

NORTHSTAR NEWS

Famed 1937 Lincoln Willoughby



Leland's Engineering, Edsel Ford's Flare For Design
 By Dave Johnson, owner of the Lincoln Willoughby

I have always thought that the Lincoln Motorcar was one of the finest automobiles ever made, beginning most especially with the introduction of the 1932 V-12 "K" series Lincolns. Lincoln would become known for the blending of engineering mastery with the aesthetics of understated elegance.

By the mid-1930's, thanks to Edsel Ford's personal interest in the Lincoln, these autos had transformed into something much more than merely a well engineered, high performing auto. They had become among the most stylish luxury autos of the day, often "custom fitted" by the renowned coach builders of the era.

In 1937, Edsel Ford commissioned one of these coach builders, Francis Willoughby of Utica, New York, to produce a large, seven-passenger open touring car suitable for use as a "sunny day" car for Lincoln's most elite clientele. The end result was a long, sleek 145-inch wheel base, aluminum bodied phaeton, with v-shaped front windshield, geometric shaped side vent windows and hidden jump seats that pulled out from behind the front seat.

This was also the first year in which Lincoln integrated its oval, "tear-drop" headlamps into the front fender, making the Lincoln automobile distinctly "modern" and quite striking in appearance.

Weighing in at over three tons, these over-sized Lincolns sold new for \$5,500, which was more than the cost of the average American home at the time. Not surprisingly, given that the nation was still in the grips of the Great Depression, only seven of these autos were produced in 1937 - two of which were identically equipped as "parade cars" for the Governors of California and Ohio.

The Governor's Parade Car. My Lincoln Willoughby Touring Car was ordered by the State of California for use as a Governor's parade car. A third 1937 Lincoln Willoughby Parade Car was

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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.

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Board Of Directors - 2017

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
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Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Morris Minnetonka Ford Lincoln in their conference room. Meeting time will be 7:00 pm on the first Thursday of each month, except December.

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.

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commissioned for New York City Mayor, Fiorello LaGuardia - his car was recently exhibited at Pebble Beach, in a light gray body color with black fenders and trim...a virtual kissing cousin to my car in general appearance.

The factory specifications for my big custom Willoughby called for a Sage Brush Green exterior body, which was a standard color in the Lincoln line up for 1937, with black fenders and black trim around the windshield and exterior banding surrounding the seating compartments. The top was black canvas to accentuate the black exterior trim. Being a phaeton, of course, the car came equipped with canvas side curtains and rods.

Following the car's service as a state parade car, it fell into the hands of a number of different owners...from a dude rancher in southern California to a vintage auto collector in eastern Pennsylvania to the renowned Warshawsky Auto Collection in Chicago.

Owing mostly to the number of years that the car sat idle in car museums, it only had 11,000 original miles on it when Warshawsky sold it at Christy's Auction House in the mid 1990's. At the time of this sale, the car still had the original 1937 paint job, original canvas top, and the original interior leather and rear seat fabric upholstery. Also intact was the unique custom-fabricated rear window divider with large wing flaps, all in chrome.

Dave Johnson's Favorite "Driver." Following my purchase of this famed Lincoln Willoughby in 1998, a considerable amount of work was done on it to bring it up to standard operating condition, inside and outside. This included: an engine and electrical overhaul; a first rate, fresh new paint job; extensive re-plating throughout; new leather interior; and a new Haartz top, with side



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Trivia from the Internet



Cecil B DeMille
1881 - 1959

The greatest art in the world is the art of Storytelling.

Cecil Blount DeMille

Between 1913 and 1956, he made a total of 70 features, both silent and sound films. He is acknowledged as a founding father of the cinema of the United States and the most commercially successful producer-director in film history. His films were distinguished by their epic scale and by his cinematic showmanship. He made silent films of every genre: social dramas, comedies, Westerns, farces, morality plays, and historical pageants.

Cecil Blount DeMille was born in Ashfield, Massachusetts, while his parents were vacationing there, and grew up in Washington, North Carolina. His father, Henry Churchill

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Editors Message

May 2017

As I write this, it is raining outside. Not heavy, but a nice gentle, soaking rain, which should help green things up. The lawn looks quite nice. The lawn care folks were here two weeks ago and gave it a good clean-up. Now, with a little warm weather and this nice rain, it will be ready for a mowing, perhaps next week. On a different note, in fewer than 60 days, we will once again reach that point where we have the longest day, and they will begin getting shorter. Sadly, we all know what that means. Let's all enjoy what we have, for as long as we have it.

This past weekend, we made the journey up to Balsam Lake, Wisconsin to have lunch/brunch at Paradise Landing. We have been there a number of times in the past, and in earlier days, it was a good experience. But times change along with restaurant ownership and what once was often changes. We had to order off a limited menu and there were no traditional breakfast items to choose from. Absent were bacon, sausages, waffles, pancakes and all the other good stuff. I zeroed in on a hamburger with fries, and I must admit, it was pretty good. Most everyone else seemed satisfied with their meal, but... It was not the traditional brunch that most of us enjoy. We did have a nice turnout, with about 30 members showing up, eager to eat, talk and enjoy each other's company. And the view out the large windows of our room overlooking Balsam Lake was about just as good as it can get.

The last Saturday in April is the annual CCA garage tour. I will not be able to make the trip this year due to other issues. This is one of the great springtime

events and over the years we have had the opportunity to see some really great cars in some of the most interesting settings. It would be so very nice if one of our members that attends can take a few pictures and send me a short story for our newsletter.

Please be sure to attend our Memorial Day weekend Lincoln show, Saturday, May 27. It will be at a new location, Bloomington Lincoln, just South of High-



Jim Cheskawich, Marion, Olga and David at the 2014 Samoyed show in Des Moines. Jim is a long time friend who helped David and Marion adopt Faithie in 2004 and helped us adopt Olga in July of 2014. Jim loves Sammies as much as we love Lincolns.

way 494 on Clover drive, and also just East of Highway 35W in Bloomington. Bloomington Lincoln has been at this location for quite some time and I bought my very first Lincoln from them when they were known as Quality Lincoln – Mercury. It was a new 1986 Mark VII LSC, a very fine car. Bloomington Lincoln is a standalone Lincoln dealership, you will not see any F150 pickups on the showroom floor. It is ably managed by Dave Nixon and we are sure that they will do their best to welcome us to their home on May 27. While you are there with your classic Lincoln, do take some time to check out all of the very fine 2017 Lincolns, including

the beautiful new Continental.

