

NORTHSTAR NEWS

My Pride and Joy....

The Story of the Creation of the 1956 Lincoln Pioneere
by Phil G.D. Schaefer, Indianapolis, IN

It is easy to say how I became enthralled with Lincolns, a combination of riding around in my grandmother's 1956 Premiere convertible (which she bought brand new and I still own), watching old Perry Mason reruns (loved those 1958's), my father test driving but not buying a 1967 convertible (boo hoo), and his later purchasing both a Mark III and Mark IV, but the how's and whys of why I decided to create the Pioneere station wagon are not so easy.

As near as I can figure it out, I can narrow it to three major influences. The first was my growing need for a large vehicle to carry dogs, antiques, car parts, and the rest of my life around,

including to and from my vacation home. I refused to join the sport utility bandwagon, even when the Navigator was announced, as I prefer a vehicle that sits low (whether it be sporty or luxurious), not high and truck-like. I researched various wagons by BMW, Mercedes, and Audi, but none were big enough. Even the new Buick Roadmaster didn't have the kind of room in the back that was common 20 or 30 years ago. This brings us to reason number two.

Early on in my career of restoring old houses I bought a 1975 Cadillac hearse to haul tools and materials. I selected it based on low cost, uniqueness, and the ability to put 10' pieces of lumber inside and lock them up. (Some of the houses I worked on weren't in the best neighborhoods, and it seems that crimi-

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



Phil Schaefer's 1956 Pioneere

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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.

My Pride and Joy Continued...

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nals are not too fond of hearses, making my vehicle of choice as or more effective than my German shepherds for security).

When the 75 Cadillac gave up the ghost (sorry, I couldn't resist) I found a 1959 Cadillac Hearse to replace it. Unfortunately, I never got the thing running reliably, so had to buy a pickup truck. Reliable, but not as big and no ability to protect my contents from the weather or thieves.

During this search for appropriate utilitarian transportation, I realized that a theme had been developing in my Lincoln collection. The majority of



Lincolns in my collection were relatively low production (1954 Capri convertible, 1956 Premiere convertible), semi-custom, professional cars (1938 Model K Judkins Berline, 1959 Hess & Eisenhart Formal Sedan) or full custom, usually LCOC approved (1970 Lehmann Peterson Mark III four door sedan, 1973 Andy Hotton convertible, 1978 Beverly Hills Mark V convertible, 1979 Collectors Series Maloney limousine). In addition, a number of my father's cars were also one-offs or extremely low production models (mostly Packard's and Jaguars). The thought occurred to me, why not create a Lincoln station wagon to meet my needs and complement my collection?

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Trivia from the Internet



Station Wagons were everywhere for three decades.

The very first station wagons were called 'depot hacks' - they worked primarily around train depots as hacks (taxicabs). The modified back ends that made them depot hacks were necessary to carry large amounts of luggage - everyone traveled by train then, remember, and you needed a car that could comfortably carry people and large amounts of luggage from the train station to home. They were also called 'carryalls' and 'suburbans' (a name Plymouth used on their wagons until the late 1970's). 'Station wagon' was just another derivative of 'depot hack'; they were vehicles that were used as wagons (to carry passengers and cargo) from (railroad) stations.

While they do not meet the definition of 'standard production', the first station wagon would be one of the numerous variations of the Ford Model T chassis. While Ford didn't build a production wagon until years later, many small independent

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Editors Message

March 2008

It's March, and only about another four weeks of winter left. The days are really getting much longer now. With more sun, the temperatures will be rising and we will be experiencing 50 degree days before long. Soon we will be able to take our Lincolns out of the garage for another season of driving pleasure.

The winter has gone by quickly; let's hope that summer does not pass by equally as fast.

It will be a very busy year for the Northstar Region. We have brunch at Khoury's on March 9th. Details are toward the end

of the newsletter. This is a new venue for us, but folks that we have talked to give it high marks. Marion and I hope to see you there. We will be returning to Paradise Landing in Balsam Lake in April. We have been there before, and the food and atmosphere is great. If you have not been to Paradise Landing, don't miss this brunch.

We are getting some interesting stories from our membership about their cars. Francis Kalvoda has been in contact with Phil Schaefer, who lives in Indianapolis, about his 1956 Pioneere. Thanks to Francis, we have the story and it is a great read. Anything is possible for those with creative abilities. While many of us dream, there are a few that can and do. This would be a very interesting car to see up close.

Francis' column, the Welcome Wagon, has a very good purpose. Introducing our new members to the rest of the Northstar family. If you are near some of these folks, give them a call and a personal welcome to our fine club. It will be much appreciated and you might

make some new friends.

While we feature articles about older Lincolns, we would also like to hear about your experiences if you have a newer one. Tell us about what is good and what is not. Over the last 20-25 years, Lincoln has offered



Faithie, who was born on St. Patrick's Day, wears a "bit o the green" to celebrate this great day. No green beer for her, she is strictly a Champagne Lady.

some real good cars for extremely good prices. Remember, there are a lot of Marks, Continentals and Town Cars that are now ten years old and can be shown at LCOC meets. Many have low miles and are great cars to drive. And the price is very low to those from the 1940's. A very good and easy way to get a car you can show and go.

We still have about forty members that have not renewed as yet. As it is expensive to send out additional renewal notices, the club would appreciate it very much if you would mail in your dues as soon as possible. Thanks for your help on this.

Till next month.. David, Marion and O'Faithie... the Irish Samoyed....

