

NORTHSTAR NEWS

My Pride and Joy

By Tom Brace

I have been restoring automobiles and fire trucks since 1978. Most of my experience in automobile restoration has centered on Packard. I read about a 1937 Lincoln K in Bemidji and talked to a good friend about the idea of purchasing it, getting it running, reupholstering it and selling it. He funded the money and LCOC member Bob Gavrilesco and I picked it up in Bemidji between Christmas and New Years 2000. We trailered it to Rice Lake, Wisconsin with the idea of making sure it ran properly and then I would take it on from Rice Lake to a good upholsterer in the Twin Cities.

In Rice Lake we were able to get it running well, however, it had a lifter noise as 1937 was the first year for hydraulic lifters in Lincoln K's. This noise went beyond a tick and we decided to take a look at the top end of the

engine and, as they say, "the rest is history". The bottom end looked quite good, the top end no one had been there for many, many years, so a thorough engine rebuild was in order using hardened seats, stainless steel valves and, in brief, making sure everything was in excellent operating condition. A post-script: during the tear-down of the engine my colleague found a Packard convertible that he could not live without and asked me if I would consider buying him out. By this time I was intrigued with this "big Lincoln" and agreed to do it.

While the automobile was in Rice Lake at Dell's Repair, we went through the wiring system, brake system and a total engine rebuild. We then dynode the engine and trailered the car to the upholsterers.

(Continued on page 6)



1937 Lincoln K V12 Two-window Sedan, Type 354A Body by Lincoln Car # K8430 Shipped 7/6/37 Delivered to Chicago by boat Shown with very proud owners Tom and Gunta Brace. Picture courtesy of Jay White from our event on Kellogg Boulevard in August.

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 | Monthly Meeting Minutes | 4 |
| Club Information Page | 2 | Directors Message | 5 |
| Editors Message | 3 | Preview of Coming Attractions | 8 |
| Trivia... | 3 | | |

Board Of Directors - 2003-2004

| Title | Name | Phone Numbers | email & FAX |
|----------------------|----------------|----------------------------------|--|
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| Director at Large | Tom Brace | H(651)644-1716 | |
| Technical Consultant | Tim Purvis | H(651)459-6176 | |
| Projects Director | Bob Gavrilesco | H(651)488-3878 | |
| Membership | Dave Gustafson | H(952)435-1919 | davidwgustafson@att.net |
| Publications | Dave Gustafson | H(952)435-1919 | Fax(952)898-5230 (home) |
| Treasurer | Harvey Oberg | H(651)739-9754 | |
| Secretary | Roger Wothe | H(952)473-3038 O(952-933-9981 | rwothe@environmentsinc.com Fax(952)473-0244(home) |
| Sunshine Secretary | Faythe Oberg | H(651)739-9754 | |

Members and guests are welcome to attend the Board Meetings which are held the second Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

The 1937 Lincolns, Magnificent 12 cylinder automobiles

There were two series of Lincolns offered for sale in 1937. The Zephyr and the K. The Zephyr, new in 1936, gained increased popularity in '37, and it's sales were doubled. The Zephyr was little changed for 1937, which saw a new instrument panel with twin glove box compartments on either side of a center console which featured the controls and instruments. The speedometer was within a large circular dial with a smaller unit directly below containing the clock. On either side were vertical dials with the fuel and oil level gauges placed in the unit to the left. The right side unit enclosed the temperature and battery gauges. Production of the Zephyr models is shown below:

| Model | Price | Weight | Production |
|----------------|---------|--------|------------|
| 2 Dr Sedan | \$1,245 | 3,329 | 1500 |
| 2 Dr Coupe | \$1,165 | 3,214 | 5,199 |
| 4 Dr Sedan | \$1,265 | 3,369 | 23,159 |
| 4 Dr Town Limo | \$1,425 | 3,398 | 139 |

Zephyr engines were rated at 110 HP, torque, 186 lbs at 2,000 RPM. Overall length was 202.5 inches. Options included heater, radio, leather upholstery and fitted luggage. Also available was the Columbia two-speed rear axle. Production of the Zephyr was 29,997 for the model year.

