness.

However, Mikan

(Continued on page 4)

Editors Message

May 2013

For the last three months, we have been promising Spring was right around the corner, sure to arrive no later than April 1st. It is a good thing that I did not have any money on that prediction. The last go-around dumped about 5 inches on Burnsville, with greater amounts in the Northern part of the state. In the Duluth area where Marion's brother, Harvey Bur-ski lives, saw about 22 inches hit the ground. They have had about 50 inches in April alone. From his vantage point, summer sure looks a long way off.

We do hope that the weather quickly takes a turn for the better, as the annual CCCA garage tour is scheduled for the last Saturday in April. We look forward to this great event and would hate to spend our time driving from location to location in mixed rain and snow. We have to report that indeed the weather took a turn for the better. The tour

took place as expected with temperatures approaching the mid-seventies. We couldn't have asked for a better day. It truly was a day that we have waited five months for. Our driving season has begun.

The tour as in the past years, was a lot of fun. This year, we went to places close to my home in Burnsville. Savage, Prior Lake, Lakeville and Castle Rock. Our Prior Lake stop we saw a very fine collection of farm tractors from the 50's. They were all operable, and looked as though they haven't seen a field since new. A very unique collection. Joe Auge, of Cas-

tle Rock, truly had one of the most interesting collection. All the way from a brass era car up to a late 70's Mark V, including a nice 56 Thunderbird, and a equally nice 57 Skyliner retractable. Joe had a lot of other collectables, including a bunch of American Flyer and Lionel 0 gauge model railroad train sets. Just a lot of very nice stuff to look at. The CCCA tours are what helps us all make it through

winter. We sure have something nice to look forward to after suffering through all the cold, ice and snow.

Ford sales are doing well. Lincoln sales should be up now that the new MKZ has hit the dealers. We ask that you take a look at what Ford and Lincoln have to offer and if you need a new car or truck, take advantage of the X plan savings that as members of the Lincoln club you are entitled to. Stop by Morries in Minnetonka or North Country Ford,

our two favorite dealers, who support the Lincoln club and try to work with them on your next vehicle purchase. Marion and I recently got a new 2013 MKT from Morries and were treated very well. They went the extra mile to win our business.

Don't miss out on any of our great activities coming up. The Morries Minnetonka Lincoln show, Saturday, May 26 and the picnic at the McDowall's on June 8. Check our calendar on the back two pages of this newsletter.

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



Sweet Faithie is excited about the nicer weather we are having. She wants to spend some time outside on the front porch with her dad, watching the world go by. And maybe go to the Dairy Queen in the 1951 Lincoln and get a treat.

(Continued from page 3)

met 28-year-old rookie DePaul basketball coach Ray Meyer, who saw potential in the bright and intelligent, but also clumsy and shy freshman. Put into perspective, Meyer's thoughts were revolutionary, because at the time it was believed that tall players were too awkward to ever play basketball well. In the following months, Meyer transformed Mikan into a confident, aggressive player who took pride in his height rather than being ashamed of it. Meyer and Mikan worked out intensively, and Mikan learned how to make hook shots accurately with either hand. This routine would become later known as the Mikan Drill. In addition, Meyer made Mikan punch a speed bag, take dancing lessons and jump rope to make him a complete athlete.

At 6 feet 10 in a sport then dominated by much smaller men, George Mikan was the prototype for the dominating tall players of later decades. Towering over most of his competitors, he was one of the most effective scorers of his day, averaging 22.6 points over a professional career that lasted nine seasons -- one with the Chicago American Gears and eight with

(Continued on page 5)

Directors Message by Bob Johnson

May 2013

Mary and I winter at the real Lincoln Acres, situated on 10 acres of snow covered lawn near the beautiful frozen St. Croix river, on St Croix Trail, Highway 95, just outside of Shafer. This year it is where we may have to keep the snow plows and blowers going well past May Day. And that is no April 1st story. Mary and I along with everyone else are very tired of winter and we are looking forward to our first cruise with the top down. When will that be? By the way the weather is going, it could be July. Will this be the year that we don't have spring or summer? I think not, but I'm sure getting impatient waiting for nicer weather to arrive.

A brochure detailing the Lincoln Motor Car Museum was mailed to you about two weeks ago, please consider donating to this building fund. As Lincoln enthusiasts, we need to contribute to this museum building project to preserve our Lincoln motor car heritage. The Museum is a 501(c)(3) tax-exempt foundation which makes your contribution tax deductible. Building construction will start about May 20th of this year, with the first section of the center to open by the end of December of this year. If you need more information about the Lincoln Museum please call me.

