

## *My Pride and Joy*

### GOIN' FOR THE HAT-TRICK

By Jack & Marilyn Fletcher

"Hockey-moms" know that scoring three goals in one game is called "doin' the hat-trick". For the 2008 show season we decided to try to do a hat-trick with our '71 Continental Sedan by winning the Dr. Erwin C. Ruth Trophy at all three National Meets, Mid-America in Duluth, Minnesota, Eastern in Columbus, Ohio and Western in Irvine, California. This would be our second try at a hat-trick, as we had won two out of three "Ruths" in 1999, after which we placed the car in the Emeritus Class, where it was *driven* to ten consecutive meets and won two President's Trophies.



Jack and Marilyn Fletcher's 71 Continental

Starting in early April, preparations began to get the '71 show ready. Several electrical issues needed to be solved, complete detailing was necessary, intermittent carburetion problems were annoying, and the tires that had been installed in 1999 were as hard as rocks, so they were replaced. The day before leaving for the Duluth meet the car was "finished". At Duluth the car won the Ruth.

On Sunday, June 29<sup>th</sup>, instead of heading home, we drove to Minot, North Dakota to participate in the Antique Automobile Club of America "Western Dakota" forty-car six-day tour of the Bad Lands, the Roosevelt National Park and Camp Lincoln, the winter headquarters of the Lewis and Clark Expedition. Our total mileage for the Duluth meet and the Dakota tour was just over 3200. Every day on the AACA tour at least one of the off-brands received road-side assistance. The Club that sponsored the tour provided a chase vehicle with a car hauler to recover breakdowns. The '71 ran beautifully on the tour, we only experienced an occasional carburetion hesitation when accelerating. And with the cost for fuel, at around \$4.00 per gallon, with a 12 mph car (on a good day) burning 90 plus octane gas, our fuel bill for the tour and the meet was over \$1,000.00.

This did not discourage us, on our return home we immediately started getting the car ready for the Eastern National Meet in Columbus, which was to start on August

*(Continued on page 2)*

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

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

Feature Car of the Month	1	Directors Message	4
Club Information Page	2	Monthly Board Meeting Minutes	10
Editors Message	3	Northstar Region Event Calendar	15
Trivia...	3		

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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.....*

13<sup>th</sup>. More work on the carburetor, attempts to correct several new electrical issues that developed on the North Dakota tour, and, of course, detail, detail, detail. At Columbus the '71 scored a perfect 100 points, and whoopee, we got our second "Ruth". Now, we really had to get out to Irvine, California for the last leg of our hat-trick quest. On the way home from Columbus we began to experience major carburetion problems, far more serious than before. We dared not shut the car down, or even try to let it idle as it would stall out and we were not sure that it would start again. Thus, a non-stop, no-idle trip home. At about 45-50 miles per hour the car ran smoothly, but above or below that speed it would sputter and spurt – seeming like it would either flood out or suffer fuel starvation.

Chris Dunn of Lincoln-Land was contacted and provided us with a remanufactured carburetor that was installed and the '71 was "road-tested" daily for the rest of August and September to ensure that we would not have any problems on our trip to the Western National Meet, the third stop on the road to a hat-trick. Of course detailing continued, and one final electrical problem was corrected, intermittent operation of the cruise control was finally solved.

We planned on making a side-trip to Seattle on the way to Irvine so we could attend the Fall meeting of the National Academy of Arbitrators. Early Sunday morning, September 28<sup>th</sup> we're on our way West on Interstate 90, out of Illinois, into Wisconsin, thru Minnesota and on to Sioux Falls, South Dakota, where we spent the night – 523 miles, 45 gallons of fuel, 11.6 mpg, and the Fletchers' gas budget was \$170.00 poorer. An early start on Monday, finds us heading into Montana toward Glacier National Park, one of the

*(Continued on page 5)*

## Trivia from the Internet

*"If you care enough to send the very best."*



Joyce C. Hall

*Simple but powerful words that come to mind when you mention Hallmark. Creating a brand as powerful as the Hallmark name started with the pursuit of quality nearly 100 years ago.*

*"When You Care Enough to Send the Very Best" is more than a slogan for Hallmark, it is a business commitment. When C.E. (Ed) Goodman, a Hallmark sales and marketing executive, scribbled these words on a 3x5 card, he was trying to capture the essence of why Hallmark stood above the rest. Little did he know that his scribbles would become one of the most recognized and trusted slogans in advertising. As J.C. Hall expressed in his*

*(Continued on page 4)*

## Editors Message

January 25, 2009. The last weekend in January, and hopefully, our run of really cold days will be drawing to an end. The days are noticeably longer, gaining several minutes each day. It will really change on March 8<sup>th</sup>, when we go to daylight savings time. Sunset, that day, will occur at 7:09pm. With the longer days, we should be having nicer weather, while heavy snow can come to visit, it generally doesn't stay too long, at least around the Twin Cities. However, if you live in Northern Minnesota, upper Wisconsin or North Dakota, expect your journey to spring to last a few more weeks. Don't despair, eventually nice weather will eventually arrive, then we can complain about the hot, humid weather. That really great weather, from 68 to 72 degrees, is a fairly rare occurrence, and should be enjoyed as much as possible when it does visit.