Directors Message by Bob Johnson

March 2008

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manufacturers bought a chassis from Ford and put a wooden wagon body on it. Ford began selling this bare chassis in 1910 for \$700.

We're not sure exactly when the term 'station wagon' generally replaced 'depot hack', but it was sometime between 1923 (with the introduction of the Star) and 1929, when the first station wagon from the American 'Big Three' was introduced as a Ford Model A. By 1937, Ford became the first manufacturer to produce and assemble their own station wagon (Model A production was still farmed out to outside suppliers). Pontiac's first station wagon was produced as a 1937 model (in the Deluxe Six series), and it's model number was 'STA WAG'. An interesting data point: the 1941 Ford V-8 DeLuxe woody wagon was the first factory-built Ford of any kind to break the \$1,000 base price barrier.

There were woody wagons well before Ford, however - there was a 1931 Dodge Series DH Six woody station wagon, for instance. The first official factory Plymouth station wagon appeared in 1938 (the P6

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As I'm sitting here writing this column I'm thinking when winter will be over. Six months ago I was wondering where the summer went. I just can't believe how slow winter goes and how fast the summers and fall seasons pass. I just wish fall was not followed by such a long winter. Enough about our winter, time to turn my thoughts to spring and warm weather, getting ready for Duluth Mid America National Meet, now only five months away. If you haven't already done so, please mark your calendars for the "Destination Duluth" meet, June 25-29, 2008.

Our "Destination Duluth", Mid America National Meet Registration has begun. The North Star Region and National member interest is very good in participating in this grand event. As of February 22nd, over 130 Meet Packets have been passed out, mailed or down loaded from internet. You need to call our host hotel and make your room reservations now if you plan on attending. Your North Star Meet Chairpersons have been hard at work and have almost everything ready to go. **We promise you will have a great weekend.**

Registering early will enable you to get a good motel room and provide us with the number of attendees so we can make our plans to provide those coming with the very best experience possible. If you do not yet have a Meet Registration Packet, You can download the complete Registration Packet from our web site www.northstarlccoc.org; the national web-site www.lccoc.org; or contact Roger Wothe, 133 Grove Lane, Wayzata, MN

55391 or email, rwothe@mchsi.com.

Mary and I missed the February Pot Luck with the CCA at Dick Pellow's in St Paul, on Saturday 9th. We decided we had driven in enough bad weather on our trips to Atlanta, Georgia and Lafayette, Indiana during the past month. Over 30 people braved the cold and blowing snow and still had a great time. Again Ed Myhre did a great job auctioning all the great treasures bought by members to help our clubs coffers.

Dave Gustafson has received about half of the Region Membership renewals back. Thank you for your quick response. Please help him with this task by promptly returning your Region dues of \$20.00, for 2008, if you haven't done so already.

On March 9th our next activity is a Sunday Brunch, Kroury's, 5660 Bishop Ave, Inver Grove Heights, at 11:30 AM. This is a new place and is highly recommended by Jean French, Kroury's has great food with moderate prices, please join us. RSVP to Bob Johnson, 651-257-1715 by Thursday, March 6th.

Our April event we will again travel to Paradise Landing in Balsam Lake, Sunday, April 20th, for a terrific Brunch at 11:30 AM.

The date has changed to **May 10th**, for our 9th Annual Lincoln Car Show, at Whitaker Lincoln Mercury, Inver Grove Heights, include Detailing and Judging seminars. We may have a separate Detailing and Judging seminar in April if the date can be worked out.

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

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 DeLuxe Westchester Suburban wagon, although the bodywork was still done out-of-house by U.S. Body & Forging). Chevrolet's first woody was also a 1940 model (the Special DeLuxe). And let us not forget the Packard "Station Sedan", which featured a lot of beautiful wood trim.

Two significant wagon milestones were recorded during this time: In 1938 Dodge/Plymouth introduced the P6 Westchester Suburban, the first station wagon that was classified as a car rather than a commercial truck. This was an evolution of the earlier (1933-1937) Westchester Suburban (also built by U.S. Body & Forging Company) that was built on a Dodge 1/2-ton commercial chassis with the front clip coming from a passenger car. In 1941 Chrysler introduced the Town & Country station wagon, which was based on a four-door sedan (rather than being built on a separate body). Interestingly, it was originally introduced as being a more versatile car, not a station wagon.

Until after WWII, station wagons were generally regarded as commercial vehicles like trucks, and production volume was low (station wagons accounted for

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1956 Lincoln Pioneere continued...

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I happened on a 1978 Town Car hearse one day, which I almost bought. After more thought, I decided I wanted a vehicle more (live) passenger friendly; a hearse didn't fit that requirement. I considered trying to put an early 70's Mercury wagon roof on the same year Lincoln, but saw pictures of one of the conversions done in Texas, not liking the way the tailgate and tail lights were resolved. Next I considered reversing the process, a Lincoln front clip on a Mercury wagon, but wanted a vehicle that was truly Lincoln, not an impostor. I was stumped. I called friend and LCOC member Jeff Stork, telling him of my dilemma. He came up with the simple (?) solution, build one myself.

So, a full custom was called for. I happened to have two 1959 parts cars sitting in my warehouse, bought to acquire an air conditioning system to be installed in my 1958 Mark III convertible. A 1959 station wagon it would be (or so I thought). I called a friend, a designer at Ford, who used his computer to picture four variations of how it would look. Beautiful! But on closer examination, like the early 70's Lincoln wagons, the problem of how to resolve the taillights and tailgate. Those pesky horizontal tail lights!