The Lincoln Model K was truly a custom car for those who could afford the very best. There were a total of 17 different body styles available, along with 4 standard body types for the discriminating buyer. New styling that blended the headlights into the front fender and gave the Lincolns even more of a rounded, smooth appearance represented the last major changes that would be made in the design of the Lincoln K. Some of the body types and related information:

| Model | Price | Weight | Prod. Total |
|-----------------------|---------|--------|-------------|
| 4 Dr Willoughby | \$5,550 | | 7 |
| 4 Dr Sedan | \$4,450 | 5,492 | 48 |
| 2 Dr Willoughby Cpe | \$5,550 | | 6 |
| 4 Dr Limo 7 Pass | \$4,850 | 5,647 | 248 |
| 4 Dr Brunn | \$6,650 | | 10 |
| 2 Dr LeBaron Rdstr | \$4,950 | | 15 |
| 4 Dr Judkins Berline | \$5,750 | 5,682 | 19 |
| 4 Dr Willoughby Sedan | \$6,850 | | 6 |

All K's featured the large 414 cubic inch, 150 horsepower, V12. Wheelbases were either 136 inches or 145 inches depending on which body was ordered. Options included Dual sidemounts, Radio, Heater, Clock and Cigar Lighter. Production for the model year was 977.

Trivia from the Internet.

Joseph-Armand Bombardier opened his own garage at the age of 19 in Valcourt, Quebec in 1926. His father lends him money, and his family helps build the garage. His remarkable ability to solve any mechanical problem, earns him an outstanding reputation throughout the region, and his success allows him to repay his father's loan by 1929.

A concern through his youth is the isolation of Quebec villages in winter, which prevented motorized travel. Joseph-Armand takes advantage of his seasonal business to put his genius to work seeking a solution to snowbound winters. The challenge is to design a motorized vehicle light enough to travel on snow, and equipped with a motor, traction, and suspension adapted to the changing consistency of snow. For 10 years, Joseph-Armand toils determinedly on the project. His trials and research multiply, eating into his savings and attracting mockery from observers when partial advancements end in failure. Year after year, he develops a variety of prototypes by adapt-

(Continued on page 4)

Editors Message

We did have a few absolutely great days in October to take our cars out for one last fine ride. I have frequently mentioned our beloved Alexander, and he is shown below, ready to take dad out for a drive. A winter time dog, the breed hails from the northern most part of Russia, was originally used for herding Elk and Reindeer, and pulling sleds. Primarily a house dog now, he spends most of his time inside in air conditioned comfort during the

For those of you that are new to the hobby, you don't have to invest a lot of money in a rare classic to have some driving fun. There are a lot of great Lincolns out there from the 60's, 70's and 80's which are still reasonably affordable and are also great drivers. For example, Mark VII's look great, are great performers, and can be purchased for a few thousand. Find one with low mileage, drive it, enjoy it, you won't loose much on these cars.



On one of those 80 degree days this October, Alexander, our beloved Samoyed, is ready to go for a ride with his dad. The car, not a Lincoln, but a 65 Buick Wildcat. Alex doesn't seem to mind.

warm months. He does, however climb up on the couch and watch me work on the newsletter on my laptop.

We hope that you had some fun this last summer with your favorite old car. There were many great driving days, with little rain. The club had some fine events, thanks to the efforts of Jay White, which were very well attended. Marion and I enjoyed the club brunches and the ability just to sit and socialize with some of the other members which we see on an infrequent basis. Some of the very best friends you can have are those you can meet through your affiliation with one of the various car clubs. Like most old car owners, we belong to several different clubs and we have had the opportunity get to know a lot of great folks. It is also a good way to shift gears and forget about other less interesting aspects of your life and just have some fun.