As in prior years, we will be joining the Classic Car Club on Saturday, February 21 for a potluck dinner and auction. It is a good chance to break the monotony of Saturday night television, or re-reading that eight year old novel, that didn't do much for you during the first read. You probably haven't seen many of the folks attending since last fall, and now is a good chance to catch up on what's happening in the hobby. The location is new, the new Auto MotorPlex out in Chanhassen. The MotorPlex is an exciting concept for storing your collector cars. Like a condo for people, you can buy individual, secure space for your favorite toys. A bit on the pricey side, but it is one elegant way to solve a storage problem. Starting at 5:00pm, bring

some food to share and something of useful value for the auction, and be prepared for an evening of friendship and fun.

We had a nice turnout for our January brunch at Tinucci's in Newport. As usual, the food and service were both

good, but what made the day was the gathering of friends, ready to visit and talk about anything, from Lincolns to winter vacations, from the latest books read to what's bad about television. All in all, it was a nice way to spend a early Sunday afternoon. Marion and I got home about 2:30pm, just in time for a nice nap.



Ch. Faithie, just back from the beauty parlor is getting ready for Valentines day.

The production version of the Lincoln MKT was shown at the Detroit Auto Show. It looks like a nice car from the pictures and

videos that are now on the internet. It is not a small car, it can seat seven in three rows. Two engines will be offered, a 3.7 direct injection V6, achieving 268 horsepower and a 3.5 direct injection, twin turbo V6, making some 355 horsepower. Economy, will not be to terribly bad, as the engine will be boosted only on demand and direction will actually increase efficiency. It is one of those situations where the lighter foot, the better the economy. The turbo engine will also be made available in the MKS sedan. Look for the MKT this summer at a dealership near you. Let's hope that Lincoln will hit a home run with this car.

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

*(Continued from page 3)*

autobiography, *When You Care Enough*: "The slogan constantly put pressure on us to make Hallmark cards 'the very best.' ... I somehow feel that without the slogan our products would not have been as good." Since its debut in 1944, the "Very Best" slogan has continually been featured in Hallmark advertising and as part of Hallmark Hall of Fame productions.

Joyce C. Hall, founder of Hallmark Cards, Inc., lived the American dream. Born Aug. 29, 1891, in tiny David City, Neb., Hall overcame both poverty and a lack of a formal education to become the architect of an industry, friend of two presidents and a prime minister, patron of the arts, and recipient of high honors from three nations.

Joyce Hall was the youngest son of George Nelson Hall and Nancy Dudley Houston Hall. The family was poor. His parents also were religious - a fact that led to the unlikely first name of Joyce. As he recounted in his autobiography, Hall was born on the day a Methodist bishop named Isaac W. Joyce happened to be in David City.

*(Continued on page 5)*

## Directors Message by Bob Johnson February 2009



Two national car shows are definite and the third in New York is in the planning stage for this fall.

Jack Fletcher from Rockford Ill. came to our rescue and has written a feature article about his sojourn this past summer in his 1971 Continental for this months newsletter. It is a good article describing the adventures that Jack and his wife had while touring with their car. Several members are in the process of writing a car article, **now is the time to get it done.** Great stories are the life blood of our Northstar News and it is what makes our club publication a little different and a little better than some of the other newsletters. We need your stories, please help Dave out.

Our first activity for 2009 was at Tinucci's, Newport, on Sunday, January, 4<sup>th</sup>. We had 28 members enjoy fine food and a nice private room. Jay White made a DVD of Duluth and several other North Star Events, we were able to watch this great production of Jay's work. We thank Jay for his effort, Dave Gustafson made DVD copies and they are for sale at \$15.00 each.

We are waiting on more information about our potluck with the CCCA on Saturday, February 21<sup>st</sup>. This activity will be at a new location this year.

Dave Gustafson will be sending out Region Membership renewals, please help him with this task by promptly returning your Region dues of \$20.00, for 2009. **Please update your personal information, with current list of Lincolns, phone numbers and email address.**

**Please ---It is AGAIN time for our annual appeal,** not money, but your time to write a "My Pride and Joy Article" about your favorite Lincoln. Please take a moment to tell everyone about your Lincoln/s and what you enjoy about them. Your articles are so special that many of them have been reprinted in our national club magazine, Lincoln and Continental Comments. The North Star region is the only Region that has a MONTHLY newsletter and your car articles are it's cornerstone.

Be patient, have faith, good weather is coming soon, only another 8 weeks or so of the snow and cold left.

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



(Continued from page 4)

*The Hall family moved to Norfolk, Neb., before the turn of the century. Young Joyce, after his initial venture selling perfume to neighbors, clerked in his older brothers' bookstore after school.*

*When he was 16, Joyce and his two older brothers, Rollie and William, pooled their money and opened the Norfolk Post Card Company. But the market for imported postcards was limited, and the new business hung on by a thread. In January 1910, at the age of 18, Joyce dropped out of high school over the objections of his family, crammed two shoeboxes full of postcards, and boarded a train for Kansas City, Mo. At first, he called on drugstores, bookstores and gift shops. As business picked up, he ventured into the outlands, to the towns served by the railroads running in all directions from the burgeoning Midwestern rail center.*

*Business was promising enough that Rollie joined him the following year. The young men opened a specialty store in down-*

*(Continued on page 6)*

## *My Pride and Joy continued...*

(Continued from page 2)

few National Parks we have not had the pleasure of visiting in our 55 years of marriage. The '71's running great, the air conditioning is working, the cruise is holding at a steady 85 mph and we are enjoying the scenery. Part of the time Marilyn has the left front seat reclined, just resting her eyes. After a few photo stops, yes, pit stops too, at about 6:00 pm as we are leaving the Interstate at Great Falls, Montana to go to our hotel, the car dies on the off-ramp. Nothing, absolutely nothing, no electrical power, no nothing. A 9-1-1 call gets us a flat-bed tow truck and the '71 spends the night in a repair shop. Importantly, though, the goodwill of the American people still exists. In the brief twenty minutes it took the tow truck to respond, no less than nine cars actually stopped to give assistance, with about ten more slowing down and asking to be of help.