To create a station wagon with proper tailgate and load floor, I would have to find a Lincoln with vertical tail lights. Wanting something new enough to drive comfortably, I explored '61-65 sedans and '69-71 Mark III's. A Nomad-style Mark III two door station wagon, wasn't there a drawing of one in an old issue of *Continental Comments*? Way cool! But again, not big enough. I would need to stretch my proposed wagon to give me real carrying capacity (that hearse's practicality was haunting me).

Due to the restoration of my '56 convertible and upcoming restoration of my '56 coupe, I had by this time a small collection of '56 parts cars. Vertical taillights! So a '56 wagon it would be. I played with my Xerox, cutting and pasting the side view of the '56 sedan from the brochure, playing with the design. I wanted to keep the character of the '56 sedan, so decided to pull the "C" pillar chrome and vent window to the rear of the car. I also decided to stretch the car a little, giving me nearly the room of my old hearse. I searched and found a running parts car with good title out of Kentucky.

During this time I attended Charlotte and saw a display by the Carolina Rod Shop, Greenville, South Carolina. I was impressed. I then visited their shop where they were converting a '38 Buick four-door sedan into a two-door convertible. I figured if they could do that, they could do the wagon. Two parts sedans were soon on their way to that shop.

Due to the age and condition of the main donor car, I planned to re-power it, adding air conditioning, cruise control, stereo, and all the modern conveniences for the

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1956 Lincoln Pioneere continued...

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 less than 1% of motor vehicle sales in 1940). However, the post-war boom pushed car production levels to new heights. Station wagons also took off in the 1950's - from less than 3% of the US production car volume in 1950, to almost 17% of the market by the end of the decade. As a matter of fact, in 1958, the top-selling body style in the Plymouth line was the station wagon.

By the early 50's, wooden wagon bodies had disappeared and were replaced by the more practical all-steel body. Although Chevrolet had introduced the first all-steel station wagon body in 1935 (the first Suburban), followed later by Willys in 1946, both were still built off a truck chassis (the Chevy from a panel delivery truck chassis, and the Willys off a civilian version of the Jeep). The last woodie to use a real wood on the exterior was the 1953 Buick Roadmaster Estate Wagon. The woodie look survived on, though, with simulated wood panels available on many (usually upscale) models up into the 1990's.

But the 50's also represented some of the last gasps of pure uniqueness - manufacturers were not afraid to do something different just for the pure joy of it...in many ways there was a sense of adventure that never returned. That is why station wagons of the 50's are held in such high regard by collectors and the general

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long drive to my vacation house. Re-powering was another specialty of the rod shop, so I was all set. Or so I thought.

The idea that the final wagon was to look as if it were built in 1956 was foreign to the rod shop. I kept fighting with the body man who wanted to shave the door handles, French the headlights, stuff like that. The mechanic wanted to put a Corvette suspension under it, to which stock wheels would not bolt, thus no factory hubcaps. I had to visit the shop frequently for the first four months to keep them in line. Finally they understood when I insisted that the wagon be Lincoln (or Ford) powered, the engine block painted the proper colors, 1956 air cleaner and valve covers adapted to fit.

The wagon was finally taking shape, but it was to be more than just a station wagon. I wanted a limousine-style divider at the B pillar (for picnic trays of course), but wanted full seat travel in front, so the front doors were stretched 7". The rear doors were also stretched 7" to balance the front doors and to give extra legroom. The result is a double-cut stretch that does not look like a stretch unless you park the wagon next to a standard sedan.

To make the stretch, the rod shop attempted to use coupe doors from two parts coupes, but the "waterfall" along the beltline is not level; the coupe doors did not line up. Thus, eight doors from two sedans were each cut 3 1/2" off center and welded together to form the new doors. Even though they could not give their doors, the coupe parts doors did provide trim pieces such as door sills, garnish moldings, and such.

Vent windows from the A pillars of one of the parts cars were adapted to fit at the new C pillars. The old C pillars were pulled to the rear of the car to create new D pillars, creating a fastback roofline for the rear of the car. The license plate holder and trim panel were removed, the fuel filler pipe moved to the side. Searching car shows and junk yards failed to find a tailgate that would fit such a sloping roofline. The rod shop took another parts car roof and custom made a one-piece tailgate. Luck would have it that a 1963 Jaguar Mark II sedan was in the shop having a Corvette motor installed. I noticed the similarity in curvature in its windshield; a quick search of junkyards found us another windshield for the tailgate on the Pioneere. Further junkyard searches in Arizona yielded a 1960 Imperial swing-out front seat and 1960 Buick second and third fold-down seats.

While the body man was working on the stretch and roof, the mechanic was fitting new suspension parts and a brand new Ford 460 with automatic overdrive. He was even able to fit a new steering box to which the original steering column would bolt. Now, what to do about the interior? Between visits,

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February 2008 Board Meeting

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population alike.*

The '60's started off with a new wagon phenomenon - compact station wagons. Simultaneous 1960 wagon introductions by Ford (Falcon/Comet) and Chrysler (Valiant), followed by Chevrolet (Corvaire in 1961 and Chevy II in 1962), brought new choices to the wagon market. These compacts were in response to a new factor in the station wagon market....foreign (smaller) station wagons.