Our spring fling turned out to be a sloppy Sunday Brunch on April 14th at Kozlak's Royal Oak Restaurant. We had 34 members enjoy an inviting atmosphere at Kozlak's. Kozlak's is still one of the best brunches in the twin city area. We have not been to Kozlak's since 2002 and we will have to go back a lot sooner than 10 years next time. We had over 10 door prizes to hand out. The Nelson's and Yoho's still had sun tans, and were wishing they had stayed in Arizona and Florida longer.

On June 8, we will have a Picnic at John and Cheryl McDowall's, St Augusta, MN, on Saturday, at 11:30 AM. Bob Roth will lead a caravan from Plymouth and I will lead a caravan from Forest Lake to McDowall's. Specific time and location will be in the June newsletter. John will need to know how many people are coming, so please RSVP to me by May 25. I will also have a signup sheet at Morries car show.

More June events:

All Ford Picnic will be at Morries in Long Lake, June 2

LCOC Eastern National Meet, Dover, Delaware, June 12 -16

Driving tour- Lincoln Highway 100th Anniversary, Kearney NE, July 1- 4, All car clubs are invited. Two tours start Saturday, June 22, from New York and San Francisco.

Back to the 50's, June 21,22, 23 at the Minnesota state fairgrounds

Our 11th Annual Outstate Classic Lincoln Car Show will be at Lunde Auto Center, Fargo, North Dakota, on Saturday July 27th. General Manager Todd Vetsch is our contact person. John and Lydia Trandem will be our hosts for Friday night and Saturday nights. The current plan is to leave for Fargo Friday morning July 26th and return on Sunday, July 28th. The current plan is to take Highway 10, with several planned stops, we may stop at Ken Sampson's in Ot-

(Continued on page 10)

(Continued from page 4)

the Minneapolis Lakers.

Mikan was so hard to defend that the NBA changed its rules to keep him from completely overwhelming the league. How dominant was Mikan? In his nine seasons, his teams won seven titles and in 1950 he was selected the greatest player of the half-century.

Mikan led the NBA in scoring three times and in rebounding twice and he played in the league's first four All-Star games.

"We would set up a zone defense that had four men around the key and I guarded the basket," Mikan told NBA.com in an interview shortly before his death in June 2005.

"When the other team took a shot, I'd just go up and tap it out."

Wearing a Lakers uniform in 1947-48, Mikan joined forward Jim Pollard to form an imposing front line. The Lakers dominated the Western Division, then rolled through the playoffs, winning a best-of-five championship series against the Rochester Royals in four games. After averaging 21.3 points per game in the regular

(Continued on page 6)

March Northstar Board Meeting

BOARD OF DIRECTORS MEETING

April 4, 2013

Regional Director Bob Johnson called the meeting to order at 6:50 PM at Culver's Restaurant in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu, Tom Brace, Bob Roth, Jay White and Roger Wothe. The minutes of the previous meeting were corrected to include Tom Brace as being present and the agenda of this meeting were approved. Other region members present were Mary Johnson, Faye Oberg, Brian Carlson and Jack Fletcher

DIRECTOR'S REPORTS

Regional Director Bob Johnson introduced our member, Jack Fletcher, from Poplar Grove IL. Jack reviewed options for our planned road trip to Rockford IL Friday, August 16, through Sunday, August 18, and the 2014 Mid America Meet in Rockford starting September 16, 2014. Bob then reviewed the status of the Lincoln Motor Car Foundation building. Enough funds have been raised to start construction May 20, 2013, with substantial completion of work on or before September 27, 2013, but additional funds need to be raised for ongoing annual maintenance and operation. Bob reviewed the calendar of activities for the year which will be found in the newsletter.

Treasurer Harvey Oberg reported the treasury balance to be \$4,029.14 with all bills paid.

Membership and Publications Director Dave Gustafson reported that approximately one hundred thirty renewals have been received with twenty-four not renewed yet. He still needs more "My Pride and Joy" articles.

Activities Director Jay White reviewed the up-coming brunch at Kozlak's Royal Oak Café, 4785 Hodgson Road, Shoreview Sunday, April 14.

There being no further business, the meeting was adjourned at 8:05 PM. The next meeting will be at Culver's in Maplewood at 7:00 PM Thursday, May 2, 2013.

Respectfully submitted by Secretary Roger Wothe.

(Continued from page 5)

season, Mikan averaged 27.5 points in the Finals.

In the 1948-49 season, Mikan led the league in scoring at 28.3 points per game, accounting for one-third of the Lakers' production. Only two other players in the league, Joe Fulks of Philadelphia and Max Zaslofsky of Chicago, managed to average more than 20 points.

In the 1949 playoffs, the Lakers advanced to the Finals, where they faced the Red Auerbach-coached Washington Capitols. Minneapolis won the first three games easily, but Mikan broke his wrist in Game 4 and Washington won. Mikan played Game 5 with a cast on his hand and scored 22 points and led the team to victory in Game 6. In 10 postseason games, two of them played with a broken wrist, Mikan averaged 30.3 points.