The next morning, after three hours of diagnostics, we find that the main electrical wire from the battery to the fuse box is burned off at a point in the engine compartment where the wire passes through the firewall. Opening up the wire harness finds that it is severely corroded (green), so a replacement wire is run directly from the battery to the firewall fuse box. Everything works, we're off to Glacier. Total cost for the tow \$225.00. Total cost for the repairs \$402.28.

We plan on entering the Park at St. Mary, Montana and exit at West Glacier. When we get to St. Mary we learn that the road ahead through the park is closed for maintenance. Now we have to backtrack to US 2 and take a more mundane drive. It was still beautiful at this time of year, took some more pictures, including one of a dead cow.



The next two days are unremarkable, except for constant Pacific Northwest rain and pumping lots of gas. We arrive in Seattle on October 2<sup>nd</sup>, park the '71 in the hotel garage where it sets undisturbed for the next three days while we attend the convention. On Sunday we

drive to Portland to spend two days with Jack's sister and her family. With the exception of constant rain, the trip from Seattle to Portland was also uneventful, as was driving around the Portland area. On Tuesday morning October 7<sup>th</sup>, still raining, we get up early and start down the coast toward California – about noon we finally run out of rain. During the drive south we are talking about how bad we will be gigged for the extra wire running from the battery to the firewall. We know that under LCOC concours rules, no point deductions are to be taken for matters that occur on the way to a meet. However, if you have two 100 point cars competing against one another it would be surprising if the one with the extra wire in the engine compartment didn't come in second when it came time for

*(Continued on page 6)*

*(Continued from page 5)*

*town Kansas City, dealing in post cards, gifts, books and stationery. In the early days, Hall Brothers bought designs created and manufactured elsewhere and sold them wholesale.*

*On Jan. 11, 1915 - five years and a day after Hall's arrival in Kansas City - his entire inventory was wiped out by fire. The brothers floated a loan and bought an engraving firm that had done work for them previously. Thus the stage was set for the creation of the first original Hall-mark designs.*

*In 1921, William Hall, who had stayed in Norfolk to run the bookstore, joined Joyce and Rollie in Kansas City, and in 1923, they formed Hall Brothers, Inc., the predecessor of today's Hall-mark.*

*In his own bailiwick, Hall had the Midas touch. Maybe it was intuition. Maybe it was timing. But whatever it was, it worked.*

*In the early days, the company's greeting cards carried the company name "Hall Brothers" on the back. But the term "hallmark," used by goldsmiths in the 14th century, fascinated founder J.C. Hall. As he explained, "It not only said*

*(Continued on page 7)*

## *Pride and Joy continued*

*(Continued from page 5)*

the judges to break the tie. This concern, though, would soon be surpassed by more serious problems.

We stopped Tuesday night in Sacramento, California. Got up early, well before breakfast, on Wednesday, hoping to arrive early in Irvine to start partying – we had signed up for the six-o'clock early bird dinner. About eight am we see a Denny's restaurant at Mile Post 278 on I-5. Off the Interstate and into the parking lot for breakfast. A hour later when the '71 was started we heard a loud squeal and then a thump – the alternator drive belt was tangled in the fan. Jack was able to extract it, but no alternator. Asking several "locals" if they knew where a repair shop was, we were told that there was a *reliable* mechanic in Lost Hills, about three miles west of the Interstate. Off we go, very cautiously to V-B Auto Car Care Center. While the facility looked like it was from the mid 1930's, or even from the middle of Mexico, the owner assured us that he knew how to fix our car, asserting that he had worked in a Lincoln dealership for over 15 years "before starting his own business". He noted that the bearing in the alternator was seized and that all of the belts



needed to be replaced because they were damaged when the alternator belt became tangled up, which in our experience we knew was the case. (So much for having correctly numbered and matched belts on a perfectly detailed engine.) When asked where his parts source was, the owner shrugged and said, "just a short way down the road." The belts and alternator were removed and the owner's helper, the only other employee in the enterprise, took off in a beat-up pickup truck. After about thirty minutes I asked the owner how much longer before his man returned. His answer, "just a little bit." Then his phone rings and after an excited conversation in Spanish, of which Jack understood some, having lived in Mexico for a short time in the early sixties, the owner said his man was coming back and he would have to go to the parts house to find the right alternator.

Anyway, after about another two to two and a half hours of waiting, the owner finally returns with an alternator. He slides under the car and then pops out saying he has to modify the mounting bracket. He and his man take the new alternator and the old one, apart on the floor of the shop and proceed to change (hammer) change the mounting brackets. With parts of two alternators made into one, on the car it goes and after struggling to get the new belts to fit, the shop owner says it's all fixed, and presents us with a bill for \$366.00. Into the

*(Continued on page 7)*



(Continued from page 6)

quality in an authoritative way, but it also incorporated our family name." In 1925, "Hallmark" appeared on products for the first time, and by 1928, it was used on the back of every greeting card.