We managed to finish the North Star directory. It is a large undertaking. I am sure that there may be a few mistakes, but it is based on information from the renewal forms that our members send us at the beginning of each year. We would also like some help updating the vendor section. If you can help us out. We all appreciate any effort that you can provide us.

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

*Directors Message by Bob Johnson**May 2017**(Continued from page 3)*

de Mille (1853-1893), was a North Carolina-born dramatist and lay reader in the Episcopal Church, who had earlier begun a career as a playwright, writing his first play at age 15. His mother was Matilda Beatrice DeMille (née Samuel), whose parents were both of German Jewish heritage. She emigrated from England with her parents in 1871 when she was 18, and they settled in Brooklyn. Beatrice grew up in a middle-class English household. DeMille's parents met as members of a music and literary society in New York. Henry was a tall, red-headed student. Beatrice was intelligent, educated, forthright, and strong-willed. They were both born in 1853 and both loved the theater. When they married, Beatrice converted to Henry's faith. Henry worked as a playwright, administrator, and faculty member during the early years of The American Academy of Dramatic Arts, established in New York City in 1884. He built a house for his family in Wayne, New Jersey.

The family spent time in Pompton Lakes, New Jersey, operating a private school in that town and attending Christ Episcopal Church. DeMille recalled that this church was the place where he visualized the story of his 1923 version of The Ten Commandments. Henry

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We are having April rain showers, but not any snow storms. This is being written a couple of days before our trek to Paradise Landing for our upcoming Sunday Brunch. So far April has been a busy month, on the sixth of April our monthly Board meeting was held at the Marriott on 394 for finalizing our 2018 Mid-America National Meet location. After touring the Marriott facility, the Board voted to go with the Marriott Minneapolis West. This hotel is located on I394 at 9960 Wayzata Blvd. The hotel will be completely remodeled with a new wing added that will be open for this year's Super Bowl here in Minneapolis this January. We thank Roger Wothe for doing the leg work. On April 19, the hotel contract was approved, with a room rate of \$129 plus tax, this includes two breakfast tickets per day. Banquet rooms, meals, car parking, hospitality room and registration room are all in the contract and working with Hotel Sales Manager Patrick Riley was a very good experience.

Our April Sunday brunch was April 23, at Paradise Landing, Balsam Lake, Wisconsin and will be reported next month.

Our May Monthly Board Meeting will be held at a new location on May 4 at Bloomington Lincoln, 1001 Clover Drive, south side of 494, take Lyndale Avenue exit south just east of 35W at 7 p.m. in the upstairs conference room. All region members are welcome, and we would like your input.

Note the NEW LOCATION for the 9th Annual Memorial Day weekend car show, Bloomington Lincoln, Bloomington, MN, Saturday, May 27, 10 a.m. to 2 p.m. Bloomington Lincoln is located at 1001 Clover Drive, Bloomington, on the South side of 494 just East of 35W. From Hwy 494, take the Lyndale Avenue South exit to Clover Drive. The GM Dave Nixon of Bloomington Lincoln is very excited to have this Lincoln Car show at his dealership.

We are invited to attend the Midwest regions spring event in Springfield MO, May 20. Which features a chance to visit Branson area and meet with the great people from Missouri. For details contact Dick Koop, at 608-239-2840, email carnut13@sbcglobal.net

Francis Kalvoda has invited us to attend the 37th Annual Willmar Car Show and Swap Meet Sunday, May 21, 8 a.m. to 2:30 p.m. For more information, go to www.Willmarclub.com

Please join us July 21-23 for a three-day road trip for our 15th Annual Out State Car Show, Tyler Minnesota, hosted by the other Bob Johnson. We will leave Friday morning, with the car show Saturday in Tyler, with a parade following. Sunday, we may tour a Mustang restoration shop and then leave for home. We have 10 rooms reserved at the Sleep Inn and Suites, Marshall, MN at \$100 a night for Friday and Saturday.

The Lincoln Car Museum website now has the 2017 Meet Registration packet PDF ready for your use, go to lincolncarmuseum.org to download to your computer. It is a fillable form, so you can fill it out online, print it out and mail it along with your check directly to me. Plans for 2017 include a special event, three days touring Dearborn, Michigan, and the Ford World Headquarters August 7-9, 2017. This will be the LCOC Grand National Meet, celebrating the 100 year Anniversary of the Lincoln Motor Incorporation, at the Lincoln Motor Car Foundation Museum at Hickory Corners, Michigan, August 9 - 13, 2017. There is a welcoming article on the Lincoln Car Museum website explaining our Dearborn and Hickory Corners activities; you do not have to attend the whole week, you can pick and choose what you want to do. **Again remember that the hotels and tours have limited space so register early to get your choice.** The early bird will get the worm or in this case the choice that you want

The Lincoln Car Raffle has been approved, we now have raffle license number, and we are set to go. You should receive Raffle letter with information by the first part of May and drawing will be in Kalamazoo, Michigan, August 12, 2017, at the Saturday night banquet.

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

Bob and Mary Johnson

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

April 6, 2017

BOARD OF DIRECTORS MEETING

The Board of Directors met with Patrick Riley at the Minneapolis West Marriott at 5:00 p.m. for a tour of the facilities to be considered for the 2018 Mid America Meet to be hosted by the Northstar Chapter of the Lincoln and Continental Owner's Club from July 11 – 15, 2018. Patrick presented the guest rooms, registration room, meeting room and the Awards Banquet room. He also arranged a private dining room that was also used for this month's Board Meeting.

Regional Director Bob Johnson called the Board Meeting to order at 6:55 in Kip's Restaurant in the Minneapolis West Marriot. All Board members were present except Jay White. In addition, member Mary Johnson was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson reported that he will have further negotiations with Patrick Riley to discuss our needs and projected costs for the 2018 Mid America Meet. He also reported that the Memorial Day Car Show will be at Bloomington Lincoln, not at Morrie's Minnetonka Ford/Lincoln. He discussed details for an Outstate Car Show in Tyler MN, hosted by the other Bob Johnson. The next Sunday brunch will be at the Paradise Landing in Balsam Lake WI on 23 April 23 at 11:30 a.m. Brunch will be ordered from the menu.

Treasurer Matt Foley reported the treasury balance to be \$4,248.84 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we had about twelve members that did not renew for this year, but that there were several new members. The paid membership is approximately one hundred thirty-eight.

