

NORTHSTAR NEWS

1973 Continental Custom Convertible



Formerly the Pride and Joy of North Star Emeritus Members
Milt and Mardy Petersen

The following article originally appeared in the fourth quarter, 1990 issue of *Continental Comments* and was written by Milt and Mardy Petersen, now emeritus members of the North Star Region. Milt and Mardy were faithful members who attended many of our monthly events, until advancing age and ill health made travel outside their home impossible. We salute the Petersens for their long time dedication to the club and we miss seeing their smiling faces and cheerful banter at our North Star functions. Their Custom Convertible was sold a number of years ago and is now living in Norway and displayed at car shows over there.

On June 14-17, 1990, our 1973 Lincoln Continental custom convertible had its premiere showing at the Mid-America National Meet in Indianapolis. It was a thrill to lap the speedway twice with the car, and then see it on the cover of the last issue of *Continental Comments*. We took a 2nd place in our class of Custom Open. The car was judged at 97.5 points in competition with a modified 1940 Lincoln Continental Cabriolet featured in the last issue of *Continental Comments*. This car is also from Minnesota. It is owned by Tim Purvis of Cottage Grove. Our car is not nearly as radically converted as the Purvis car and it is not an owner restoration. It is actually a 1973 Lincoln Continental Town Coupe with the top removed and replaced with a 1972 Ford LTD convertible top frame. It has a specially made grille and a Continental Mark IV trunk lid. Other than this, the car is strictly stock.

Our Town Coupe, Serial #3Y81A801098 was taken from the Wixom, Michigan assembly plant to Andy Hotton Associates in Belleville, Michigan for the conversion. Andrew L. "Andy" Hotton is the owner of the largest collection of Classic Lincolns any-

(Continued on page 2)

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

This Issue Contains

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

Board Of Directors - 2017

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020

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.

1973 Custom Convertible continued....

(Continued from page 1)

where. He is also the founder of Andy Hotton Enterprises, a Michigan based organization; which has built countless prototypes for the Ford Motor Company, starting with the original Thunderbird. He is widely known for his excellent work doing many conversions on cars, limousines, hearses and flower cars. He did conversions for President Jimmy Carter, many movie stars and other famous people. There were approximately 14 1973 convertibles done like mine. I would be curious to know where the rest of them are now.

When my car was finished, it was delivered to Bill Bagley, the Lincoln-Mercury dealer in Bethesda, Maryland. It was then sold to one David Hosoy of Bethesda on November 29, 1972. We have the original bill of sale. The second owner was one Verdel Perslery of Fredericksburg, Virginia. We purchased the car from Manhattan Vintage Cars, Gaithersburg, Maryland on June 14, 1989, one year to the day before the car arrived at the Mid-America National Meet. The car was purchased via telephone, sight unseen, with only some pictures sent to us. The mileage at the time was 60,577, and that was documented original miles. We drove the car around for about a month before we ventured into an almost complete body restoration.

We removed all chrome to be polished, rechromed or replaced with new parts to give the car a complete show look. We stripped all exterior paint; which was originally a copper color. After much contemplation, we decided to change the color to black. We removed all the seats, door panels and the trunk liner; which were all in excellent condition. To our amazement, not one ounce of rust was found in the car. Our idea of doing this extensive work to such a low mileage car was to make it a high point show car. We had the inner workings of the top all rebushed and repaired. We went through all of the electrical components, fixing everything.



Milt and Mardi Petersen (1990 photo)

(Continued on page 12)

Trivia from the Internet



Otto C Winzen
1917 - 1979

Otto Christian Winzen was a German-American aeronautical engineer; which in late 40's started the modern era of scientific ballooning introducing new materials and construction methods that provoked great advance in that field. Also, he co-founded one of the longest lasting companies devoted to provide balloon manufacturing and services.

He was born on October 24, 1917 in Germany, living great part of his childhood in Cologne, but at the age of 20 he emigrated to the United States. There, he studied at the University of Detroit Mercy, obtaining a

(Continued on page 4)

Editors Message

August 2017

Gentle Readers. This past July has been filled with a multitude of tasks, most of which I would rather not have had to deal with. But, I have been blessed with many fine friends that have offered me, encouragement and their valuable counsel during this most difficult period of my life. Life must continue and working through things every day does provide a certain measure of satisfaction in realizing that problems are surmountable and achieving some small goals does manage to lighten my sadness. I do thank all for the nice cards and notes that have been sent. They were very much appreciated, you can't imagine what they meant to me. We have some of the best members in the Lincoln club, and I truly rejoice in the fact that so many of them were our good friends.