In the 1920s he wanted to substitute the phrase, "A Hallmark Card," for "Hall Brothers Company" on the back of greeting cards. "Everybody in the place was against it," he said, but he made the change.

Later, when everybody told him advertising was a waste of money, he advertised, and established Hallmark as the most recognizable brand name in the industry. He was warned against sponsoring a television show. He decided to do it anyway, and sponsored a live production of *Amahl and the Night Visitors*. That broadcast launched what would become the "Hallmark Hall of Fame," which after more than 55 years is television's most honored and enduring dramatic series.

"Mr. J.C." was Hallmark Cards for 56

(Continued on page 8)

## More Pride and Joy

(Continued from page 6)

car and off to Irvine we go, but not so fast. About a mile down the road we notice that the alternator gauge is acting erratic. A U-turn takes us back to the shop. The mechanic (the term is used lightly) says "Oh! Ya!, I forgot to step it down." Jack asks, "what do you mean?" The mechanic says "voltage is too high got to cut it back to 16 or 17". He grabs a short hunk of wire, fits two connectors to each end, crawls under the car and fiddles with the alternator. We start it up and the gauge shows a slight charge. Now we are off to Irvine, arriving just in time for a quick shower and the first of several fine dinners, with some adult beverages to soothe our nerves, of course.



Skilled craftsmen tend to the critical adjustment of the Fletcher's new alternator.

On Thursday and Friday, doing the clean-up for the Saturday concours we noticed a slight squeal in the belts, but with a light application of white grease on the pulleys after a few seconds the squealing stopped. The Saturday judging was fair, the car tied for first, but was not awarded the Ruth Trophy, that trophy going to an admittedly superior low mileage *all original* 78 Mark V.

On Sunday we started back to Illinois, little did we know that what had gone on before was just a prelude to a trip from hell. Our first stop is twenty-four miles from the Nevada State Line for breakfast. After breakfast, the car doesn't start. A mechanic shows up, gives us a jump and tests the battery to find out that it has two dead cells. The nearest place for a new battery is Las Vegas, he tells us as he gives us a bill for \$60.00 – cash only. Off we go to a Goodyear store in Vegas where the battery is replaced and we start heading East again. Two miles away the car starts acting up, it starts to stall when turn signals are turned on, etc., a U-turn on the Interstate takes us back too Goodyear, where it is learned that the *service technician* had not tightened the battery ground and it had fallen off the negative terminal. Everything is checked over and we start East out of Vegas for a second time. (No, we didn't spend a dime gambling in Nevada.)

About ten miles South of Cedar City, Utah, Marilyn's driving and the car stops dead on the Interstate, just like in Montana, no power, no anything. Another call to 9-1-1, and another tow truck. It's now about 4:30 pm, where are we going to get the car fixed tonight, and its snowing too. The car is dropped at a repair shop, next to a Ma and Pa motel where we are told we can get a room for the night. The cost of the tow, \$180.00. The kid that's the mechanic in the shop is just finishing up a customer's car and is preparing to lock up, but Jack persuades him to take a look at the '71, which he does. Guess what, no alternator belt and

(Continued on page 8)

## *Still more pride and joy*

*(Continued from page 7)*

years. "Good taste is good business" was his creed. Until 1966, when he stepped aside as chief executive officer in favor of his son, Donald J. Hall, no Hallmark greeting card reached the marketplace without his "O.K.J.C." imprimatur. When Hall moved to Kansas City in 1910, he had no thought of founding a great company or building a great fortune. He just thought Kansas City would be a good place for a hard-working young man to make a living. He liked the Kansas City spirit. In many ways, Hall was the embodiment of the Kansas City spirit.

As chairman of the board, no longer restricted by the day-to-day responsibility of running the company, Hall kept a close watch on Crown Center, the privately financed city-within-a-city developed by Hallmark adjacent to its international headquarters.

Land development is an unusual venture for a greeting card company. But Hall was an unusual man. The commercial decay that had pervaded his urban neighborhood bothered him. No one else stepped forward with a

*(Continued on page 9)*

*(Continued from page 7)*

the new battery is dead. All the other belts are in place and appear to be in good shape, though. After trying about twenty belts, one is located that fits. The car is started, the battery is charging, the lights are working, we get our money back from the motel and off we go – we want to get two or three more hours of driving in before we stop for the night. The cost of the belt and labor \$54.00.

Heading North on I-15, the gauges are nervously checked every thirty or forty seconds, it seems, and the car running great. We get off the Interstate at Exit 109, Beaver, Utah, for a sandwich, but keep the car running, we'd like to get further East before quitting for the night. Back on I-15, just past Exit 112, with light snow falling, the '71's lights start going dim. We make an illegal U-turn at the first median crossover two miles down the Interstate and head back to Exit 112 to find a motel to spend the night. We have absolutely no lights and its snowing harder now, but we're able to pull in close behind an 18 wheeler and follow him to the exit ramp. We've had enough, we decide to rent a truck and car hauler and tow the '71 home. Getting up at 5:00 the next morning Jack is told by the Night Clerk in the Motel that the best place to get a truck and trailer was at the Beaver Valley Chevron back at Exit 109. We were told that the guy that runs the U-haul franchise there is also one of the best mechanics in Southwest Utah. The car starts, but we still don't have any lights. We drive to the Beaver Valley Chevron and learn that it is not 24-hour service as advertised. We "patiently" sit around waiting until about 9:00 am when the owner mechanic shows up wearing loafers, white shirt and tie. He refuses to rent us a truck and trailer, saying that his U-haul equipment is not heavy enough to handle a "big ole Lincoln like you guys got". He also says that he can't work on the car until later in the day as he is on his way to an appointment in Cedar City. He does mention though, another shop that may work on the car, its located at Exit 112, about 500 feet from the motel that we had just checked out of.