The '70's - the disappearing act begins. Sales of full-size models fell dramatically in 1974-1975, culminating with the disappearance of all full-size wagon models from the Chrysler (and Dodge and Plymouth) product line in 1978. Chrysler went on to build the minivan, and has not built a full-size wagon since. Station wagons became available in even smaller sizes (subcompacts)....remember the Pinto? Vega? And for the final decade, the wagon industry was still ruled by the domestic manufacturers. However, there were some bright spots for big wagons - the 460 V8 became available in the Ford Country Squire - the biggest cubic inch motor ever installed in a wagon. The down side was that because of ill-designed emission controls, it only made slightly more than 200 horsepower.

Instantly popular, 1984 Chrysler minivan became the vehicle of choice for family transport. It was said

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BOARD MEETING

February 7th, 2008

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 Gavrilesco, Tom Brace and Bob Roth. Other members present were Faye Oberg, Dick Serwat and Brian Carlson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the Regional Call List will be completed in February. He also presented an updated Activities Calendar and a review of the 2008 Meet status. To honor Tim Purvis, the North Star Region has created the "Purvis Memorial Award for the Best Car of the Year." The First Place Best of Show winners from our three Regional car shows each year will have one car selected by the Regional Board to be the winner. This award will be presented to the winner at our year end brunch each November. All previous Best of Show winners will be eligible to be a Best of Show winner and will again go into the Exhibition Class after winning one First Place Best of Show.

Treasurer Harvey Oberg reported the treasury balance to be \$2,346.57 will all bills paid. Harvey and Bob Gavrilesco will complete the new 2007 tax filing requirements.

Secretary Roger Wothe: Bob has distributed fifty-nine Meet Packets and Roger has sent out forty-eight. Nine people have registered for the 2008 LCOC Mid America Meet so far.

Membership and Publications Director Dave Gustafson reported the membership to be 147. A total of sixty-six members have paid their 2008 renewals.

The Activities Calendar will be found in the current North Star Newsletter.

There being no further business, the meeting was adjourned at 7:55 PM. The next meeting will be at Culver's Restaurant at 7:00 PM on Thursday, March 6th, 2008.

Respectfully submitted by Secretary Roger Wothe from notes provided by Bob Johnson.

February Potluck

Unusually cold temperatures with strong winds prevailed on Saturday, February 9th to keep attendance low. Even so, there were over thirty stalwart CCA and LCOC members there to enjoy a nice evening of good food and friendship. What a great way to spend a Saturday evening



Ed Myhre and Bob G working the crowd



Jan Syrdal left, let Faythe Oberg hold her sweet toy Poodle, which got a lot of attention at the potluck.

1956 Lincoln Pioneere continued...

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that in some ways the minivan became popular because people were trying to escape the 'mom-mobile' image of the station wagons they grew up with. Interestingly, Chrysler, while producing the minivan (and almost everything else) off the K-car platform, did produce a K-car station wagon (Dodge Aries, Plymouth Reliant, and at its woody, upscale best as the Chrysler Town & Country). So there was a first - a station wagon and a minivan built off the same chassis.

Ford continued to hold a candle for station wagons.....it still produced the full-size, rear-wheel drive Country Squire, and in 1986 it introduced the Taurus wagon. It went on to become one of the most popular station wagons ever.

GM introduced the last restyle of its full-size, rear-wheel wagons in 1991 with the Chevrolet Caprice. In 1992, the Buick version (Roadmaster) was introduced - the final chapter in the story of full-size wagons that goes all the way back to the 1920's. The Oldsmobile version (Custom Cruiser) disappeared after the 1992 model year, while the Caprice and the Roadmaster finished things out by lasting through the 1996 model year. Why were they dropped? To make room for producing more trucks.... While the Ford Taurus wagon continued to sell well, the full-size Country Squire was axed at the end of the

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the body man had built the rear inner fenders with square edges similar to a "tubbed" look in a street rod. Not a factory look at all. I was discouraged.

Then the rod shop hired a new man, an expert in both body and mechanical work. We talked about the (wrong) direction the Pioneere was going, and which way it was supposed to go. He understood. From that point on he was the only person allowed to work on the car, and I was comfortable to visit only once a month, ferrying parts from my parts cars, and answering questions. The inner fenders were fixed. He figured out how to fit the third seat with a custom 30 gallon gas tank below. He designed the picnic trays and other interior details. He followed my instructions and made excellent suggestions for additional improvements.

Way back when this project started, I found a fabric that was black with copper eight-pointed stars, perfect for a custom Premiere. We designed a three-tone interior around that fabric. But when it came time to start the interior, they had sent the wrong fabric, copper with black stars. We had to rearrange the layout of the interior, but I'm actually happier with the new arrangement. We continued to work out the details inside, hiding the stereo and A/C controls behind the floor-mounted speaker grill, smoothing the dash, and such.

Meanwhile, the bumper was smoothed, multiple trim pieces were welded together for the doors and rear windows, and all exterior parts were re-chromed. The stainless "spear" was welded into one big piece, set against the new, longer doors, then cut in new places to fit. By now we had come up with the name for the car, Pioneere, playing with Premiere and stealing the old Dodge Pioneer station wagon name. A jeweler cast new badges for the rear fenders. The bottom of the original air cleaner was cut open to fit over the new engine's fuel injection and tops of the original valve covers were welded to the 460's, and stenciled. Many a car enthusiast has been fooled into thinking this was a 1956 engine! And they got very creative in placing lights, switches, etc., all from 1956, wherever they were needed for function in the Pioneere.