Our last event this year will be a brunch on November 9th at Al Bakers, in Eagan. We've been there before. It is reasonable, with good service and good food. There is a separate flyer enclosed with the newsletter with more information and a map. Again, our thanks to Jay White for the arrangements.

Also thanks to Tom and Gunta Brace for sharing their story about their 1937 K. I really appreciate this kind of help, and I know the rest of our readers do to. Our club is really fortunate to have two 1937 K's belonging to our members. Truly classic automobiles at their finest.

Looking forward to seeing all of you on November 9th at Bakers.

Till next month,

David, Marion and Alexander.....

(Continued from page 3)
ing automobiles. Car motors are too heavy for the light vehicles he wants to design, so in 1933 he builds a lighter 100 pound motor leading to a couple of new prototypes. The new motor tends to over-heat, and the inventor has to return to the car engine and the design of heavy vehicles.

Joseph-Armand's son Yvon dies of peritonitis at the age of two in the winter of 1934, when the family is unable to get him to the hospital in time for treatment. Sharpened by the pain of his loss, Joseph-Armand increases his efforts to overcome rural isolation in winter. The next year he perfects a toothed wheel covered in rubber and cotton track that wraps around the back wheels. This revolutionary sprocket and track system is at long last the solution for snow travel.

The 1935 sprocket and track traction system is Joseph-Armand Bombardier's first major invention. He is aware of its importance and familiar with trade laws, so requests a patent from Ottawa on December 19, 1936. Six months later, on June 29, 1937, he receives a positive response from the Patent Office. His efforts are finally recognized,
(Continued on page 5)

Monthly Director's Meeting

BOARD OF DIRECTORS MEETING

October 9, 2003

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Dave Gustafson, Bob Gavrilesco, Tim Purvis, Harvey Oberg and Roger Wothe. Other members present were Faye Oberg and Gaye Purvis. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Bob Johnson reported that the annual picnic was a success with over sixty members and guests attending. He also presented a tentative calendar of activities for next year. The Bylaws will be reviewed at the next Board meeting.

Secretary Roger Wothe reported that forty-five members voted in the election for Board members. The returning Directors are Dave Gustafson and Harvey Oberg. The one new director is Tom Brace. Congratulations all.

Treasurer Harvey Oberg reported the treasury balance is \$5,201.49 with all bills paid. The L.C.O.C. National sent a check for \$500.00 for the Mark II bronze model. The picnic auction yielded \$964.00 which left a profit of \$447.59 after expenses.

Membership and Publications Director Dave Gustafson reported that we have three new members this past month which brings the total to one hundred twenty-one. He still needs "Pride and Joy" articles for the newsletter.

Projects Director Bob Gavrilesco reported that there were no new sales the past month.

Technical Advisor Tim Purvis advises everyone to check their antifreeze – it's that time of year. And what is in the car too...

There being no further business, the meeting was adjourned at 8:00 PM. The next meeting will be at Whitaker Lincoln-Mercury on 13 November at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

The 2004 Lincoln Town Car

Lincoln first used the Town Car nomenclature to define an upgraded interior trim on the 1969-1971 Continental, but a Town Sedan version of the 1949 Cosmopolitan is probably the true source of the current model's name. The Town Sedan lasted just one year, and it wasn't until 1972 that "Town Car" was used to delineate the most luxurious versions of the Continental sedan. Continental coupes of the time were called, not surprisingly, Town Coupes. In any case, the Town Car has been Lincoln's flagship sedan since the early 1980s. It benefits from some of the highest owner loyalty in the luxury car segment, with almost 60 percent of buyers returning to buy another Town Car when theirs is ready for retirement..