We start the car, nothing works but the engine, no lights, no heater, no windows, nothing but the ignition and starter. Off we go back to Exit 112 to find the "Any-time Repair Shop". Any-time has six truck bays, and three auto bays, more heavy duty wreckers than we could count, and at least ten or twelve mechanics standing around waiting for work to come in on a Monday morning. The '71 is run into the first bay and two mechanics start to work on it like a couple of crows feeding on a road kill. The fan comes off the sheaves come off, the belts come off, the alternator comes off. A complete set of new matched belts are installed, the alternator is aligned correctly, the pulleys are placed in a vice and pressed "true", and the battery is charged. Fuses are checked and several replaced. Every thing tests out within specs, and the windows go up and down, the wipers work, so does the heater fan. About one o'clock we are finally on our way again. And, oh yes, we also bought a bat-

*(Continued on page 9)*



*(Continued from page 8)*

renewal plan, so he did. "I just don't like to sit around and wait for something to happen," he said. "It's more fun making it happen." And J.C. Hall made things happen. Today, Crown Center is a bustling residential, office, hotel and entertainment district that not only has turned the tide of decline within its 85-acre boundaries, but also has been the catalyst for development in adjoining neighborhoods.

Joyce C. Hall demanded excellence of himself and others, and he got it. Yet he appraised himself as a man who had achieved success primarily because he had worked harder than others. "I figured I wasn't as smart as some of the other fellows, so I had to work twice as hard," he said.

Mr. Hall died Oct. 29, 1982, at the age of 91. Hall and his wife, Elizabeth, who were married in 1921, had three children: Elizabeth Ann Reid of Denton, Texas; Barbara Louise Marshall of Kansas City, Mo.; and Donald Joyce Hall of Mission Hills, Kan., who is chairman of the company his father founded. His grandson, Donald J. Hall, Jr., is now president and CEO.

*(Continued on page 10)*

## *The epoch continues...*

*(Continued from page 8)*

tery booster pack as insurance, so that we could jump-start the '71 if needed. The booster pack also has a connector that plugs into the cigarette lighter so that it can be used as an auxiliary battery that will run the car for a while if the regular battery fails, like it had the day before when the alternator belt came off. The Any-time bill was \$375.00.

Heading North on I-15, again the gages are checked every ten or fifteen seconds. And, no radio, no talking so that we both can listen to the engine for any squeals or thumps that may indicate we are losing a belt. We make a pit stop in Salina, Utah, refuel and have a snack. Guess what, when we attempt to get underway, the '71 won't start, dead battery. We get it started with the booster, and then plug it into the lighter so that we can use it as an aux battery, and we turn everything electrical off, including the cell phone chargers. On the West side of Green River, Utah we stop at a large Napa store that has three service bays next door. After explaining our problems to the owner, he comes out, looks under the hood and asks, "who put that tractor alternator on this car?" "That'll never work, it's for off-road service, a 24 volt system". He has his mechanic take the alternator off and put on a tester, its kicking out 27-28 volts. And, the new battery we bought on Sunday in Vegas is toast.

A new alternator, the correct one for a '71 Lincoln, that fits as it should is installed, the right battery is available too, and the voltage regulator that had been disconnected apparently by the *mechanic* in Lost Hills, California, is replaced. The mechanic goes to work replacing all of the belts again – some were chewed up and others were showing signs of wear on the sides because of being misaligned. After about two hours and \$348.00, the Fletchers' are on their way East again. Would you believe that this was the end of our mechanical trouble for the trip?

Now, we only have one thing on our minds, get this damn car home before it fails us again. Two days later we are back in Illinois. Total miles driven, 5,986. Cost of fuel \$2024.00. Cost of repairs and tows, the reader can add 'um up, we don't really want to know. Would the Fletcher's try for the hat-trick again? Maybe not, but when you get bitten by the bug, who knows? When the weather warms up work will start on getting the car back to concours shape with authentic belts, battery and hoses. Any one need a complete set of Napa belts for a '71 Lincoln, slightly used.

Editors note: On behalf of our readers, we want to thank Jack and Marilyn for taking the time to write about their adventures with the 1971 Continental. Most of us who own and drive older cars have had similar episodes, while testing the limits of our temperament, can be somewhat amusing after much time has past. I too, confess to having had a number of our vehicles flat-bedded back home, having failed while on the road. The Avon blue 51 Cosmopolitan comes to mind. It's all in the joys of owning old cars.