In 1949-50, Mikan averaged 27.4 points. Only Alex Groza of Indianapolis joined him in the 20-plus bracket.

One of the legendary stories about Mikan concerns a game played Dec. 13, 1949,

(Continued on page 7)

Wilbur Shaw Tests the '53 Lincoln

Lincoln Forges Ahead in the Horsepower Race. Its whopping-big 205 horsepower, squeezed out of the same basic engine, now make the hottest mass produced car in the world.

I've just driven the world's most powerful high production automobile. It has 205 horsepower, a take-off that will scare the pants off you, and a reserve of sass even at 75 miles an hour that will overtake anything else on the road.

It has averaged almost 115 miles an hour for 100 miles of steady running. It will accelerate from a standing start to 60 in 12 seconds. It will top 80 in 22 seconds. That's the 1953 Lincoln.

It's no wonder Lincolns were first, second, third and fourth in the stock car division of the Mexican Road Race—a tremendous tribute to their power and handleability.

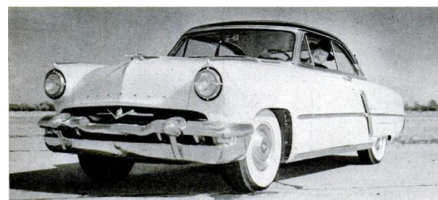
And there's a lot more. It has all the new doodads being put on the luxury cars—including power steering and power brakes. It has an optional trick seat that goes up and down and back and forth by motors. It has, naturally, an automatic transmission.

Basically, the new Lincoln is only a refined version of last year's car. Even the engine is essentially the same. They've just coaxed more power out of it. How they did it is a story with double interest because one change reflects a squabble among Detroit car manufacturers.

How did they boost horsepower from 160 in 1952 to 205 in 1953—the biggest gain without an increase in displacement in the history of the industry?

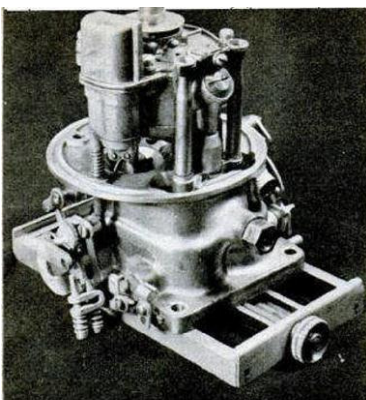
Well, that takes some explaining. I paid a visit to Ford's test track at Dearborn, drove the car, and talked to some of the engineers who wrought the changes. Those changes are subtle, but they add up to performance.

To dramatize that, I got behind the wheel of a new Lincoln idling on a straightaway in the infield. Five feet to my left was a 1952 Lincoln, exactly abreast. A starter dropped a flag. The driver of the other car and I hit our accelerators at the same



Wilbur Shaw behind the wheel, ready to test the '53 Lincoln

Power Controls for front seats were inevitable. Two little electric motors move the seat 4 1/4 inches for and aft, 1 1/2 inches vertically.



Four Barrel Carburetor, unlike any other in the industry, has a float bowl that sits on top on stilts. This is to insulate it from engine heat and prevent "vapor lock stall."

(Continued on page 10)

(Continued from page 6)

between the Lakers and the New York Knicks. The marquee over Madison Square Garden read: "Geo. Mikan vs. Knicks." When Mikan walked into the locker room before the game, he found his teammates sitting around in their street clothes. One of them greeted Mikan by saying, "They're advertising you're playing against the Knicks, so go play them. We'll wait here."

Mikan was so dominant that the NBA made two big rules changes during his career. They tried to make it more difficult for him to score by expanding the width of the key from six feet to 12 feet and they instituted the 24-second clock after a game in 1950, when the Fort Wayne Pistons decided that the only way they could win was to hold onto the ball and not let the Lakers have it. They ended up winning, 19-18, in the lowest scoring game in NBA history.

Mikan led the Lakers to three consecutive titles from 1952-54 (which gave them five titles in six seasons). He stunned the Lakers by announcing his retirement after the 1954 championship run.

"I had a family growing, and I decided that I

(Continued on page 8)

The Welcome Wagon

By Francis J. Kalvoda, Willmar, MN 320.235.5777, fjk@charter.net

Micki and I hope that you had enough winter from November through April. We really enjoyed winter when we were in Florida in February! We will all start enjoying our collector vehicles as we get them out of hibernation! You are all invited to the 33rd Annual Willmar Car Show on May 19. For more information call me or view www.willmarcarclub.com. You might also enjoy the June 1 Litchfield Car Buffs' Breakfast, 9 am at Peters on Lake Ripley (just off MN Hwy 22 South), followed by a tour to two car collections near French Lake and a stop at Classic Rods & Rides in Annandale. Now let's meet our newest Northstar Lincoln Club members.