Secretary Roger Wothe will contact the City of St. Louis Park to determine the availability of Shelard Park (which is adjacent to the Marriott) to be used for our Concours Judging on Saturday July 14, 2018

The meeting was adjourned at 7:00 p.m. The next Board Meeting will be at 7:00 p.m. at a location to be determined soon. Bob Johnson will inform all Board Members.

Respectfully submitted by Secretary Roger Wothe.

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read to his children nightly, both from the classics and from the Bible. DeMille studied Scripture his entire life and read the Bible during lunch in the studio commissary. He was the first to admit that he did not attend church services but he did profess an unshakable belief in prayer. He stated that his films were a continuation of his father's work. "My ministry," said DeMille, "has been to make religious movies and to get more people to read the Bible than anyone else ever has."

In 1893, at the age of forty, Henry de Mille contracted typhoid fever and died suddenly, leaving Beatrice with three children, a house, and no savings.

Within eight weeks of Henry's death, Beatrice opened an acting workshop in her home, the Henry C. De Mille School for Girls. She later became the second female play broker on Broadway. DeMille attended Pennsylvania Military College in Chester, Pennsylvania from the age of fifteen. Both DeMille (Class of 1900) and his brother William (Class of 1901) also attended and graduated from the American Academy of Dramatic Arts, which they attended on schol-

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arship. The Academy later honored DeMille with an Alumni Achievement Award.

DeMille began his career as an actor on the Broadway stage in the theatrical company of Charles Frohman in 1900. His brother William was establishing himself as a playwright and sometimes invited him to collaborate. DeMille performed on stage with actors whom he would later direct in films: Charlotte Walker, Mary Pickford, and Pedro de Cordoba. DeMille also produced and directed plays. DeMille found success in the spring of 1913 producing *Reckless Age* by Lee Wilson, a play about a high society girl wrongly accused of manslaughter starring Frederick Burton and Sydney Shields. DeMille and his brother at times worked with the legendary impresario David Belasco, who had been a friend and collaborator of their father. Changes in the theater rendered DeMille's melodramas obsolete before they were produced, and true theatrical success eluded him. By 1913 he was having difficulty supporting his wife and baby daughter.

In July 1913 DeMille, Jesse Lasky, Sam Goldfish (later Samuel Goldwyn), and a group of

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Model K continued..

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curtains, all done to original specs.

Because I enjoy touring, the car has been equipped with a high-speed rear gearing that will enable the 6,000 lb car to cruise comfortably at highway speeds. Yet at idle, the big 414



cubic inch V-12 engine still purrs like a kitten.

The latest work done on the car, over the winter of 2016-17, was an overhaul of the front dash – refinishing the dash in Sagebrush Green “body color”, re-plating the chrome strips and instrument surrounds, refinishing the steering wheel and shifter knob to match the black trim of the car and replacing the front windows with brand new safety glass. What a difference this makes in the car.



Though this hulk of a car has now scored three *first place* showings at CCCA judging events, it is no “trailer queen”. In fact, it remains one of my very *favorite* “drivers” precisely because it is such a smooth, a quiet, a high performing and an imposing relic of America’s glorious and industrious past.

Editor’s note: Our thanks to Dave Johnson for this fine story about his 1937 Lincoln Model K. Truly, the best of the best from the glory days of the 1930s. Imagine the pride of ownership for the first owner upon taking delivery of this fine automobile from the dealer.

In Passing



We are saddened to report the passing of long time North Star LCOC member Gary Rosenwinkel on April 12, 2017. Gary and his wife Loni made their

home in Minnetonka and wintered in Tucson, Arizona.

Gary was born March 20, 1934 in Huntley, Minnesota and was the son of Henry and Violet Rosenwinkel. Gary graduated from Huntly high school in 1932. He also attended Concordia, St. Paul, Minnesota.

His love of airplanes made it a natural to get in the aircraft business. He soloed at age 16 and bought his first plane when he was 18. He started Aircraft Sales, November 2, 1962 and bought and sold aircraft around the world for 44 years. He was able to spend winters in Arizona due to a long time employee, Mrs. Kanne. She was able to manage his business and sell airplanes for him for 35 years.



He also loved his 1957 Lincoln Premiere convertible, which he owned since new. It was a feature at many of our North Star car shows and was featured on one of the pages in the club calendar for this year. Gary always made quite a statement driving up in his 57 Premiere.

Gary is survived by his loving wife, LaVonne “Loni” of 18 years; daughter, Tori Jacobs of California; sons, Michael and Mark; sisters, Shari, Joy; brother-in-law, Keith Larson; stepsons, Douglas and Timothy Nieland. He was preceded in death by parents Henry and Violet; sister, Kay Larson; first wife, Mary Lu (Sam) and daughter, Robin.

He loved flying, golf, duplicate bridge and playing his grand piano. Evenings were always special: cooking good food with Loni, listening to their favorite music and always good conversations.

Services were held Tuesday, April 18 at Bethlehem Lutheran Church Glen Lake, in Minnetonka, Minnesota.

A few more words about the Model K

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East Coast businessmen created the Jesse L. Lasky Feature Play Company. On December 12, 1913, DeMille, his cast, and crew boarded a Southern Pacific train bound for Flagstaff via New Orleans. His tentative plan was to shoot a film in Arizona, but he disliked the quality of light he saw there. He continued to Los Angeles. Once there, he chose not to shoot in Edendale, where many studios were, but in Hollywood. He also flouted the dictum that a film should run twenty minutes. He made his first film run sixty minutes, as long as a short play. *The Squaw Man* (1914), co-directed by Oscar Apfel, was a sensation and it established the Lasky Company.



C B DeMille with what looks to be a Lincoln.

The first few years of the Lasky Company (soon to become Famous Players-Lasky) were spent in making films nonstop, literally writing the language of film. DeMille adapted Belasco's dramatic lighting techniques to film technology, mimicking moonlight with U.S. cinema's first attempts at "motivated lighting" in

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Walk through the City of San Francisco police garage and there, among the Harley-Davidsons, Ford Crown Vics, and the battered Chevy Impalas, you would see what is believed to be the oldest active police car in the United States. It's a fully restored 1931 Lincoln Model K seven-passenger touring, an excellent example of the 1931-1940 Lincoln Model K series.

This 80-year-old beauty is a rolling history lesson, its back seat having played host down the years to presidents, war heroes, movie stars, politicians, and other notables.

Back in 1937, when it was still the police chief's official car, this Lincoln was reportedly the first automobile to cross the Golden Gate Bridge during opening ceremonies. Even today, it occasionally emerges from the garage to take part in parades and other civic functions.