(Continued from page 9)

*Though J.C. Hall became a wealthy man, profit was never foremost in his thoughts. In his autobiography, *When You Care Enough*, Hall wrote: "If a man goes into business with only the idea of making a lot of money, chances are he won't. But if he puts service and quality first, the money will take care of itself. Producing a first-class product that is a real need is a much stronger motivation for success than getting rich."*

*While the next chapter of Hallmark's history is yet to be written, as the third generation approaches the company's centennial, Hallmark is both extending the brand into new businesses and infusing already-successful product categories with innovation. Like the family leaders before them, Don and Dave Hall continue to ensure that the essential human need to connect with others is fulfilled by the products and services that Hallmark offers - whether it is greeting cards, television shows, magazines or future opportunities yet to unfold.*

*From the Internet...*

## January Northstar Board Minutes

### BOARD OF DIRECTORS MEETING

January 8, 2009

Regional Director Bob Johnson called the meeting to order at Culver's in Maplewood at 6:50 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu, Bob Roth, and Roger Wothe. Member Faye Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS REPORTS

Regional Director Bob Johnson reviewed the activities schedule for the coming year. There are still some open dates for activities and brunches. Please contact Bob with suggestions.

Treasurer Harvey Oberg reported the treasury balance to be \$4,224.43 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the dues and renewal notices for 2009 will be mailed shortly. He continues to plead for more "My Pride and Joy" articles.

Activities: There will be a joint potluck supper with the Upper Midwest Region of the Classic Car Club in February. Time and place will be posted in the newsletter.

The meeting was adjourned at 7:50 PM. The next Board meeting will be at Culver's in Maplewood Thursday, February 5th, at 7:00 PM. All members and guests are welcome.

Respectfully submitted by Secretary Roger Wothe



### *Food and Fun at January Brunch.*

Much fun was had at the January Brunch at Tinnucci's in Newport. Attendance was about twenty-eight club members. Jay White presented his DVD which contains highlights of the Mid-America meet and pictures from various Northstar club activities over the last 7-8 years. A great production.

To the left, standing, George Traficante and Linda Haedtke; seated, Gladys Traficante and Ed Haedtke. All are smiling, all is good.

## For Sale



This beautiful 1941 Lincoln Continental Coupe was re-stored and modified by long-time North Star LCOC member, the late Tim Purvis. Tim found the car in Syracuse NY in 1986 and spent the next two and a half years restoring and modifying the car.

Modifications: 460 c.i. balanced and blueprinted Lincoln V8 with over 400 horsepower with a Lincoln C6 auto-

matic transmission, Air Ride Technology front and rear suspension, power disc front and drum rear brakes, original 16" wheels and hubcaps with new Diamond Back Classic wide whitewall radial tires, air conditioning, tilt column, cruise control, Sony four speaker AM/FM stereo, power antenna, power windows and keyless entry. The interior is cinnamon velour cord with Mercedes Benz wool carpet. The exterior is two-tone polyurethane paint. The body is French pastel vanilla with roof and fenders medium sand beige.



A list of many more options is available. The asking price is \$36,000, but the owner, Sandra Bjorndahl is open to offers. Please contact Roger Wothe for more details: 952-933-9981 days, 952-473-3038 evenings and weekends or [rwothe@mchsi.com](mailto:rwothe@mchsi.com).



### For Sale - 1947 Continental Coupe'

Solid driver with good starting and running original V12 and overdrive.

Green exterior, older presentable paint. All chrome good to excellent condition.

Green Leather and whipcord interior, mostly original.

Recent work includes rebuilt: front suspension, brakes and new brake lines, carburetor, water pumps, power windows, and installation of PCV system. New battery, tires, hoses and thermostats. NOS steering wheel. I have most of the history of the car. It was owned by the Towe Ford museum in Montana where it was on display and not driven for thirty years.

Fairly priced at \$24,500. Photos available. Please call Byron Olsen at 651-646-5534 email: [byronolsen@comcast.net](mailto:byronolsen@comcast.net)



## *For Sale....*



1949 Lincoln 9EL Black Sport Sedan. Like new factory paint. New carpeting. Chrome is in excellent condition. Front seat upholstery needs some attention. Engine runs perfect and doesn't use any oil. Car has Hydramatic automatic four speed drive. Radial whitewall tires.

I am the second owner of this fine Lincoln, which I purchased in 1990 with 28,266 original miles. It had been stored in a heated garage for its first 40 years. The Mileage is now 43,500. Fairly priced at \$20,000.

Call Larry Trusty at 507.645.6799.  
Northfield, MN

### Wanted

1956 or 1957 Mark II in number two condition.

Prefer an Air Conditioned car.

Silver with Red Interior, with White or Maroon a second choice. Mileage to 70,000 acceptable.

Will pay fair market price or better depending on condition and documented history.

Call John W. McDowall 320-251-8640  
email: [johnmc@mcdowallco.com](mailto:johnmc@mcdowallco.com)

For Sale: 1995 Mark VIII. Black with tan interior, sun roof, new front brakes, Bridgestone tires, mag wheels. Former California car, looks and runs like a new car. Stored over winter months. Call Bob Steiger, 1022 Losey Blvd South, La Crosse, WI, 54601  
Phone 608-788-3033, Cell 608-317-2706

### For Sale Mark II



In last stages of restoration, this Mark II, remains unfinished due to the passing of it's owner, Bill Reese.

Elizabeth Reese would now like to sell this "Gem in the Rough", to someone in the Lincoln Club who will complete the small amount of the work necessary to restore it to it's once proud beauty.

Elizabeth is open to offers and may be reached at 952-471-9467 until late November, when she may be reached in Tucson, AZ at 520-818-1222.

## *Great Automotive Buys...*

### **For Sale**

#### **1979 Mark V Cartier Edition**

Light Champagne, Matching Interior  
Equipped with 400 CID engine and all the  
usual equipment found on a Mark V.