The Lincoln Town Car is offered in Signature and Ultimate trim. The Ultimate is available in regular- or long-wheelbase (called the L) form. Standard equipment includes 17-inch alloy wheels, dual-zone climate control with heat and air conditioning vents for rear passengers, leather upholstery, eight-way power front seats, power-adjustable pedals, a CD player, an analog clock for the dashboard, automatic headlamps and rear parking sensors. The Ultimate includes a power-operated trunk lid, heated front seats, driver seat memory, a wood-and-leather steering wheel, an upgraded audio system and, on the Ultimate L only, heated rear seats. Options on Ultimate models include HID headlights, chrome wheels, a trunk-mounted CD changer and a navigation system; dealers can install a Sirius Satellite Radio receiver.

Boasting large interior dimensions and a massive trunk (20.6 cubic feet), the Town Car's primary mission is to transport multiple passengers to their destination silently and comfortably. Buyers can also select the L version, which offers a whopping 47 inches of rear legroom thanks to the 6-inch-longer wheelbase over the standard model.

Thrust from the Town Car's V8 should be fully adequate for most buyers. Passing maneuvers are accomplished with ease, and freeway cruising at 80 mph is hushed. Thanks to the engineering enhancements made last year, the Town Car has no peer when it comes to transporting large (or large numbers of) people. Besides offering a comfortable ride, this Lincoln is now a decent handler -- the steering has some feel to it, and the body doesn't roll too much around corners. For size, quality and price, the Lincoln Town Car has no competition.

Welcome new members...

Douglas and Edith Gracey, Rochester, Minnesota. The Gracey's have a 1948 Continental Cabriolet. We all look forward to meeting them soon at one of our future events.

(Continued from page 4)

and his dreams are within grasp.

A difficult choice now awaits him: should he exploit the patent himself or sell it at a handsome profit to an automobile manufacturer? The visionary entrepreneur opts to develop his patent in Valcourt, and in so doing becomes an industrialist. The Garage Bombardier, expanded and transformed into a production plant, will now operate year around, bringing jobs and prosperity to the small town.

The first seven production snowmobiles emerge from the new factory in the winter of 1936-37. They carry the name B7, B for Bombardier and 7 for the number of passengers, and they are well received by customers. These are enclosed vehicles and the first customers are rural veterinarians and doctors, innkeepers, and funeral directors. Demand drives production upward over the following years, and Joseph-Armand strengthens that demand by giving vehicle demonstrations. The small garage eventually grows to be one of the largest manufacturing firms in Canada.

From the Internet...

Directors Message

By Bob Johnson

I missed the road trip to Elmer's on Sunday, October 12th, on Monday; I began driving my 86-year-old father to Apache Junction, Arizona, to his winter home. We took a slightly different route this year, we went to Holbrook, Arizona and down through Payson, to get to Apache Junction. This year we drove 1790 miles in four days and averaged 23MPG with my Fathers 1998 Lincoln Town Car. It was 103 degrees in Arizona, and that is hot, about 20 degrees warmer than normal. I flew back on Saturday night, October 18th.

At our last meeting on Thursday, October 9th, we began planning events for 2004. If you have a place that you think the club would like, please call me, or any member on the Board of Directors. Which is your favorite activity, brunches, touring or car shows? Please let me know what your interest is, so that we can plan events for all members of the Northstar region.

Please attend our last event of the year, Sunday Brunch, November 9th, at 12:00 PM, at Al Bakers Restaurant, more information in back of newsletter.

The last issue of Continental Comments, 50th Anniversary Issue #254, was special. The history of the LCOC was very interesting and was packed with a lot of information on what has happened over the past 50 years. It is to bad 50 years ago when the club was formed, that all Lincolns were not included. If that had happened we wouldn't have the LZOC (Lincoln Zephyr Owners Club, 1968, 1200 members), the LOC (Lincoln Owners Club, 1958, 500 members) and several other specialty Lincoln clubs. The Front cover had a picture of Harvey & Faythe Oberg's 1941 Cabriolet at the Edsel Ford Estate, along with an article about the car being at the first LCOC meet in 1954.

See you at Al Bakers, Sunday, November 9th.