This issue has a lot of information that was derived from the archives of Continental Comments, the flagship publication of the LCOC. We are fortunate to have a very gifted editor, Tim Howley, in charge of the publication. Tim can turn out an interesting article about almost any make or year of automobile, and he can really do some nice work about our beloved Lincolns. Members of the club have been

working closely with Tim to bring improvements to the magazine. They show up each and every month. Continental Comments is a good magazine, as good a read as any, and thanks to John Walcek, we have some of the best pictures of any automobile related publication out there. When you put good copy together with great pictures, you have a breathtaking product. The Lincoln Grand National at Hickory Corners will produce some interesting stories along with some fine pictures which will grace future issues of Comments for some time.

Just a couple more things. We are always in need of more members. It is not necessary to even own a Lincoln to belong to our club, just an interest in the hobby and a desire to associate with some of the best people on the face of the earth. Sign them up; we will try to provide them with a good experience. I am now in the begging mode. Please send in an article about a Lincoln, any year, new or old. Every Lincoln has an interesting story, and enquiring minds want to know about it. I need your help to fill up these pages every month. Let's hear from you soon.

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



Three timeless classics are pictured. My niece, Suzanne Spry, from Illinois, Sweet Olga and this very fine Rolls Royce Silver Cloud. Both Suzanne and Olga thought that they would look very elegant riding in the back seat of this nice Roller....

Memorial Services for Marion Edna Gustafson

A celebration of a life well lived will be held Thursday, August 17, 2017, at Grace Lutheran Church, 7800 West County Road 42, Apple Valley, Minnesota. Visitation with family and friends beginning at 10 am, with Memorial Services at 11 am. Rev. Bob Dennis will officiate. Lunch at Grace Lutheran will follow the service. All LCOC and North Star members are invited to attend, along with friends and relatives of David Gustafson, and the Burski and Spry families.

Directors Message by Bob Johnson August 2017

(Continued from page 3)

degree on Aeronautical Engineering. As occurred to many Japanese and German immigrants he would spend great part of the World War II in an internment camp. During his years at the University, he would meet two key figures in his life: the aeronaut Jean Piccard and through him Vera Habrecht, daughter of a Society photographer from Detroit.

After the war, Winzen began working as chief engineer at the Minnesota Tool and Manufacturing Corporation, a small engineering company from Minneapolis. Around this time, he was already happily married with Vera. In late 1945 while he was seeking advice from University of Minnesota to develop instruments for Navy dive-bombers, Winzen was contacted by Piccard who convinced him to join his project of a stratospheric manned mission. The Navy was pushing great interest in the project; which would become known as Helios. One of the companies involved in the project was General Mills Inc. (GMI), also from Minneapolis. Soon

(Continued on page 5)



Where has the summer gone? It just seems as though we have just put the snow shovel down and soon it will be time to pick it up once again.

We are now getting ready for the big Lincoln Grand National event this coming August; which will be here in just a few short days. Mary will be really glad for me to get this meet done as I'm the registration person. The work is worth the time when you can see so many persons enjoying the fellowship that our Lincolns bring us. After this meet, the North Star Region

will be in fever mode to finish all the planning necessary to bring the 2018 Mid-America here to the Twin Cities.

Registration is now closed for the 2017 LCOC Grand National Meet at the Lincoln Motor Car Museum during August 7 to 14, 2017. We have over 208 Meet Registrations (354 persons) and 146 Lincolns. The North Star Region has 19 members, including; Bob and Mary Johnson, Brad and Joanie Videen, David Gustafson, Tom Brace, Bob Gavrilescu, Ray and Jeanine Nelson, Bill Allen and Donna Nelson, Sharon and Karl Flick, Bill and Kathryn Holaday, Matt and Katie Foley, Linda and Richard Herman, John and Dorothy Palmer, Jon and Debbie Wessel, Dick Koop, Al and Kathy Longley, Paul and Deb Andahl, Steve Young, Randy Fehr and Dan Staehle that have registered and will be attending. This may very well be one of the finest and best attended National Lincoln shows for years to come.

Please come to our 10th Annual Luther North Country Lincoln Car Show, Saturday, September 9th, 2017, 10 to 2 pm at 10401 Woodcrest Drive, Coon Rapids. We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be door prizes and lunch will be served by North Country.

Have you bought your Continental Raffle ticket yet? The drawing for the lucky winning ticket will be in Kalamazoo, Michigan August 12, 2017, at the Saturday night banquet. Please buy one or more tickets as the proceeds go to support our beautiful Lincoln Motor Car Museum and you might be the winner of a 2017 Continental Sedan.