The purchase of this Lincoln was something of a civic extravagance in Depression-era 1931, for its factory price of \$4,400 would have bought 10 Ford phaetons.

For that matter, a Packard of comparable size and power would have cost the city about \$800 less and carried arguably more prestige to boot. Then again, San Francisco, long known as "The City that Knows How," had a certain status of its own to maintain.

This historic Lincoln Model K was powered by a V-8 that was carried over from the last of the predecessor Model L Lincolns. (Nobody, it seems, has an authoritative answer as to why Lincoln went backward in the alphabet.)

The L was the very first Lincoln, designed by the legendary "Master of Precision," Henry Martyn Leland, who founded Cadillac in late 1902, then built Liberty aircraft engines during World War I before establishing Lincoln.

The Model L, introduced in September 1920, carried a 60-degree flathead V-8 of 357.8 cubic inches and 81 horsepower. By 1928, this smooth, quiet engine had been bored out to 384.8 cubes and 90 horsepower but was otherwise basically unchanged. Fast and sturdy, the Prohibition-era Lincoln was a favorite on both sides of the law.

The Lincoln Model K appeared in 1931 with 120 horsepower on unchanged displacement. A higher compression ratio (5.2:1 vs. 4.8:1), together with a dual-downdraft carburetor -- an industry first -- accounted for most of the difference.

Developed in response to faltering Lincoln sales, the K was much more handsome than the rather stodgy L. A new 145-inch wheelbase, up nine inches from the L's span, contributed to a graceful look. So did bodies mounted slightly lower on the chassis and wheel diameter reduced from 20 to 19 inches. Again riding atop the radiator cap was a sleek greyhound designed by the Gorham silver-smiths, a Lincoln hallmark that would persist until World War II.

Other new technical features in the Lincoln Model K included a larger fuel tank; a mechanical fuel pump, replacing the troublesome vacuum tank; and worm-and-roller steering, an improvement over the previous worm-and-sector type.

Houdaille double-acting hydraulic shock absorbers were carried over from late Model Ls. Freewheeling, a popular -- though dangerous -- fad of the time, was supplied as standard equipment.

Times were tough in 1931, especially for luxury-class cars. Sales at both Cadillac and Packard were off by about one-third from the previous year.

Yet, Lincoln was able to post a minuscule gain of about 2 percent in 1931, producing 3,311 cars for the model year and 3,592 for the calendar 12 months -- about 77 more cars than in 1930.

Though this was far from sufficient volume to turn a profit (Lincoln lost some \$4.6 million in 1931), the new line had clearly won the public's acceptance.

But the competition had been busy, too. Cadillac introduced its huge new Sixteen in January 1930, then followed up in October with a V-12 priced about \$800 less than the eight-cylinder Model K.

Others soon got into the multi-cylinder race, Marmon with a superb V-16 during 1931, Packard and Pierce-Arrow with V-12s the following year. Even Franklin would offer a huge V-12 by 1933.

1932 Lincoln Model K. The big news for the 1932 Lincoln Model K line was the magnificent Model KB, still considered by some classic-car buffs to be the finest Lincoln of all time.

Replacing the K but built on a modified version of its chassis, the KB carried a new 65-degree V-12 with 150 horsepower (which was probably a conservative rating). At a whopping 447.9 cubic inches, this engine

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More about the Lincoln K

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The Warrens of Virginia.

After five years and thirty hit films, DeMille became the American film industry's most successful director. In the silent era, he was renowned for *Male and Female* (1919), *Man-slaughter* (1921), and *The Godless Girl* (1928). DeMille's trademark scenes included bathtubs, lion attacks, and Roman orgies. A number of his films featured scenes in two-color Technicolor.

The immense popularity of DeMille's silent films enabled him to branch out into other areas. The Roaring Twenties were the boom years and DeMille took full advantage, opening the Mercury Aviation Company, one of America's first commercial airlines. He was also a real estate speculator, an underwriter of political campaigns, and a Bank of America executive, approving loans for other filmmakers.

When "talking pictures" were innovated in 1928, DeMille made a successful transition, offering his own innovations to the painful process; he devised a microphone boom and a soundproof camera blimp. He also popularized the camera crane.

DeMille made stars of unknown actors: Gloria Swanson, Bebe Daniels, Rod La Rocque, William Boyd, Claudette Colbert, and Charlton Heston. He

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was very nearly a match for Cadillac's 452.6-cubic-inch V-16.

Road tests conducted at the famed Brooklands circuit by Britain's *The Autocar* showed a KB could do 95-100 mph despite curb weights of 5,200-6,000 pounds. Fortunately, Lincolns of this period had brakes to match their speed. As on the Model L and 1931 K, these were cable-controlled Bendix Duo-Servo units with 340 square inches of lining area, 24 percent more than on the Cadillac Sixteen. Drums were ribbed for cooling and made of tough high-carbon steel.

Though technically new, the KB powerplant was derived from the K-series straight eight, and thus inherited its costly fork-and-blade connecting rods that had been a Lincoln hallmark from the start.

The rock-hard cylinder blocks were cast from a close-grained iron alloy comprising 15 percent steel, 1 percent nickel, and 0.5 percent chromium. A massive 93-pound crankshaft was cradled by seven huge bronze-backed babbitt main bearings. In short, this engine was built to last.

The other string to Lincoln's bow for 1932 was the Model KA, a V-8 series on the same 136-inch wheelbase as the last Model Ls. The engine here was essentially that of the 1931 K, except that horsepower was raised to 125.

At \$3,200 for the five-passenger sedan, the KA cost a sizeable \$1,500 less than comparable 1931 models. The KB, on the other hand, was quite pricey for the day at \$4,300-\$7,200, yet most models actually cost a few dollars less than comparable 1931s.

The KA was offered in seven body types, all factory styles built by Murray. It has been reported that the Soviet government ordered 400 of these cars -- nearly 19 percent of 1932 series production -- for use by tourists and foreign dignitaries, although "Uncle Joe" Stalin himself was partial to Packards.

KAs were usually delivered with colored bodies and black fenders, while KBs were typically finished in two tones of a given color and reportedly required some 59 quarts of paint.

Another distinction was the cloisonné radiator badge: red on KAs, blue on KBs. Like 1930-1931 Lincolns, the KB offered both factory body styles as well as semi-customs supplied by some of America's leading coachbuilders -- 24 choices in all.

Enhancing appearance for both series were more rounded radiator shells, hood side doors instead of louvers, fender-mounted parking lamps, and wheels again reduced in diameter, this time to 18 inches.