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

Elmer's Fall Tour

by Gaye Purvis

On October 12th, the LCOC and the Mini Bird clubs sponsored a fall leaf tour. Meeting for breakfast at Denny's in Hudson, Wisconsin, the LCOC fielded eight Lincolns and the Mini Birds outdid us with between eight and ten Birds.

10:00 AM saw us leaving Denny's and picking up highway 35 through Prescott and along the Mississippi River. The weather was sunny, but on the cool side. Northstar LCOC members Kevin and Karrie Wilson had the top down on their 1961 Continental, brave souls, with a good heater.

Elmer's is noted for their great collection of cars, which includes a lot of Chrysler, Ford and General Motors mid-sixties to early 70's muscle cars. While not perfect, they are fun to see. They are also better noted for their very fine collection of pedal cars, which are nicely displayed. Approximately 70-75 were on display. Also included in this collection were about 20 motorcycles, featuring both Indian and Harley Davidson's. There is also one building that has a lot of toys, including die cast models, tin stamped cars and trucks. Elmer has been working hard to improving his displays for the last ten years, since he retired from the junkyard business.

We crossed over the river and followed highway 61 North again along the river. The fall colors were at their finest. Red Wing Days, a celebration of significance, was in full swing with events all over this nice river town. All in all, with was a day full of cars, fall colors and great camaraderie.

LCOC Members included Jay and Carol White, Kevin and Karrie Wilson, Bob Gavrilesco, Floyd Homstad, Dave Bodziak, Tom and Gunta Brace, Rod Johnson and Tim and Gaye Purvis.

Editors Note: Our many thanks to Gaye and Tim Purvis for the article on the Elmer's fall tour. The rest of us are sorry to have missed this event.

Pride and Joy Continued....

The car was upholstered as close to original as possible. After some structural woodworking was accomplished, the decorative wood around the front, back and side windows was redone. The side windows have both solid walnut and burl walnut veneer on the bottoms under each side window. It was apparent that this beautiful Lincoln was assembled by craftsmen with an eye for detail and elegance. I added accessories such as a trunk rack, heater, wheel trim rings and side mount mirrors. The goal was to make this car as authentic a restoration as possible. There is only one other example of this same body type extant, to my knowledge, and the owner in Utah was extremely helpful with photographs of his original car. Clearly, without his photographic help, the restoration of this automobile would have been extremely difficult if not impossible. The total production run of this body type (type 354A) in 1937 was 48; my car is number 45.

When one restores a car there are always many memories rushing back of many challenges overcome. I am continually impressed by my friends who work with me – Bob Gavrilesco and Dave Sandels, various craftsmen like Dell Hanson of Dell’s Repair; Bill Spears, Upholsterer; Tom Holman, structural wood-worker; Harry Unger, decorative wood; Tim Purvis final assembly and detail; Ray Theriault, a wonderful source of parts, information and encouragement; the list goes on. I believe that this big sedan makes a statement. Its coming out party was at a L.C.O.C. Tour around Lake Minnetonka and the Arboretum.

Some Summary Comments:

This automobile has won first place in both Primary and Senior Classes in CCCA judging. I look forward to L.C.O.C. judging competition. More importantly I look forward to driving it on more L.C.O.C. Club events.

This Lincoln is a good example of luxury cars of the 30’s and always seems to draw interest when it is displayed at either club events or multi marque car shows.

My wife Gunta and I are glad we can participate with the North Star Region of the Lincoln and Continental Owners Club and enjoy the new friends we have made. I am also appreciative of the confidence expressed in me by election to the Board of Directors and look forward to serving the membership.

For Sale.....