Let's welcome John & Audrey Ewert and 'Nellie', 5414 – 151st Avenue NW, Ramsey MN 55303 763-323-1169, audreyfromramsey@copper.net John & Audrey like Lincolns and Mustangs but their current collectible is Nellie, a pampered white 1984 Ford F-150. When Nellie heard that I had a pampered 1977

F-150 (Robert Red Ford) she sent the following note: "Hi there, my name is Nellie. I am a 1984 Ford F-150 pickup. I've got a 351 Windsor V8, dual exhaust, new paint job, new tires, and 4.11 gears that never get lost. I was told that I was a second cousin to an Uncle 'Hot Rod' Lincoln down the line somewhere. I've got my eye on a Mustang down the road, but the old man said, 'NO WAY... they've been known to be fast and furious'. 'til we meet, Nellie".

Speaking of fast and furious Mustangs, our next members have a real beauty! Gene and Chris Schmidt, 20689 Gemini Trail, Lakeville, MN 55044, 952-469-4693, geno747@aol.com. Gene is retired Lt Col from the United States Air Force and pilots a Boeing 747-400 for Delta Airlines. Chris is a flight attendant for Delta. When they are on the ground they enjoy their 2010 Lincoln Navigator. When the weather is better, Gene & Chris enjoy their 2008 Jetstream Blue Corvette or their 1969 Shelby GT350 Gulfstream Aqua Mustang at their home in Belleview, Florida. They also enjoy cruising on their Harleys; Gene on his 2003 100th Anniversary Dyna Wide Glide and Chris on her 2008 105th Anniversary Dyna Low Rider. They hope to add a nice '76 Mark IV or '77-'79 Mark V to their collection. Gene's family has had several Lincoln Marks in the past so this could be the right time for Gene and Chris to pilot a smooth riding Mark.



Our next new Northstar member is John Hannon, 4505 Northwest Blvd, Davenport, IA 52806, (913) 702-5663, john.p.hannon6.mil@mail.mil. Actually it is Colonel, John P. Hannon, United States Army, Acting Director, U.S. Army Contracting Command - Rock Island. I know I have your attention, but feel at

(Continued on page 9)

(Continued from page 7)

wanted to be with them," he said. "I felt it was time to get started with the professional world outside of basketball."

The Lakers couldn't win without Mikan, and he returned to play again in the middle of the 1955-56 season. He played in 37 games for the Lakers and averaged only 10.5 points.

John Kundla, who had coached the Lakers since their inception, persuaded Mikan to assume the coaching duties in the 1957-58 season. After Minneapolis stumbled to a 9-30 record, Mikan stepped down, returning the reins to Kundla. The team finished with a 19-53 record, last in the Western Division.

In 1956 Mikan was the Republican candidate for the United States Congress in Minnesota's 3rd congressional district. He challenged incumbent Representative Roy Wier in a closely fought race that featured a high voter turnout. Despite the reelection of incumbent Republican President Dwight Eisenhower, the inexperienced Mikan lost by a close margin of 52% to 48%. Wier received 127,356 votes to Mikan's 117,716. Returning to the legal profession, Mikan was frus-

(Continued on page 9)

For Sale



1979 Continental Town Car. White with blue velour interior. 34,943 miles, in excellent condition. Always stored indoors, never driven in winter. 400 cu in engine.



1976 Continental Town Car. Brown with brown interior. 29,140 miles, in excellent condition, always stored indoors. Never driven in winter. 400 cu in engine.



1979 Lincoln Continental Town Car. 119,311 Miles, Driven year around, but stored inside till this winter. Needs a new fuel line and some other minor work. Would make a very good parts or project car for a collector.

Editors note: The 70's Lincolns were great tour cars. These cars would make a nice addition to anyone's collection. Reliable, and very easy to maintain.



1974 Cadillac Eldorado Convertible. Very well cared for, in good running condition. Only driven in good weather, never during the winter months. Always stored inside.

These fine automobiles were owned by a collector, and they should remain with another collector who will value these fine cars.

For more information, please call John Reik at 651.646.5580, or email reikx001@umn.edu.

For Sale



1970 Lincoln Mark III. Owned and loved by Northstar member Alex Johnson. A well cared for Mark, it is now being offered for sale by Alex Johnson's sister, Barbara Dowdal. Mileage is about 60,000. Barbara will consider reasonable, market priced offers for this fine car. She will be arriving in early May to settle the estate and will be available to let prospective buyers inspect the car. Alex also had a 1997 Corvette, white with 7,300 miles, should you be interested. email Barbara at: tdowdal@verizon.com, or call 443.-538-2448. You may also contact your editor at 952.435.1919.

(Continued from page 8)

trated, after hoping for an influx of work. For six months, Mikan did not get any assignments at all, leaving him in financial difficulties that forced him to cash in on his life insurance.