Lincoln Model K Design. 1932s were undoubtedly the most elegant Lincolns yet, a fact owed in no small degree to Edsel Ford and his Lincoln Model K design. Though nominally the president of Ford Motor Company, Edsel didn't run the place in most respects; his irascible father was still really in charge.

But there was an exception. According to industrial designer Walter Dorwin Teague, who worked with Edsel in creating several Ford exposition buildings during 1934-1940, "In the field of design [Edsel] had a free hand. Here his unique ability was, in his father's eyes, both mysterious and highly respected, not to be interfered with. . . ."

"By choice, he moved quietly, behind the scenes, where public eyes could not follow him. Thus, the fact that among his many superb qualities he was also a great designer was known to few except those who had the privilege of collaborating with him in this field."

Edsel Ford was a prominent patron of the arts, serving for many years as president of the Detroit Institute of Arts, where he commissioned and inspired masterful, if controversial, frescoes by Diego Rivera.

A man of impeccable taste, with a keen eye for line and form, he had set up a studio in the old Leland Lincoln plant as a sort of retreat where he could develop his design concepts, free of interference from old Henry. His goal was succinctly expressed when he remarked, "Father made the most popular car in the world. I would like to make the best."

He'd begun influencing Lincoln design soon after Ford bought out the founding Leland family in 1922. Each year he would solicit proposals from America's most prominent coachbuilders and decide which firms would supply which body types.

Thus, for 1932 as an example, Wiloughby was assigned to do Lincoln's limousines, Brunn the cabriolets, Dietrich the coupes and convertible sedans, Judkins the berlines and formal coupes, and Murphy the phaetons and roadsters.

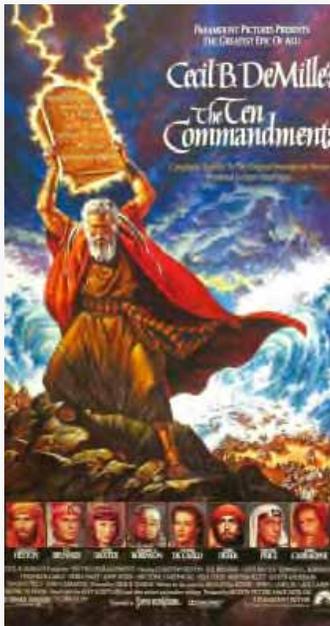
Among the rarest and most desirable of 1932 KBs are the Convertible Victoria by

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Lincoln K continued

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also cast established stars such as Gary Cooper, Robert Preston, Paulette Goddard and Fredric March in multiple pictures. DeMille displayed a loyalty to his performers, casting them repeatedly. They included Henry Wilcoxon, Julia Faye, Joseph Schildkraut, Ian Keith, Charles Bickford, Theodore Roberts, Akim Tamiroff and William Boyd. DeMille was credited by actor Edward G. Robinson with saving his career following his eclipse in the Hollywood blacklist.



DeMille was adept at directing "thousands of extras", and many of his pictures include spectacular set pieces: the toppling of the pagan temple in *Samson and Delilah*; train wrecks in *The Road to Yesterday*, *Union Pacific* and *The Greatest Show on Earth*; the destruction of an airship in *Madam Sa-*

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Waterhouse (only ten built) and a Murphy sports roadster (just three copies).

But despite coach built cachet and a more impressive lineup, Lincoln sales sagged in 1932 as the Depression headed toward rock bottom. A major reason was that even those few people who could still afford expensive automobiles were often reluctant to be seen in one at a time when people were selling apples on street corners and lining up at soup kitchens.

For the calendar year, Lincoln managed 1,765 KAs and 1,641 KBs for total sales of 3,406, down about five percent from 1931. Still, this wasn't a bad showing in comparative terms, as both Cadillac and Packard dropped 39 percent from their dismal 1931 totals.

Lincoln godfather Henry Leland died on March 26, 1932, at age 89. By year's end, the remarkable V-8 he had designed more than a dozen years earlier would also pass into history.

Anticipating even more challenging competition, Edsel Ford had instructed chief engineer Frank Johnson in 1931 to develop a new 12-cylinder engine that would be less costly to build than the Leland-based engine but just as smooth, quiet, and powerful.

1933 and 1934 Lincoln Model K. Ford Motor Company's new 12-cylinder engine arrived in the 1933 Model KA, a version of the 1933 and 1934 Lincoln Model K, sporting an unusual 67-degree cylinder-bank angle.

At 381.7 cubic inches, the new V-12 was marginally smaller than the eight it replaced but made the same 125 horsepower.

More importantly, it was lighter than the KB twelve, which enhanced handling, and was, if anything, even smoother. The new KA powerplant also marked a radical departure from Lincoln's traditional engineering, with four main bearings instead of seven and no costly fork-and-blade con-rod arrangement.

Instead, blocks were offset and rods placed side-by-side on the crankshaft journals. Also featured were replaceable insert bearings, an innovation at the time.

Lincoln established its own coachworks in 1933, making that year's "factory" bodies literally that. Styling was a cautious evolution of 1931-1932, with a few touches prompted by competitors and industry trends.

Among the most noticeable was the adoption of skirted fenders as a running change in February, though these were available for ear-

lier 1933s as a no-cost retrofit.

Also evident were larger freestanding headlamps (no more crossbar), a bolder grille with standard thermostatic shutters and slightly greater rearward rake, newly hidden horns, a stylish dip in the front bumpers, and return to hood side louvers. Wheelbases were unchanged.

Inside was a redesigned dashboard with a speedometer recalibrated to 110 mph, though that was wishful thinking.

All this applied to both 1933 series -- the KA and the KB -- as did a stronger new-design X-member chassis, a reworked transmission, new thermostatic shock absorbers that automatically adjusted for temperature, and brakes allowing the driver to select different pressure levels to suit road conditions.

Yet for all this, sales fell again. The market for cars of this character and price had all but disappeared by 1933. The patrician KB was especially hard hit, with only 533 built for the year.

A broad array of semi-custom models was still cataloged, but most again numbered in the mere handful. KA production totaled 1,114, down nearly 37 percent from 1932.

Lincoln responded to "hard times" more aggressively for 1934, regrouping around a single engine. In essence, this was the 381.7-cubic-inch V-12 bored out to 414.2 cubic inches, which combined with higher compression (6.38:1) to yield the same 150 horsepower as the larger 1932-1933 KB mill.