Low Mileage - 38,300 Miles  
Good Looking, Inside and Out  
\$10,500/Best Offer  
Call Ray at 612-722-9966

### **For Sale**

1979 Mark V, Bill Blass Edition. This Mark features a blue exterior, offset by a white carriage top and white leather interior with blue piping. Second owner since 1991. Originally purchased at North Hollywood Lincoln Mercury in the Los Angeles area. This is a very pristine California Mark, with only 58,000 miles. Pre-primary trophy winner, with only 5,000 miles on tires and brakes. Realistically priced at \$10,000.

Contact Richard Gray, 415-435-3539,  
email: grayr@sutterhealth.org.

### **Wanted - For Sale**

Continental Wheel Hump Style Trunk Lid for  
1977 Lincoln. (some limo's had these)

For Sale: Very nice 1987 Lincoln Town Car,  
America's Cup Edition, White with dark blue  
sail cloth top, white & blue leather, wire  
spoke wheels, no winters, 118K miles,  
\$2787/offer

For Sale: 1988 Beige Town Car, leather interior,  
109K, \$1900. 320-587-4415  
(Hutchinson)

Call Francis Kalvoda, Willmar 320-235-5777

### **For Sale**

1988 Town Car, with 45,000 miles. Has new tires  
and battery, and looks like new. Gray with gray  
soft half-top, rectangular opera windows and side  
lights.

Call Don Peterson at 507-454-3010, 507-429-0476  
or 507-454-5231, Winona, MN Fairly priced.  
Email: donp@mwsco.com.

### **For Sale**

#### **1947 Continental Coupe**

All Original V-12 Good Looking  
and Good Running  
Same owner for 35 years. Always stored in a  
warm, heated garage.

Call 507-567-2256 after 6 PM

### **For Sale**

46-48 Lincoln V12 Transmission with  
overdrive 26 tooth cluster, in very good  
condition \$650 exchange.

2 front fenders for 46-48 Lincoln Right  
and Left

56 Lincoln fender skirts good condition

56 Lincoln hood ornament

Call Ted Anderson at 763-561-8143

### **For Sale**

**1972 Lincoln Mark IV**  
38,000 Miles, All Original, Trophy Winner  
Gold with Dark Brown Top and Leather  
As new condition. \$10K or fair offer.  
Call Don Pennock 651-488-1596  
Cell 651-253-5516

## *Great Cars For Sale..... Other Stuff too....*



### For Sale

1989 Lincoln Town Car 8-9 passenger Limo. Silver with dark blue leather interior. 63,000 actual miles. Always privately owned, not a rental. Hess-Eisenhart conversion, 56 inch stretch, 4 door + 2 hidden doors for easy entry/exit - unique! Just serviced, drive anywhere. Very nice classy car for only \$4989. Francis Kalvoda, 320-235-5777.

For Sale: 1989 Lincoln Town Car, white with tan cloth interior. Good work or school car. \$800. 320-599-5130

### For Sale

Very low mileage 1948 Lincoln Continental Cabriolet. 26,000 Miles on this totally restored, mint condition Lincoln.

V12, Radio, Overdrive all work as they should. New tan top installed. Burgundy with Burgundy leather interior. 6/12 battery for easy starting. California cover, nice white sidewall tires. Recently appraised as a 98 point car. Ready for show and next years driving season. \$65,000

Contact Douglas Gracey 507-282-5554

### For Sale

1939 Lincoln Zephyr 4 door sedan sheet metal only! This car has been completely disassembled and stored for over 35 years and left in a small garage in South Minneapolis. This car was sanded and primed years ago and was the unfinished dream of a fellow Zephyr admirer. I would like to sell Fords first unit-body car with sub-frame, four doors, hood, deck and fenders. I have many other parts. After January 1, 2009, I will offer all above parts and many more Zephyr parts not listed above, individually at a fair market price. If you are restoring a Zephyr or building a Zephyr street rod and need this sheet metal, please call or email:

**Karl Flick, Cell 612-961-9705 or email: [kflick@frontiernet.net](mailto:kflick@frontiernet.net)**

### 150 - LINCOLNS - 150

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 1963 Continentals. "64-65" windshields available now.