For Sale:

- 1955 Cadillac motor, fresh valve job with new valves and valve seats. Runs good. Has transmission adapter to fit 1946-48 Lincoln or Ford. \$500
- 1946-48 Lincoln front axle, complete \$150
- Pair of 46-48 Lincoln front fenders and nose. \$250
- 2 upper grills for 46-48 Lincoln. \$150
- Rear bumper for 46-48 Lincoln Zephyr. \$50
- Pair of fender skirts for 56 Lincoln. \$150
- 46-48 Lincoln air cleaner, complete. \$300
- Like new 6 volt Dura Start heavy duty \$20

Wanted 26 tooth 46-48 Lincoln transmission cluster gear.

Call Ted Anderson at 763-561-8143

Services Offered.....

Mr. Tune Up, located at 59th and Cedar Avenue South, Minneapolis. Open Tuesday, Wednesday and Thursday, 8AM to 5PM. Reliable, dependable work on both older and newer cars. Specializes in carburetor work on older cars. Very short turnaround, and reasonable prices. Recommended by fellow club members. Call Bob’s Mr. Tune Up at 612-827-1605.



For Sale:

1978 Versailles, good driver, very clean and presentable. Beautiful like new leather interior, all accessories including air. 56,000 miles Exterior features a harvest gold color. Matching interior. Includes 4 wheel disk brakes. For an opportunity to own this fine Lincoln, call Lyle Sumner at 952-894-8431

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

Three wheel Harley cart. Used primarily to get around at car auctions. In excellent condition with rebuilt motor. Also has new seats and top. Fairly priced at \$995. Great for swap meets. Contact Susan or Richard Bauer at 651-894-9329 or email: srbauer@earthlink.net

1978 Lincoln Mark V. 30,000 actual 2 door classic coupe. Always garaged and will be cared for. Beautiful ice-blue moon dust metallic exterior with white canvas weave carriage top. All leather interior, original spoke wheel covers. 460 powered and with all of the accessories. Call today. Karen Hitzman 651-735-5547 \$12,900 or reasonable offer. Own tomorrow's classic today.

1977 Lincoln Continental Town Coupe
All electrics in working condition. Air Conditioner works excellent. Leather interior in good condition. Rebuild 400 cu inch long block, with about 10,000 miles on motor. You will enjoy driving this car. Fairly priced at \$6,600, but open to offers. Call Robert Kilman, Jr., at 320-982-3088 for more information.

1983 Lincoln Mark VI four door.
White with white top and white leather interior. All options except a sunroof. 302 cubic inch engine with automatic. The car was purchased in Florida in 1995 with 105,000 miles and has been driven only 3,000 miles in the last seven years. The car is in excellent condition. Please call Paul Pedersen at 952-473-1386 or cell phone 612-670-3547. A chance to own tomorrow's collectable at today's prices.

1975 Mark IV, \$2,500. Car in very good condition, looks like it has 68,000 actual miles. Silver paint, gray cloth seats. Front seat needs recovering. Contact John Wackerfuss, Wackerfuss Auto Sales, Cumberland, Wisconsin. 715-822-2930.

1985 Lincoln Continental, Valentino series. Very nice, no rust. Car has been kept inside and looks very good, both inside and out. Equipped with usual Continental equipment. Another Lincoln fairly priced at \$4,000. Call Ralph Engelhardt at 651-227-6277. Here is a chance to own a great car at a reasonable price.

1949 Lincoln Cosmopolitan. Four door, complete car. Equipped with three speed overdrive. New brake system, lines, shoes, master cylinder, wheel cylinders, gas line, and battery. Runs well, with most of the hard work completed. \$1,200. Call Mel Krugerud at 763-786-4092.

1967 Ford Galaxie 500 2 door HT. Green with black painted top. 289 V8 with automatic. Restored as new both inside and out. This is a beautiful car and would look great in your garage parked next to a Lincoln. This is a two owner car. Contact Dick Herman 507-283-2412 or email dick@hermanmotor.com. Dick Herman, 1303 Northview Drive, Luverne, Mn 55156. Better yet, call Dick and drive over to Luverne and take a look. It's a nice drive even if you don't buy the car.