The tighter compression mandated costlier high-octane Ethyl gasoline, but at a time when premium fuel rarely cost more than 22 cents per gallon, the extra expense was probably no handicap to Lincoln sales.

The new KA 414-cubic-inch V-12 was four inches shorter and an inch narrower than the KB's 448; it also boasted aluminum cylinder heads. Even so, some Lincoln purists took a dim view of it, among them Wilfred Leland, son and longtime associate of Lincoln founder Henry Leland.

Over time, however, the 414 proved even smoother and more flexible than the bigger V-12, as well as more fuel-efficient. It nearly matched the 448 in low-rpm torque, though it fell somewhat short at the top end.

Detroit was moving to streamlined styling, and the 1934 Lincolns reflected the trend, becoming smoother and more integrated in appearance. Highlights included painted shells

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Still more about the Lincoln K

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*tan; and the parting of the Red Sea in both versions of *The Ten Commandments*.*

*DeMille first used three-strip Technicolor in *North West Mounted Police* (1940). Audiences liked its highly saturated color, so DeMille made no further black-and-white features.*

*DeMille was one of the first directors to become a celebrity in his own right. He cultivated the image of the omnipotent director, complete with megaphone, riding crop, and jodhpurs. From 1936 to 1944, DeMille hosted *Lux Radio Theater*, a weekly digest of current feature films.*

*In the 1940s DeMille continued to please the public. He averaged one film a year; most of them centered on historical figures or Bible stories. His first attempt at a drama set within a semi-documentary frame was *The Greatest Show on Earth*, a saga of circus performers released in 1952. His experiment gained him a nomination for best director and won an Oscar for best picture.*

***The Ten Commandments..** In 1954, DeMille began his last film, the production for which he is best remembered, *The Ten Commandments*. On November 7, 1954, while in Egypt filming the Exodus sequence for *The Ten Commandments*, DeMille (who*

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surrounding more strongly vee'd radiators, a return to hood side doors, skirted rear fenders, new cowl ventilator doors, and painted metal spare-tire covers.

Both series now wore blue radiator emblems, and there were new "Equal Action" mechanical brakes with twin shoes and molded linings.

Wheelbases remained the same, but the factory touring and Phaeton styles became available only on special order, due to dwindling demand, and the KB series now listed far fewer semi-custom bodies.

The Depression had all but wiped out the market for expensive handcrafted cars. Locke, Waterhouse, Holbrook, and Murphy had already closed their doors, and other coachbuilders were soon forced to do the same.

Only Brunn, Dietrich, Judkins, Willoughby, and LeBaron remained as "authorized" Lincoln coachbuilders, and for 1934, they produced only 159 semi-custom KBs combined.

Production of factory-bodied models totaled 445, plus a few bare chassis. The KA fared much better at about 1,545 units, which boosted Lincoln's total volume by some 31 percent to 2,149.

1935 Lincoln Model K. For 1935, Lincoln eliminated its less expensive models to concentrate on two substantially changed series marketed under a revived 1935 Lincoln Model K designation.

Lincoln was still losing money, and Edsel Ford and other company officials (no doubt with a nudge from the founder) evidently decided there was no profit to be had with big cars costing less than \$4,000.

It seemed a surprising move, but only until November 1935, when Lincoln unveiled an even bolder response to the changing market. This, of course, was the radically styled Lincoln Zephyr, with pioneering uni-body construction, V-12 power, and prices as low as \$1,275.

Zephyr was to Lincoln what the LaSalle was to Cadillac: a more saleable medium-priced product to keep the company afloat until happy days, again, really were at hand.

Though the economy had not fully recovered in 1935, Franklin D. Roosevelt's New Deal had made things better, and the Zephyr sold like no Lincoln before: more than 14,000 in its first season alone, and that

with just coupe and sedan body styles.

By contrast, the most affordable 1935 Model Ks cost \$4,200, a jump of \$900 from the comparable 1934 models -- which was a major jump. Lincoln again offered semi-customs, but fewer of them: by LeBaron (now part of Briggs) and Brunn on the 136-inch chassis; by Brunn, Judkins, and Willoughby on the 145. (Dietrich, now a part of Murray, was no longer building Lincoln bodies.)

The costliest of these was Willoughby's \$6,800 sports sedan; only five were built. With this price range, the Model K was just too expensive to sell very well in 1935, and production fell 30 percent to 1,411, including 580 short-wheelbase cars and 820 long models, plus chassis and miscellaneous specials.

And more's the pity, for the 1935s were the most improved Lincolns since the original Model Ks. Styling underwent a major transformation, becoming softer and more rounded, yet more imposing.

Wheel size was reduced once more, to 17 inches. The radiator cap was newly hidden beneath the hood, though the Gorham greyhound remained in its customary place.

Fenders were larger, bumpers smaller, headlamps more bullet-shaped. Safety glass was newly standard for all windows.

In addition, bodies were moved 11 inches forward on the chassis to position all passengers firmly between the axles for a more comfortable ride. The center of gravity was lowered as well. Softer front springs and new shock absorbers were adopted, as was a rear anti-sway torsion-bar stabilizer.

The 414-cubic-inch V-12, still at 150 horsepower, got needle-bearing tappet rollers for quieter operation and got an extra rubber mount for a total of five. Freewheeling became standard, and the transmission picked up better synchronizing for easier shifting.

Last but not least, the 1935s received a new dashboard with space for a newly optional radio.

1936 and 1937 Lincoln Model K. Styling on the 1936 and 1937 Lincoln Model K became even sleeker than before, with updates the first year and a complete redesign the next.

On the 1936 model, windshield tilt went from 20 degrees to a more rakish 27, "pontoon" fenders appeared, headlights sat lower astride a deeper radiator, pressed steel wheels replaced the traditional wires, and run-

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The Lincoln K continued...

(Continued from page 10)

was seventy-three) climbed a 107-foot ladder to the top of the massive *Per Rameses* set and suffered a serious heart attack. Ignoring his doctor's orders, DeMille was back directing the film within a week. Although DeMille completed the film, his health was diminished by several more heart attacks. This film would be his last.

DeMille married Constance Adams on August 16, 1902 and had one child, Cecilia. The couple also adopted an orphan child, Katherine Lester, in the early 1920s; her father had been killed in World War I and her mother had died of tuberculosis.

Katherine became an actress at Paramount Pictures, ultimately gaining his approval. In 1937, she married actor Anthony Quinn. In the 1920s the DeMilles adopted two sons, John and Richard, the latter of whom became a notable filmmaker, writer, and psychologist.