Mikan was in the first class elected to the basketball Hall of Fame in 1959 and was selected to the NBA 50th Anniversary All-Time team in 1996.

In 1947, he married his girlfriend Patricia, who remained his wife the next 58 years until he died. Mikan fathered six children, sons Larry (George Lawrence Mikan III), Terry, Patrick and Michael and daughters Trisha and Maureen. All his life, Mikan was universally seen as the prototypical "gentle giant", tough and relentless on the court, but friendly and amicable in private life. He was also the older brother of Ed Mikan, another basketball player for both DePaul and the BAA.

Mikan died in Scottsdale, Arizona on June 1, 2005, of complications from diabetes and other ailments. His son Terry reported that his father had undergone dialysis three times a week four hours a day for the last five years. Mikan's death was widely mourned by the basket-

(Continued on page 10)

The Welcome Wagon Continued...

(Continued from page 7)

ease, please. John is an avid Buick, Cadillac and Oldsmobile collector in addition to Lincolns, Mercurys and Fords. As he states, "it's a FULL-TIME Job/Hobby!" I know exactly how John feels. Like many of us, John did not want to see the Town Car leave the Lincoln lineup in 2011. John has two luxurious 2003 Cartier Lincoln Town Car -L's. John loves his Town Cars! I love his Town Cars and the rest of his collection too! Enjoy the Lincoln Club, John!



Join me as we welcome Dwight Joyner and Jay Baumgartner. 2505 Mayflower Ave, Minnetonka, MN 55305, 760-668-5457, Dwight@joyners.com. I just had to include a photo of the 1958 Buick Roadmaster Convertible which Dwight had for many years, but sold it

last year. Being a kid of the 60's, Dwight now has his eyes open for mid-1960's Lincoln convertible just like Eddie Albert drove on "Green Acres". [Let's help him find one] The '58 Buick was a plating shop's dream come true, and as fate would have it, Dwight's dad had a plating shop!

Dwight is a third generation business man in diecast and plating. Dwight's grandparents, Albert and Victoria started the original Silver Shop in their home in Osseo, MN in 1943. The power they used for depositing the silver was an old car battery and the silver bath itself was a butter crock. They have come a long way since then but still have the 1946 Ford Woody Delivery Wagon that grandpa bought new at Osseo Ford.

Pictured with the Ford are Dwight's aunt Gwen and his dad Lyn Joyner. Joyner Plating no longer does restoration of silver heirlooms or car parts, but focuses on production of plated zinc die castings for OEMs such as Marvin Windows, Harley Davidson, Truth Hardware and Schlage Lock. They are even making the trunk lid bezel for the new battery operated CODA Automotive car assembled in China. Dwight feels rather blessed to be a manufacturer that is still around after all of these years despite Chinese competition!

Last but not least, we welcome Pete & Margaret Ellingson, 11374 113th Street East, Northfield, MN 55057, 507-645-8779, pete@northfieldwifi.com. Enjoy the Northstar LCOC Pete and Margaret!



(Continued from page 9)

ball world, and also brought media attention to the financial struggles of several early-era NBA players. Many commentators felt that the current players of the big-money generation should rally for larger pensions for the pre-1965 predecessors in upcoming labor negotiations. Shaquille O'Neal offered to pay for Mikan's funeral. He said: "Without number 99 [Mikan], there is no me." Before Game 5 of the 2005 Eastern Conference Finals between the Heat and the Detroit Pistons, there was a minute of silence to honor Mikan. Bob Cousy remarked that Mikan figuratively carried the NBA in the early days and single-handedly made the league credible and popular.

"Frankly, without George Mikan, the Los Angeles Lakers would not be the organization we are today," Lakers owner Jerry Buss said.

Magic Johnson also paid tribute to Mikan: "He started the championships and three-peated way before that was even known around here," Johnson said.

"You've got to start with Mikan first before you name any Laker. He paved the way for all of us who came after him."

From the internet...

More Bob Johnson...

(Continued from page 4)

tertail, MN and see his phantom 1955 Capri Hardtop. The Holiday Inn-Fargo is where we will have reservations for Friday and Saturday at \$119 per night. Please call and reserve your rooms now at 877-272-2700. When making reservations ask for the North Star LCOC room block, Reservations must be made before 6/19/2013, please call now. More information will be in our next newsletter.