*Please call Gordy Jensen at 952-851-2721*

### STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location

Contact Connie **952-835-4148**



# *Preview of Coming Events*

The following include scheduled club events

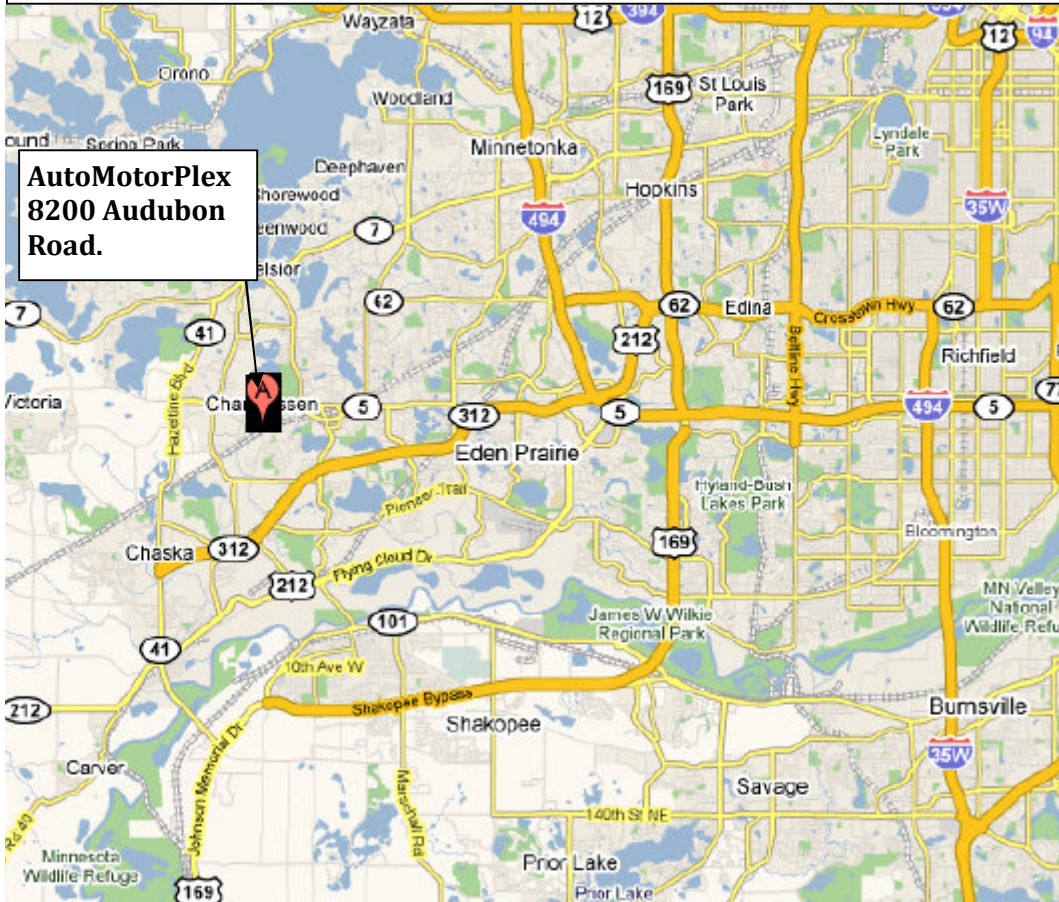
- February Pot Luck with CCCA. Saturday, February 21st. See back page for more info.
- March Saturday, March 14th, Detailing session 9:30 Am to 11:30 AM at Ken Sampson's Showcase Auto Brokers, 26643 Fallbrook Ave, Wyoming, MN 55092. At 1:00PM we will tour JR Custom Chrome Plating, 1391 11th Ave SW, Forest Lake MN.  
Sunday Brunch, March 15<sup>th</sup>, Victory Grill, Brooklyn Park, 11:30 AM --- we will have a hotel for our out of town members to stay at, more information to follow.
- April Mid America National Meet, Salado, Texas, April 23-26  
Sunday Brunch, April 12th. At 11:30 AM. Jake O'Conner's, Public House, Excelsior MN. We will order off the menu.  
Saturday, April 25 - Annual Spring Garage Tour with the CCCA. This is a major event each year, with the first shot at getting the Classic Cars out for a run. Each year there seems to be more cars, more fun and just plain more of everything we look forward to each Classic Car season. More details in the next issue.
- May 1<sup>st</sup> Annual Lincoln Car Show, Morrie's. Minnetonka, Saturday, May 23<sup>rd</sup>. 10 AM to 3 PM
- June Western National Meet – Reno, NV. June 11-14  
Woody's, Sunday Brunch, Woodys, Plymouth, Sunday  
June 21<sup>st</sup> at 11;30 AM
- July 7<sup>th</sup> Annual Out State Lincoln Car Show, Saturday, July 18<sup>th</sup>, 10:00 AM to 3:00 PM. Location, Sugarloaf Ford Lincoln Mercury, Winona, MN, Hosted by Mike Puetz We are looking at a over night on Friday/Saturday, more information to Follow.
- August Prior Lake, Lake Front Park, Summer Pot Luck/BBQ picnic, Sunday, August 9<sup>th</sup>, 11:00 AM to 3 PM. Invite your Lincoln friends.  
Tour to Jack Fletcher's. Popular Grove IL. Friday – Sunday, 4<sup>th</sup> or 5<sup>th</sup> weekend in August. More information in future issues.

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

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

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

**MAKE YOUR PLANS TO ATTEND NOW!  
FEBRUARY 21th, POTLUCK WITH THE CCCA**



Please note the new location this year.

Auto MotorPlex  
8200 Audubon Rd,  
Chanhassen, Mn

Highway 494 to  
Highway 5. West  
approximately 6.7  
miles to Audubon  
Rd, South to 8200.

See you there on  
February 21st.

***Saturday, FEBRUARY 21TH, 2009. 5:00 PM TO 9:30 PM***

New Location, Auto MotorPlex, 8200 Audubon Road, Chanhassen, MN 55317

A Winter tradition, the annual auction and pot-luck gathering brings out the best of our famous good fellowship of the CCCA and the Lincoln Club.

All Northstar LCOC members are cordially invited to attend this event. Bring something for the potluck to share with others.

Also please bring auto related items (parts, literature, toy cars, auto-related collectibles, etc) to donate for the auction. This has always been a fun event, and your chance to spend a Saturday night away from the TV, having a great evening with your friends.

Call Bob Johnson at 651-257-1715 or Tom Brace at 651-644-1716 for more information.