The result? A station wagon / limousine that looks like it was built in 1956. Similar to the Cadillac wagons built by Hess & Eisenhart back then? Mrs. Ford's personal station wagon? A "dream car" that was lost before it was ever shown perhaps? All more believable than the real truth, that I took a couple of parts cars, cut them up, and put them back together to make it. I even created a fake "history" that I showed with it, making spectators do a reality check with their knowledge of show cars from the 50's.

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1956 Lincoln Pioneere continued...

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1991 model year. This ended the continuous run of Country Squire wagons, which were first introduced in 1950.

Ironically, the backlash against station wagons that started with the minivan is now hitting back at the minivan - now the minivan is the 'mom-mobile', and style-conscious buyers are swarming to SUVs or sporty station wagons instead.

So why did the full-size wagon die out? Was the minivan enough to kill it, or was there something more complicated going on? I think the answer is fairly simple - it was the combination of the minivan and increasing truck sales. The minivan, accepted as a far more practical people mover than a full-size wagon, poached wagon sales to the point that domestic manufacturers lost interest. This combined with a desperate need on the part of the manufacturers to increase the rear-wheel drive capacity to build trucks, spelled doom for the full-size, rear-wheel drive wagon.

In a way, station wagons are coming back full circle. Today, we are seeing Sport Utility Vehicles and Crossovers selling at a very brisk pace. Featuring station wagon like qualities, we are almost where we were in the '40s and '50s.

from the Internet by Steve Manning .

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Unfortunately, it was not ready for the 1998 LCOC Eastern National Meet, so she made her debut at the Golden Girls car show in Houston, winning Best of Show. From there it was on to a station wagon-themed show in Phoenix, winning Most Extravagant, and again Best of Show at the annual West Coast Meet in San Luis Obispo, California. We drove her cross country for these shows, with five breakdowns along the way, including the loss of the air conditioning in Las Vegas in 112 degree heat. No fun! We obviously still had a lot of bugs to get worked out over the next winter, but it was showtime, so damn the torpedoes and full speed ahead. In 1999 we also did a show in Virginia Beach, so she has been from ocean to ocean already.

We had fun with the "fake" history of the car as a fabulous show car by Lincoln at each of these shows, but it caught up to us at the Station Wagon Owner's Club, where arguments about whether it was a factory or modified car forced us to withdraw from judging. It was then mistakenly reported in Old Cars Weekly as being a true factory show car, so I had to print a retraction, and was kicked out of the club for "trying to establish a false value for the vehicle". I now display the wagon next to a stock sedan to show a non-Lincoln person the extent of the changes done to the car and to show that it is not a factory prototype, but a "radical custom resto-rod". But guess what? When I showed it at a Good Guys event proudly noting all the modifications, no one would believe me; they all thought it was factory stock or a prototype. I won the Cool Cruiser award and they reported in the Good Guys Magazine that she is a restored factory wagon. I can't win for losing! I have since refined my display so that most everyone understands that it is not a factory built station wagon / limousine, so she finally won Best Radical Custom at the World of Wheels show in Indianapolis in early 2000.

Over the years we have corrected more minor mechanical problems, and now she is running as well as she looks (I've been told with a car this custom-built I can never expect it to run as well as a factory stock car, but we finally got there). We also added a few more 1956 "touches" to further the original look / illusion, one of which was to restore a 1960 Aero 12 foot camper trailer, painted and upholstered to match the wagon. Now she is ready to go alone or to pull the trailer for a cross-country jaunt at any time.

One problem, though, the result is so nice that I will never carry any load other than people; it will only be seen at car shows and on the road, not at Lowes, Home Depot, or the veterinarian. I guess I won't be selling my pick-up truck anytime soon. So what did I do? I put a 1956 Lincoln Hood ornament on my 1993 Ford F150 Lightning pickup. And guess what? It fits! The curvature of the hoods is the same. Go figure. If I had known that four years ago I might have saved a lot of time and trouble, but wouldn't have had nearly the fun.

Northstar LCOC Welcome Wagon

By Francis J. Kalvoda – Willmar, MN
320-235-5777 – fjk@charter.net

This month we welcome **SEVEN** new Northstar memberships and we find out more about the 1956 Lincoln Welcome Wagon.

First, join me in an enthusiastic but stately Lincoln **WELCOME** to **Bill Reese**, 2703 Walters Port Lane, Orono, MN 55331. Give Bill a call at 952-471-9467 to see how he is doing on his 1956 Mark II. We hope to see Bill's '56 and see Bill's story about his Pride and Joy! The Northstar also shines brightly on South Dakota. As we welcome this next group of new members, I think we need to plan a future out-state meet in or near Sioux Falls! Owners of a 1947 Lincoln Coupe are **C.H. and Joyce Dunn**, 4404 East Ninth Street, Sioux Falls, SD 57103. Call them at 605-338-3801 to find the next new member: **Warren Friessen**, 1228 Stoney Point Court, Sioux Falls, SD 57106; 605-310-7475; wfriessen@sio.midco.net. Warren owns a 1969 Continental Mark III. The proud owners of a 1975 Continental Mark IV (and other awesome cars) are **Fred and Mary Raiche**, 1001 South Garfield Drive, Sioux Falls, SD 57105; phone 605-338-9023. The Welcome Wagon now travels to the Southwestern part of South Dakota. We welcome **Bruce and Pamela Baum**, 1015 Park Hill Drive, Rapid City, SD, 57701; 605-721-7997; pastorbruce@hotmail.com. Bruce and Pamela own a 1960 Lincoln. A 1955 Lincoln Capri is in the garage of **Pauline and Louis Manus, Jr.** 5111 Ross Court, Rapid City, SD 57703; 605-393-9662; louisjm99@yahoo.com. Just south of Rapid City we find **Bill Kuhl**, 306 South 13th Street, Hot Springs, SD 57747. Email tk8hl@hotmail.com or call 605-745-5943 to ask Bill about his 1957 Lincoln Premiere. Please add these new members to your membership directory and if possible, contact them to make them feel welcome in the LCOC.