Jack Fletcher attended our April 4 Board Meeting and detailed the latest plans for our August trip to Popular Grove on Friday, August 16. We will meet in Hudson WI and take Highway 35 to Lacrosse. I am trying to arrange a tour of the Dahl collection and then we would proceed on to Rockford. On Saturday, August 17, Gary Hess will lead us on a tour to an outstanding car collection. Later, at 4 PM, we will attend a pig roast at the home of Jack and Marilyn Fletcher, 222 Jones Way, Poplar Grove, IL. This will be a joint Lake Shore Region, North Star Region and Mid-America Region event with a few other car clubs also attending. On Sunday morning, we will attend the Antique Aircraft Fly-In, at the Poplar Grove Airport and dine at the Lyons Club pancake breakfast. After breakfast, we will go through Wings and Wheels Museum and see some great handiwork at the Quilt Show. Please plan ahead for this great tour, RSVP to Bob Johnson, by July 1. Our hosts, the Fletchers will need to know how many people are planning to attend, as the pig roast will be catered and they want to be sure that no one leaves hungry. We have Rooms reserved for Friday and Saturday nights

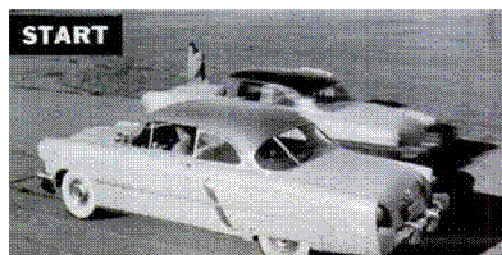
at the Holiday Inn, 7550 East State Street, Rockford, IL. Rooms cost is \$106 per night. When calling the hotel 815.398.2200 for room reservations, please ask for North Star Lincoln Club rate, Group Code EG4. We will have more detailed information next month.

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

1953 Lincoln Continued....

(Continued from page 6)

instant. The accompanying pictures tell the story. If he'd been anchored, I couldn't have left him much faster.



The Acceleration of the new Lincoln compared with that of the '53 was evident a second after the starter dropped the flag in this demonstration. The '53 car is in the background.

You can sum up the reason for this spectacular performance by saying that Lincoln improved the breathing of its engine. A gasoline engine is a "hot-air engine." It pumps air, like the human lungs. And, like the lungs, it doesn't do so well when its breathing is restricted. You don't do so well when you've got a cold, do you?

The first thing they did to the new Lincoln was enlarge the intake valve. (It's a lot harder to get a gas air charge into the cylinders than it is to get the burned gas out.) Last year the valve had a diameter of about 1%

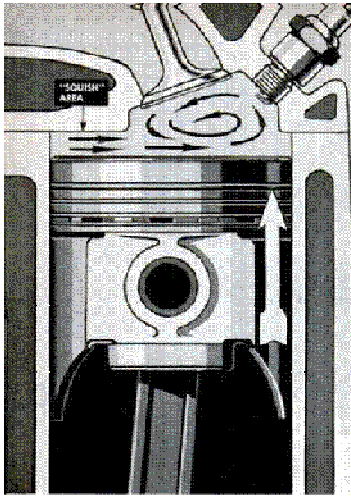
(Continued on page 11)

Testing the 1953 Lincoln Continued

inches. Now its diameter is almost two inches. Then they increased the distance that the *valve* is lifted off its seat by the camshaft by about 3/128 inch. That doesn't sound like much, but it's part of the difference between that cold in your head and free breathing.

Engine Winds Up Faster

They replaced their old two barrel carburetor with one having four barrels—that lets more air get into the intake manifold and the cylinders. They put a linkage on the distributor to advance the spark mechanically as you step on the accelerator from a dead stop.



This diagram shows how the piston causes turbulence in the gas air charge by "squishing" it at jet velocities out of a low roofed portion of the chamber.

They changed the rear-axle ratio to let the engine wind up faster—and that makes the engine operate at a more efficient part of its power curve. They engineered in a higher compression ratio—highest in the industry—for additional power and better combustion.

Finally, they changed the shape of the combustion chamber. And right there is where the squabble among the manufacturers occurs.

Engineers are always working to encourage progressive burning of the fuel-air charge in automobile cylinders. You can't get the power out of your gasoline unless the charge burns progressively or gradually, like a piece of wood in a fireplace. The only difference between a charge in a cylinder and the firewood is the time it takes for combustion.

Auto Makers Disagree

If the gas-air charge doesn't burn as it should, you get detonation or "ping." That

means the charge ignites in more than one place. The spark plug starts it burning, and then perhaps compression or radiant heat resulting from the initial combustion, or the combination of both, causes the rest of the charge to ignite prematurely. That sets up pressure patterns fighting each other in the cylinder head.

Result: ping. Result: loss of power. You'll remember that when Chrysler brought out its hemispherical combustion chamber (PSM, Mar. '51, p. 134)—now in the DeSoto and Dodge, too—the reason given was to improve the combustion

Chrysler put its spark plug at the apex of the hemisphere so that the flame would spread from it like a wave when a pebble is dropped into a pool of water.

The Ford Motor Co. and General Motors, among others, don't agree with this attack on the ping problem. They contend that for best combustion at both high and low speeds, the shape of the combustion chamber is important mostly to create a tornado. The shape sets up a whirling movement in the gas-air charge just before ignition.