In 1954, he was seeking approval for a lavish remake of his 1923 silent film *The Ten Commandments*. He went before the Paramount board of directors, which was mostly Jewish-American. The members rejected his proposal, even though his last two films, *Samson and Delilah* and *The Greatest Show on Earth*, had been record-breaking hits. Adolph Zukor, the chairman

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ning boards were noticeably narrowed.

Offerings in 1936 numbered 19, including coach built models. Technical changes were few and minor but significant.

A much-slowed steering ratio required 4 1/3 turns lock-to-lock instead of three, free-wheeling was (blessedly) dropped, and there was a new transmission with a helical-cut gear for first as well as second and third.

Though still improving, the national economy in 1936 was by no means back to pre-Depression levels. Even so, automobile sales increased dramatically, especially among medium-priced marques such as Buick, Chrysler, and the Packard One-Twenty.



1937 Lincoln Model K magazine art.

At Lincoln, Model K volume rose about seven percent to 1,515 (some sources say 1,523), still a disappointment. It's worth noting, however, that Packard sold a thousand fewer of its senior cars during 1936 versus the previous year.

This situation must have been terribly discouraging to Lincoln management, and perhaps especially to Edsel Ford. But, determined to give it one more try, Lincoln introduced a completely restyled Model K for 1937. Rounded, even bulky in appearance, it carried streamlining a step further with fender-mounted headlamps and, on most offerings, built-in trunks.

Metal-covered dual side mounts were standard on only five models, mostly coach built styles, though still optional for others. The factory touring body was finally dropped altogether.

Mechanically, it was time to play catchup, at least to a point. Hydraulic valve lifters, pioneered by Pierce-Arrow in 1933, were finally adopted, and a revised camshaft helped improve performance, though advertised horse-

power remained at 150.

But mechanical brakes were still the order of the day for the big Lincolns and would remain so even after other Ford Motor Company cars got them for 1939.

1938, 1939, and 1940 Lincoln Model K.

Only the most modest of changes marked the 1938, 1939, and 1940 Lincoln Model K as sales continued their downward slide until the line was dropped. The 1939s, however, included two of the most famous Lincolns ever built.

One was a special touring car, based on the LeBaron convertible sedan, used by England's King George VI and Queen Elizabeth during their historic June 1939 tour of the U.S. and Canada.

The other special 1939 was a Brunn convertible sedan on a 160-inch commercial chassis built as a presidential transport. FDR himself dubbed it the "Sunshine Special," and of the several cars in the White House fleet, this was the one he ordered be flown for use at his wartime conferences in Casablanca, Tehran, and Yalta.

But not even the presidential seal of approval could save the classic Model K. Production figures for the line's three final years are in dispute.

Richard Burns Carson, writing in *The Olympian Cars*, says 986 were built during 1937, followed by 378 in 1938, and 221 in 1939. On the other hand, the *Encyclopedia of American Cars* by Consumer Guide shows 977, 416, and 133, respectively.

Other authorities quote still different numbers, but it's a fact that a few leftover 1939s were sold as 1940 models.

It's remarkable the magnificent Ks lasted as long as they did. Duesenberg and Marmon were long gone by the time-hallowed Pierce-Arrow closed its doors in 1938, and the Packard Twelve was history a year after that.

Cadillac had dropped its V-12s after 1937, and the Sixteen would follow after 1940 and a final 61 units. At least the big Lincolns didn't go to the grave alone.

An era had ended, and, as they say, we shall never see its like again. Classic-car authority Paul Woudenberg has said of the Model K Lincoln: "Perhaps no car in production at that time could match [it] for sheer quality without regard to cost." That's tribute enough to Edsel Ford's commitment to build the best.

From the internet....

Bob Roth, a Marked Man

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of the board, rebuked the members, saying: "We have just lived through a war where our people were systematically executed. Here we have a man who made a film praising the Jewish people, that tells of Samson, one of the legends of our Scripture. Now he wants to make the life of Moses. We should get down on our knees to Cecil and say 'Thank you!'" DeMille did not have an exact budget proposal for the project, and it promised to be the costliest in U.S. film history. Still, the members unanimously approved it.

In the early hours of January 21, 1959, DeMille died of heart failure.

DeMille's funeral was held on January 23 at St. Stephen's Episcopal Church. He was entombed at the Hollywood Memorial Cemetery (now known as Hollywood Forever).

DeMille received hundreds of awards, commendations, and honors in his lifetime.

For his contribution to the motion picture and radio industry, DeMille has two stars on the Hollywood Walk of Fame. The first, for radio contributions, is located at 6240 Vine Street. The second star is located at 1725 Vine Street.

The Golden Globe's annual Cecil B. DeMille Award recognizes lifetime achievement in the film industry.

From the internet...

Bob Roth is a "Marked Man". A fellow who is just crazy about those Marks. For a long time he and his late wife Nan were the original owner of an absolutely gorgeous 1978 Mark V, which won the Bell Trophy in 2012 at the Mid-America here in Minnesota. It was a low mileage Mark, with only about 11,000 miles, never outside at night, never in the rain and never out during the winter months.



Bob Roth's 1978 Mark V

Shortly after the Mid-America, a buyer came forward and the car changed hands. Bob went to his fallback position, a very nice, and well cared for Mark VI. Both the V and VI are good cars, but there are some differences. Bob would like to tell you about his two Marks.

Lincoln had extra editions for the V and VI Designer Series named after famous designers of the time. They were Bill Blass, Cartier, Givenchy and Pucci. Also, 1978 was the 75th anniversary of Ford, so they offered a Diamond Jubilee edition for those with deep pockets. In 1978 there were 52,466 Marks manufactured and the Designer Series counted for about half of those produced.

Bob's 1978 was a Pucci (one of 3,125 produced) and was silver with a black Landau roof. The interior was a light gray, soft leather with a maroon piping on the seats. 1978 was the last year for the 460 engine as well as being almost 20 feet long. It weighed in at 4870 pounds. It really was a big car with elegant lines and featuring a very plush interior. The ride was typically Lincoln, comfortable as a leather sofa on wheels and it loved to travel at 65 or more miles per hour. It was a car you could drive all day and not feel tired. These Marks are

the last of the full-sized models.

Bob's 1980 is a very fine example of what a Mark VI should be. There were only a total of 20,647 produced. This would indicate some rejection of a smaller car by the luxury car buyers. His VI is a Bill Blass Coupe and has an outstanding exterior color combination, a white vinyl top, white hood, trunk lid and a dark blue bottom. The VI does not have opera windows, but they do have a top that appeared to be a convertible. Under the white vinyl top, there is a fiberglass shell over the steel roof, with ribs that simulate the convertible bows.