1966 Lincoln four door Sedan: Last ran in 1995. For sale cheap. Only \$300. Great parts car. Loosing storage, must sell. Contact Gary Plocker at 612-723-6531.

Winter Car Storage, new dry secure building located near Stillwater. Reasonable rent for the season November through April. Contact Richard Magner at 651-488-6302. Call today, good storage is hard to find.



For Sale. 1969 MARK III 64,000 original miles. This is a very clean car, that has been inside most of its life. This fine example of a Mark III scored 98 points at the Red Wing Mid-America meet in 2002. A super fine driver offered at \$13,900. Please call Bill Juring at 651-484-2799 today.



For Sale. 1986 Lincoln Continental, fully equipped. Excellent condition, with only 68,000 miles. Very well cared for throughout its life. Call Sandra Draves at 218-820-5177. Serviced most of its life at Mills Motors. Offered at \$5,000. A great tour car.

Preview of Coming Attractions

The following include scheduled club events, please call Jay White at (952) 432-5939 for information and directions. (CLUB EVENTS IN BOLD)

- November **Sunday, November 9th**
Brunch at Al Bakers, 35E and Yankee Doodle Road. 12:00 Noon.
- December No club activities planned. Rest up, do your shopping, buy your spouse some car tools or car books. Car books always look good under the tree, and make for pleasant reading during the non-driving season ahead.
- January Brunch at Afton Inn. Date to be determined
- February Evening at Ellingsons Car Museum. Date to be determined
- March Brunch.. Date and Place to be announced.
- April Brunch at Kozlak's. Date to be determined.
Western National LCOC April 21st - 24th
- May Hello Spring. Annual All Lincoln car show at Whitaker Lincoln Mercury
Date to be announced
- June Evening on Kellogg Blvd, Downtown St. Paul. Date to be determined.
Back to the Fifties... State Fair Grounds
- July Picnic/Tour Details to be announced.
LCOC Eastern National July 15th - 18th.
- August Northstar LCOC "Out state" All Lincoln Car Show. Southern Minnesota
Place and date to be determined.
- September Northstar LCOC picnic
LCOC Mid-America, September 17th

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: Activities@northstarlcoc.org

BACK ISSUES OF THE NORTHSTAR NEWS ARE 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.