Gas and Air Must Thoroughly Mix

They argue that a smooth, hemispherical head "stratifies" the charge at low speeds—that the vaporized gas and air, not mixed properly in the carburetor and manifold, tend to lie in layers in the top of the cylinder. That, they say, results in incomplete combustion or, if not that, creates the need for a richer mixture to get good combustion.

So they shape the head to cause high turbulence and mix the gas and air thoroughly. That, say the Ford and GM engineers, insures progressive burning at all engine speeds, and that's what the Lincoln people have done.

More Power on Less Fuel

They must have done pretty well—the new engine uses less fuel for each horsepower pro-

*Roadtesting the 1953 Lincoln**(Continued from page 11)*

duced than the old one. Only a pittance of the fresh performance is attributed to the increase in compression.

They've done other things. By opening up obstructions in the exhaust system, they have reduced back pressures in the engine. It "exhales" more easily. They incorporated an adjustable fast idle when this powerful engine is on automatic choke to accommodate winter temperatures in either Florida or Minnesota.

The new Lincoln astonished me. But I've begun to look on these ever higher and higher horsepower with mixed feelings. Detroit now has a race on. Cadillac started it. Chrysler caught up and passed Cadillac. Lincoln has forged ahead of both. Cars in the lower price ranges are following.

Faster Cars Need Better Drivers

It wouldn't surprise me if Cadillac, still at 190 horsepower as this is written, tops even Lincoln's 205 for '53.

The only real reason for higher horse-powers is performance in the higher speed ranges. The actual horsepower required to propel a 4,000-pound car at 30 miles an hour is ridiculously little—about seven horsepower. Any additional power developed by the engine at that speed is consumed by its own friction.

I like horsepower. I like performance. I like speed in moderation. But I also like safe highways. I suspect that presently Detroit will have to put a limit on these climbing horsepower.

The only alternative to that is teaching motorists that under their accelerator pedals is something with a dual personality—servant and monster.

As the automotive test evaluator Shaw's articles were superior to those of his contemporaries in that they gave consistently accurate reports without relying on Popular Science's lead in the marketplace over competitors such as Mechanix Illustrated.

Wilbur Shaw was killed in an airplane crash near Decatur, Indiana on October 30, 1954, one day before his fifty-second birthday. The pilot, Ray Grimes, and artist Ernest Roose were also killed.

From the internet....

1952 - 1955 Lincolns, great cars

All new for 1952, the Lincoln Cosmopolitan and in 1953, the up-scale Capri was as different from the older Lincolns as night and day. Designed by Bill Schmidt, they were better looking and better driving than any other Lincoln that came before it.

Competing against the Cadillac Series 62 and Packard Series 400, 14,342 Capris were sold in its debut year, and nearly double that, 26,640, in 1953. It readily outsold its stablemate, the Cosmopolitan, each year until the Cosmopolitan's demise.

In the October, 1952 issue of Popular Mechanics, a Lincoln Capri was tested. 0-60 mph time was 14.8 seconds, while the quarter-mile was 21.3 seconds. At 40 mph, fuel economy was recorded at 21mpg.

In 1955, the Capri featured a new 225 hp, 341 cu in Lincoln Y-Block V8 (with greater displacement and, at 8.5:1, higher compression than before), featuring a four-barrel carburetor, mated to a standard (Ford-built) 3-speed Turbo-Drive automatic transmission. Air conditioning became an option for the first time.

Riding on a 123.0 in wheelbase and measuring 215.6 in overall, the 1955 Capri was offered as a two-door hardtop coupé (4,305 lb shipping weight), two-door convertible (4,415 lb shipping weight), or a four-door sedan (4,275 lb shipping weight).

The Capri was also one of the first vehicles to offer an automatic headlight dimmer as optional equipment. It sold 23,673 copies, amounting to 87% of Lincoln's total output that year, actually down from 29,552 in 1954.

Powered by the 317 cu in Lincoln Y-block V8, Lincolns won the top four spots in the Stock Car category of the Pan American Road Race in both 1952 and 1953. In 1954 (its final year) Lincolns took first and second place.

From the internet...

You May Be Interested in these Items for Sale

For Sale: (parts) 1946-1948 2 door coupe shell and frame, good front fenders, good trunk and hood, front and back bumpers, and boxes of misc small parts/odds and ends. Make offers Bruce Freiberg 763.682.3527.