Even though the length was reduced by 12 inches, the wheelbase decreased from 120 inches to 114 inches, the engine switched from the 460 to a 351 and the weight reduced from 4,870 to 4,120 pounds, it still had more front leg room and trunk space. And the best part, it still drives nice like a Lincoln should. Bob conducted an informal survey of Mark VI owners listed in the LCOC directory. The result was that there was only one Bill Blass Coupe. This truly makes it a very collectable car. Both the Vs and VI feature great luxury and a fine ride, Bob reports that they are just about equal. If you would like to own a nice Mark VI, give Bob a call.

For Sale - 1980 Mark VI



1980 Mark VI Signature Series, Bill Blass coupe. Power steering, windows, and seats. A/C needs charge. Blue leather interior in very good condition. White vinyl top replaced 5 years ago and looks like new. Stored in a heated area. \$5500 OBO. You can't find another car like this at this price. Bob Roth 763.475.1429

For Sale All Good Lincolns



FOR SALE: **1997 Lincoln Town Car** - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. \$9,450
Call Rolland Toenges, 952 938-6200 or email: rptoenges@aol.com



For Sale 1948 Lincoln Continental Coupe
\$12,500

New paint, chrome replated, rebuilt V12 engine, new brakes and tires, new exhaust. This is a full CCCA Classic and would be a great car for touring next summer.

Radiator and gas tank reconditioned, trunk carpeted, absolutely no rust. Car is equipped with overdrive. Call Ted Anderson 763.561.8143.
Also have V12 Radiator, front grills for 46-48 Lincoln, fairly priced.



For Sale.... 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at (651) 644-1716 or email: trbrace@comcast.net



For Sale: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, they just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.

You May Be Interested in these Items for Sale

Have something to buy or sell. Let us know and we will find some space for it.

For Sale - 1965 Lincoln Continental Convertible



This beautiful fully restored 100 point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218.389.6189 or 218.380.3239.



1994 Lincoln Town Car Executive loaded with options. The car has two air bags, keyless entry, air suspension, moon roof, four wheel disk brakes, cassette tape player and 1 1/8" white wall tires. Second owner since 1999. Car gone over by Lincoln dealer. Rare gold color with matching interior. Must see to appreciate. Asking \$9,500. Call Richard at 651.351.2855.



Northstar Region grille badges are now available. To obtain yours, contact Harvey Oberg at 651.739.9754

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without.
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by. Bob Johnson
651.257.1715, email: arborbob41@aol.com

Preview of Coming Events

- May **9th Annual Memorial Day weekend car show**, Bloomington Lincoln, Bloomington, MN,
Saturday, May 27, 10:00 a.m. to 2 p.m.
We are invited to attend the Midwest Regions Spring event in Springfield MO, May 20.
For details contact Dick Koop, at 608-239-2840, email carnut13@sbcglobal.net
- June **Back to the Fifties, June 16-18, 2016**, Minnesota State Fairgrounds, St Paul
All Ford Show, June 3rd, Dunwoody Plaza, Minneapolis, MN
- July **Maple Grove Days Car Show, Saturday, July 15, 2016**
14th Annual Out State Lincoln Car Show, Saturday, July 22, 2017 at Tyler, MN
during Aebleskiver Days. Three day event. Stay in Marshall. Details to follow.
Sunday, July 30th, the 10,000 Lake Concours d'Elegance,
Excelsior MN 10 a.m. to 4 p.m.
- August **Lincoln Motor Car Museum, Grand National Meet**, Fourth Annual Lincoln Homecoming, Hickory
Corners, MI, **August 7-13, 2017**, All Lincoln owners, 100 year Anniversary Lincoln Incorpora-
tion, LOC will be hosting. More details in future newsletters or visit www.lincolncarmuseum.org
- September **10th Annual Luther North Country Lincoln Car Show, Saturday, September 9th,**
2017, 10 a.m. to 2 p.m.
- October **Annual North Star Potluck and Auction** at Morries in Long Lake, MN,
Sunday, October, 15th, 2017.
- November **Year end Sunday Brunch at Dangerfield's** in Shakopee.
Sunday, November 12th, at 11:30 a.m.

Know some other event that may be of interest to members of the North Star Region. Let us know and perhaps we can work it into our event schedule for this year. Do you have a special burger place that we can cruise to some evening. Tell us about it. Maybe we can do it. Good friends and nice Lincolns make for some fun times.

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ON THE NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

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

North Star Activities



It is time for our All Lincoln Car Show
Saturday, May 27, 2017
10 a.m. to 2 p.m.

Note the New Location
Bloomington Lincoln, 1001 Clover Drive
Bloomington, MN, Just South of Hwy 494 and
Just East of Hwy 35 South.

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

All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. Invite anyone you know who owns a Lincoln to join us at this show.



Our 14th Annual "Out State" Car Show

We are taking our show on the road this July 21 through July 23. Our destination is Tyler, MN, home of the world famous Aebleskiver and the equally famous (the other) Bob Johnson. Departing from the Twin Cities Friday morning and travelling to Marshall, Mn where we will be spending two nights at the Sleep Inn and Suites. We have ten rooms reserved and the rate is \$100 per night. Phone 507.401.2014 for reservations. The car show will be on Saturday in Tyler, along with a parade later in the day. Come take in all the fun in Tyler, and get your fill of those wonderful Aebleskivers. Sunday, we may be able to tour a Mustang restoration shop and then make the trek home. For more information, call Bob Johnson at 651.257.1715.



Make your plans now to attend the **2017 LCOC Grand National, August 7-13**, the only national LCOC judged meet this year. Full details are available on the Lincoln Motor Car Museum (Lincolncarmuseum.org) and click on download the 2017 Registration packet. You may also contact our very own Bob Johnson at 651.257.1715 or email: arbor-bob41@aol.com for more information. Hotels are filling up

fast, the host hotel, The Four Points is already full, but rooms are still available at three other nearby hotels. Tours are starting to fill up so get on line and complete your registration today. This event is celebrating the 100 year anniversary of the founding of the Lincoln Corporation. It is anticipated that well over 150 cars will be on the field for judging and exhibition. Many of which will be appearing for the first time. Do not miss this this great opportunity to take part in one of the most significant Lincoln shows ever. Make your hotel reservations now and complete your registration materials today.