Second, you MUST read the story of the custom built 1956 Lincoln Pioneere Wagon. When I started the Welcome Wagon column last year, I Googled "Lincoln Wagon" on the internet and found the picture of the '56 Lincoln Wagon I have been using. No information accompanied the picture. I asked the Northstar LCOC members if they had seen this car, or other Lincoln wagons. Bob Johnson knew he had seen the Pioneere and came up with the owner's name: Phil G.D. Schaefer, Indianapolis, IN. I contacted Mr. Schaefer and he generously provided me with the information and pictures you are enjoying in this newsletter. I really like '56 Lincolns and this wagon is just fantastic. I hope I can see Phil and the Pioneere in person someday. Phil and I share the Edsel Ford philosophy that "different is good." Phil and I have several vehicles which make people stop and think, "Did Ford really make that?" Sometimes the answer is "YES", but sometimes the answer is "No, but they could have or should have!"

With Spring and our Central National Meet at Duluth approaching, this is an ideal time to invite prospective members to join the LCOC. More than likely, you know several others who like Lincolns and are not yet Club members. Share the enjoyment of club membership; they will be pleased with your invitation, and even more pleased with their membership. I believe Bob Johnson's offer is still good: Join the National LCOC and the first year of the Northstar Chapter membership is FREE. Bob must have an ATM in the trunk of his Lincoln just like Alice Cooper's Zephyr Coupe that sold at Barrett-Jackson in Phoenix!

The Welcome Wagon awaits the arrival of more new members. I sincerely thank Phil Schaefer for his contribution to make the '56 Pioneere possible.

Editors note: Our thanks to both Phil Schaefer and Francis for the wonderful and very interesting article on the 1956 Pioneere. A very neat car, and it would be wonderful to see it come up to Duluth this June.

For Sale....



1953 Capri, brand new 1953 Lincoln Capri 50th Anniversary car with 133 miles since ground-up 2 year restoration, the car was rust-free & solid from AZ, it hadn't been licensed since 1964, powder coated frame, gas tank, inner fenders, etc, stainless steel gas and brake lines, new glass except rear window, new rubber gaskets, original color, basecoat, clear coat, 5 new Diamond Back tires, hubcaps restored, engine is overhauled 317 ohv 5-barrel 205 hp, 6-volt with power windows, seat, steering, brakes and antenna, AM-FM stereo, the car is beautiful, Offers in the \$40,000 range would be appreciated. Rodney White 507-438-3753, MN; or email: rdwhite@smig.net

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

I need a New Home....



I am a 1969 Lincoln Mark III, black with black leather interior.

My present owner has worked very hard to try and fix me up, and there are only a few more things left to do. I have new front leather seats, rebuilt engine, newly rebuilt transmission and differential. I have also some new suspension parts, brakes and other things too. I run well, drive good, but just need a little more work to make me look really nice. I am thirty-eight years old, and I have a little rust in my lower quarters, but that can be fixed. My vinyl roof also needs to be replaced. I want to go to a good home to someone in the club, who will take care of me and make me like new. I also have a lot of good parts that go with me if you need them.

Mike Galle, my present owner is asking only \$1600. Please call Mike at 612-866-2350 or 612-269-6569. I really would like to come to your home to live.

For Sale - 1974 Continental Two Door



Just what you have been waiting for. 73,000 miles from new, tan interior, white top, gold lower. 460 Engine, new wiring, looks and shows like new. Pampered all it's life, stored indoors. \$7,000/open to reasonable offers from Lincoln club members. Call Bob Buko at 651-454-0100 - Cell 612-867-9518

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

WANTED

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

Nice seats for 1979 Lincoln Town Car. '75-
'79 should work. Prefer tan color since the
car is painted a gold tone.

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:

4 – 1993 MK VIII wheels, painted, rare.
Very good condition \$120.00

4 – 1993 MK VIII wheels, chrome, poor condition
\$80.00

Call Bob Gavrilescu at 651-488-3878

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. Preprimary 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.

NORTHSTAR 2008 Mid-America Meet

June 25th - June 28th

Duluth, Minnesota

Registration Forms and other meet
information is now available.

Contact Roger Wothe, Meet Registrar
133 Grove Lane, Wayzata, MN 55391-1618
email: rwothe@mchsi.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

1967 CONTINENTAL CONVERTIBLE
Dark Green, very nice condition inside and out.
In good condition mechanically

Priced right to sell now
\$10,000

Please call Richard Serwat 651-554-0716

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

For Sale

1959 Lincoln Continental Mark IV - Four door sedan. 1 of 933 manufactured. 430 CI, 350 HP engine. Loaded with options, 50,000 mile, all original car. Presidential Black. Primary First Place at the LCOG MidAmerica 2002 meet in Red Wing, 95 points. \$30,000/offer.

1960 Lincoln Two door Hardtop. Low production model. Featuring 68,000 miles. 430 CI, 315 HP engine. New Presidential black paint, New chrome. Interior is black with white original. It has many, many new parts. \$15,000/offer.

Contact Tom Thill at 651-646-5378.

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

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.

"61-64" windshields coming soon.