WANTED: **1938 or 1939 Zephyr "donor" car.** Preferably a Sedan or Coupe Sedan. Price that I will pay will be determined by the condition of the car. I now have another '39 Zephyr donor car with the engine and drive train that I would use to make one complete car. I need inside window frames, dash, skirts, hood, right front fender and other misc. parts. If you have one or know of one ***please call Karl Flick at 612.961.9705.***

FOR SALE: **Automobile Quarterly Collection.** Super complete at 205 books - 52 volumes and 11 indexes, 2 executive planners, total 218 books, all in slipcases with gold script. Appraised at \$2,500.00. Price to sell at \$1,900.00. Harvey V. Oberg Phone 651-739-9754 (Minnesota)

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 \$15,000 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 \$4,900/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

For Sale:

1984 Mercury Colony Park wagon. White with "wood trim" and nice dark brown velour interior. Fully equipped with 41 options, no rust ever, turbine wheels and complete service history. 181,000 miles, but doesn't show it. Please give me a call for more information. Roald and Rosalee Storvick, Austin, MN **Call 507.433.3944 or cell, 507.438.1016.**

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

HELP: If you know of anyone parting out a 1989 Lincoln Signature Town Car, I need to find some parts. I have a nice 1989 Town Car, Signature series, and to it make even better, 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 me 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 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

- May **5th Annual Memorial Day weekend car show** , Morries Ford Lincoln, Minnetonka, MN Saturday, May 25, 10:00AM to 2:00PM
33rd Willmar Car Show and Swap Meet, May 19, Kennedy Elementary School, 824 7th Street SW, Willmar, MN For more info: www.willmarcarclub.com
- June **Picnic hosted by John and Cheryl McDowall**, St Augusta, MN, Saturday, June 8th. 11:30 AM .
All Ford Picnic, Morries at Long Lake, June 2.
LCOC Eastern National Meet, Dover, Delaware, June 12 -16
10,000 Lakes Concours D'Elegance –Excelsior, Sunday June 2, 2013 10:00 A.M. - 4:00 P.M.
Lincoln Highway 100th Anniversary, Kearney NE, July 1- 4, All car clubs are invited
Two tours start Saturday, June 22 from New York and San Francisco.
Back to the 50's, June 21,22, 23 at Fairgrounds
- July **11th Annual Outstate Classic Lincoln Car Show**, Fargo/Morehead area, hosted by John and Lydia Trandem. July 26 -27 returning on July 28.
Lincoln Highway 100th Anniversary, Kearney NE, July 4th, All car clubs are invited
- August **Tour to Rockford IL**, Friday August 16th Antique Airport and two Collections. Three day tour, Friday – Sunday. Saturday afternoon/evening pig roast hosted by Jack and Marilyn Fletcher.
- September **7th Annual Luther North Country Lincoln Car Show**, Saturday, 9/21 10 to 2 PM
Mid America National Meet, Tulsa, OK, September 4-7
- October **Annual North Star Potluck Picnic and Auction**, Morries, Long Lake, Sunday October 13, 10 – 3 PM
Western National Meet, Phoenix AZ October 23-27
- November **Year End Lunch**, Vesico's, Sunday 11/10 at 11:30 AM

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

www.northstarlcoc.org Click on publications.

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

North Star Activities



Morrie's Minnetonka Ford Lincoln

Spring 2013 All Lincoln Show

Saturday, May 25, 2013

10:00AM to 2:00PM

Join us for our Northstar Spring car show. Bring your favorite Lincoln, old or new and plan to spend a nice spring day visiting with many of your old friends and making some new ones too.

Again, All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes.

See you at Morrie's Minnetonka Ford Lincoln Mercury on May 26, 13400 Wayzata Boulevard. Just before Hwy 494. 394 to the Plymouth Road Exit, North on Plymouth Road, West on North Frontage Road. Invite anyone you know who owns a Lincoln to join us at this show.



John and Cheryl McDowall, Northstar LCOC members, have invited the Northstar Region to a picnic at their St. Augusta, MN home at 11:30AM, Saturday, June 8, 2013.

This will be a catered picnic, so reservations are a must. If you plan to attend, please email or call Bob Johnson no later than May 25, at 651.257.1715, email: arborbob41@aol.com.

St. August is located near St. Cloud. Bob Roth will lead a caravan from the Plymouth, MN area and Bob Johnson will be leading one from the Forest Lake area to McDowall's. Time and location will be in the June Newsletter.

34th Annual All FORD Picnic and No Trophy Show 10AM to 3:00PM Sunday, June 2, 2013. Morrie's Bodyworks, 2605 West Wayzata Blvd (Highway 12), Long Lake MN. Just 7 miles west of the I-394 / I-494 interchange on Highway 12. Follow Highway 12 into Long Lake. Same FREE admission for ALL Ford Motor Company vehicles 1903 to 2013, including Lincoln and Mercury Automobiles. Concessions available. Free Swap Meet and spaces. Thanks for your 33 years of support at the Twin Cities Ford Assembly Plant -- come view the same great cars at our new location.

Back to the '50's, the Minnesota Street Rod Association show. 40th Anniversary of great cars and great fun at the Minnesota State Fairgrounds, June 21-23, 2013. Check get all the information at: www.msra.com