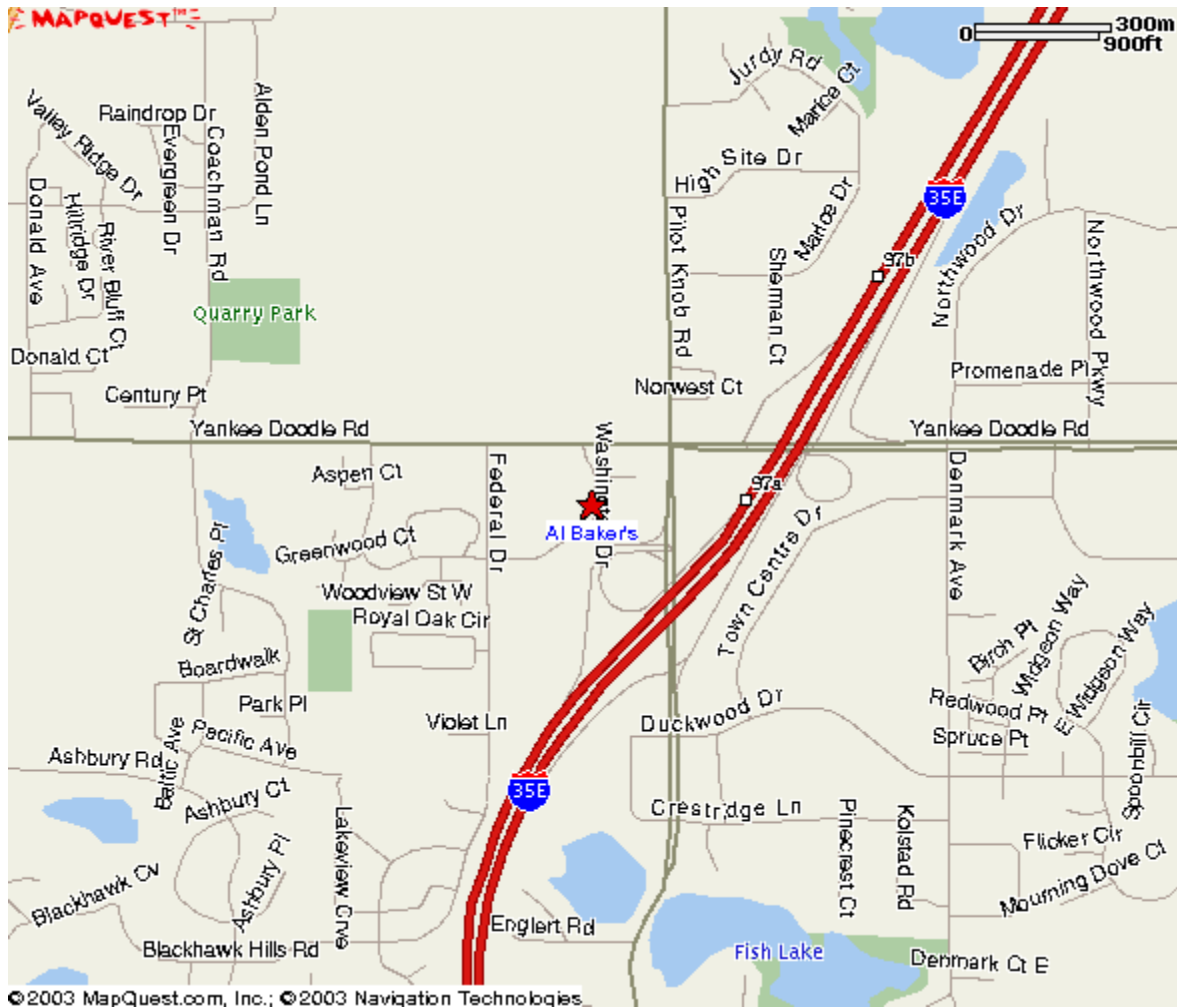
LAST CHANCE NORTHSTAR LCOC BRUNCH

SUNDAY, NOVEMBER 9TH, 2003 IS YOUR LAST CHANCE TO VISIT WITH THE REST OF YOUR CLUB MEMBERS FOR 2003.

MEET AT AL BAKER'S, EAGAN, MINNESOTA AT 12:00 NOON.

WE HAVE BEEN THERE BEFORE AND HAVE ENJOYED THE GOOD FOOD THAT AL BAKER'S SERVES UP. BE THERE AT NOON SHARP AND VISIT WITH THE REST OF YOUR CLUB MEMBERS OVER BRUNCH.

THIS IS THE LAST PLANNED EVENT FOR 2003. WE LOOK FORWARD TO SEEING YOU ON NOVEMBER 9TH AT AL BAKER'S.



AL BAKERS, EAGAN, MINNESOTA

LOCATED AT 3434 WASHINGTON DRIVE

INTERSTATE 35E TO PILOT KNOB ROAD (FROM THE NORTH) GO RIGHT FOR 2 STOP LIGHTS, LEFT TO WASHINGTON DRIVE. (FROM THE SOUTH) TURN LEFT AT LIGHT AND THEN ANOTHER LEFT AT YANKEE DOODLE RD, LEFT ON WASHINGTON DRIVE. PHONE 651-454-9000.

The Al Baker Family has been in the restaurant business for 34 years. Mr. Baker was the General Manager at Howard Wongs in Bloomington from 1967-1981. In 1981 the Baker's developed the Burnsville Ground Round which they operated until 1987 at which time the business was sold to the Ground Round Corporation. Al Bakers is famous for their "Classic Americana Cooking." For over 15 years they have served some of the best food around.