Please call Gordy Jensen at 952-851-2721

DESTINATION DULUTH

T-Shirts are now available, advertising the 2008 Mid-America Lincoln Meet in Duluth next June.

Northstar Club Jacks are also available. Perfect for the cold damp spring days ahead.

Call Bob Johnson to get yours today. 651-275-1715

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

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

- March Sunday Brunch, Khoury's, 5660 Bishop Ave, Inver Grove Heights, Mn, **March 9th**. 11:30AM
- April Sunday Brunch, Paradise Landing, Balsam Lake, **April 20th**, 11:30AM
CCCA Garage Tour. Northstar members invited once again. **Saturday, April 26th**. Details and maps in the April Issue.
- May **Saturday, May 10th**, 9th Annual Lincoln Car Show, Whitakers Lincoln Mercury, Inver Grove Heights, which will include Detailing and Judging seminars as an added attraction. The weather will be great, lets get the cars out.
- June North Star Region, Mid America National Meet, "Destination Duluth"
Wednesday June 25th to Sunday, June 29th
- July Prior Lake, Summer Pot Luck picnic, **Sunday, July 20th**, 11:30 AM.
- August 6th Annual Out State All Lincoln Car Show, more info to follow.
Eastern National Meet, Columbus, Ohio, **August 14-17th**
- September Annual Region Picnic, **Sunday, September 21st**.

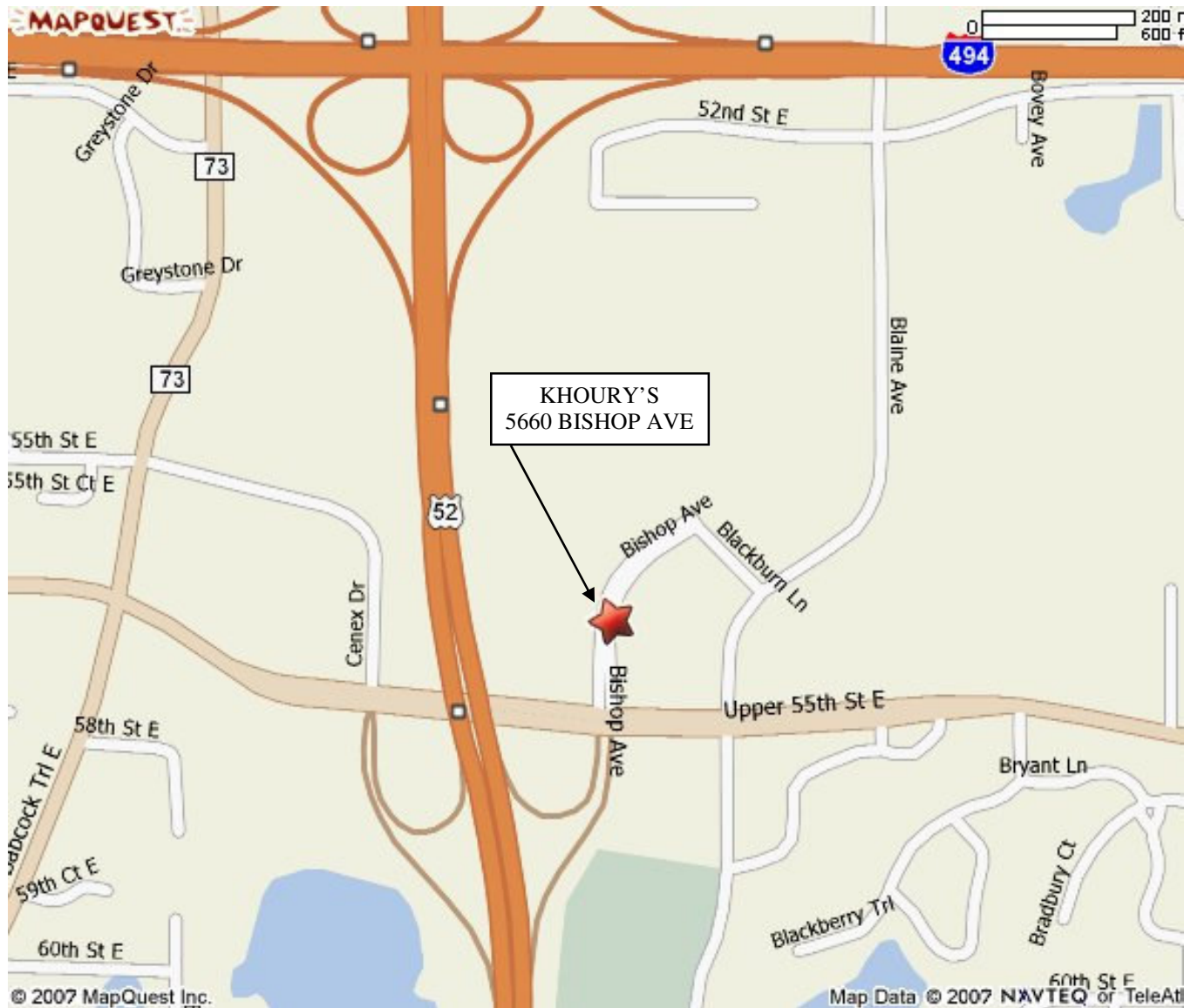
If you have a special place that you would like the club to visit or that unique restaurant, please let us know. We are making plans for the rest of 2008, and we need your help to find new experiences for the club. We need your help to make the club even better and more fun.

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

www.northstarlroc.org Click on publications.

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

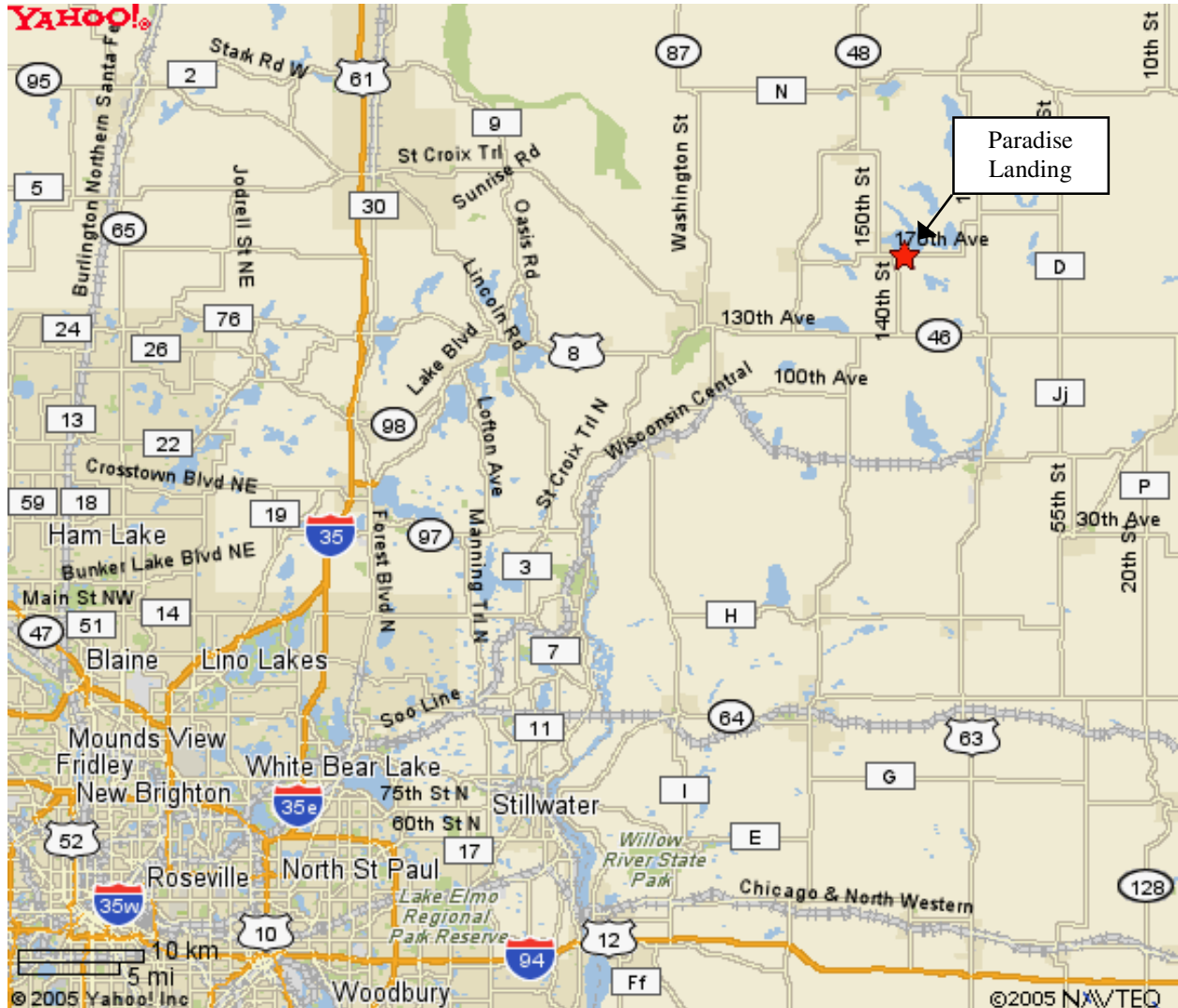
Mark Your March Calendar Now
March 9th, Sunday Brunch at Khoury's Restaurant
A well kept secret, 5660 Bishop Avenue East
Inver Grove Heights, MN



Our Sunday Brunches continue. March 9th, we will meet at Khoury's, 5660 Bishop Avenue, Inver Grove Heights, MN (651-451-3880) at 11:30. It is a new location for our club, but many members report that it is a great place to eat. Highway 494 to Highway 52, South to Upper 55th Street. Just a short distance North on Bishop. With over thirty items on their Sunday brunch, no one should go home hungry.

Please call Bob Johnson at 651-257-1715 (or email: arborbob41@aol.com) by March 6th if you plan to attend. See you there.

Paradise Landing, Sunday Brunch, April 20th, 2008



We had so much fun last Fall, we are going to go back again! It will be a perfect spring day to take your classic out for a relaxing drive to Balsam Lake and have brunch with your friends.

Sunday brunch at Paradise Landing, Balsam Lake, Wisconsin. Be at Paradise Landing at 11:30AM.

If you are going on your own, set your GPS to 264 County Rd I, about two miles East of town.

The Northstar club has been here before. The food is excellent and the prices right. We are off to a room by ourselves, with plenty of room to visit with friends. This is one of those places that you want to come back to over and over.

Paradise Landing is noted for their good food, great service, and reasonable prices. Last fall, the club members attending had a great time. We want to repeat the experience and give those who missed the trip another chance. We should have great fall colors too. Call Bob Johnson at 651-257-1715 or email: arborbob41@aol.com by April 17th if you plan to attend.