It is time to think about our October election for managers to the North Star Board of Directors for 2018. Each year in the fall, our Region is required to elect by blanket ballot, one-third of our Board of Directors for 2018, we have three openings. The term of a Region Manager is three years. These positions will be filled by nominations in September and election using mail ballot in October. The new Board of Directors will elect Region Officers for the term of one year in November for 2017. All active members of the region are eligible to nominate and vote in the election. We currently have nine Directors. The bylaws call for at least five directors and no more than nine. This year you must contract by letter or email if you are interested in being on the election ballot for our Board of Managers, Please contact Roger Wothe via email rwothe@mchsi.com or send a letter to; Roger Wothe, 133 Grove Lane, Wayzata, MN 55391 by Tuesday, Sept. 5, 2017, if you are interested.

We still need articles about your Lincolns; please help Dave. As always, keeps the journey continuing in our marvelous Lincolns.

Bob and Mary Johnson...

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

July 6, 2017

Regional Director Bob Johnson called the meeting to order at 7:00 pm at Bloomington Lincoln. Board Members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Jay White Matt Foley, Bill Holaday and Roger Wothe. Other members present were Mary Johnson, Carol White Dave Sandels and Dick Koop (all the way from Missouri). The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director, Bob Johnson, reviewed the upcoming 15th Annual Outstate Car Show in Tyler MN hosted by the other Bob Johnson. It will be a two or three day event (depending upon when one leaves home) Friday through Sunday, July 21-23. All of the particulars will be listed in the newsletter. The 2017 Grand National Meet will be held at the Lincoln Museum in Hickory Corners, MI on August 7-14, 2017. The 2018 Mid-America Meet will be hosted by the North Star Chapter of the Lincoln and Continental Owner's Club on July 11-15, 2018 at the Marriot Minneapolis West (actually in St. Louis Park) at 9960 Wayzata Boulevard (I-394).

Treasurer Matt Foley reported the treasury balance to be \$3,259.81 with all bills paid.

Membership and Publications Director Dave Gustafson reported that chapter currently has one hundred forty-five paid members. He has no new "My Pride and Joy" articles and desperately needs some for his award winning newsletter.

Activities Director, Jay White, reported on the Maple Grove Days car show to be on Saturday, July 15th from 10:00 am to 3:00 pm with those chapter members attending to meet at Perkin's Restaurant, Hemlock and I-694 at 8:00 am for breakfast and then caravan the few blocks to the car show. The weather promises to be sunny and warm.

There being no further business, the meeting was adjourned at 8:02 pm. The next Board meeting will be at Bloomington Lincoln, Thursday, August 3rd at 7:00 pm. Everyone is welcome to attend.

Respectfully submitted by Secretary Roger Wothe.

(Continued from page 4)

after beginning to work on the project, Winzen was hired by GMI to work on their balloon development efforts and to establish what would become their Aeronautical Laboratories. The first balloon designed by Winzen was launched on September 25, 1947. During his stay at GMI, he introduced several innovations ranging from a new system to heat sealing the balloon gores to load tapes that supported the weight of the payload, obtaining his first patent.



In 1948, Winzen left General Mills to establish his own balloon manufacturing company, Winzen Research, Inc. (WRI). This was possible thanks to the money borrowed from his wife's parents.

At WRI, Winzen pioneered the use of polyethylene resin for plastic balloons; which he already used in General Mills. Produced from ethyl-

(Continued on page 6)

The Senator Behind The Window Sticker

By Robert Peele, NY Times, January 2, 2009.



Senator Mike Monroney in a 1963 ceremony with President John F. Kennedy.

(Continued from page 5)

ene, a petroleum derivative, the polyethylene was light, relatively cheap, and unaffected by ultraviolet radiation. Winzen convinced his manufacturing sources to find ways to make the plastics thinner and thinner until his balloons were thinner than human hair. By the decade of 1950, Winzen had sold plastic balloons to the Navy, the Air Force and several Universities for projects like *Moby Dick*, *StratoLab*, *Skyhook*, a secret reconnaissance mission to overfly Russia called *Project Genetrix*, as well as other scientific projects.

Specially focused on manned projects, he developed the SKY Car manned gondola system as part of the training needed for the pilots. With that system, he made his first piloted flight along with Major David G. Simons from Bloomington, Illinois on December 19, 1956 and his first solo flight on April 30, 1957 from Fleming Field, the main launch base from

(Continued on page 7)

It has been 58 years since the introduction of the window sticker, the now-ubiquitous price sheet that has helped to make new-car purchases a bit less confounding since the late 1950s.

Before then, car buyers often had no idea what was included in the cost of a vehicle. Between the factory and the dealer's lot, hundreds or even thousands of dollars of extras — including exorbitant shipping charges and a multitude of options, some more valid than others — could be added to the price.

The Automobile Information Disclosure Act of 1958 changed all that by requiring new cars to be labeled with the suggested retail price; details about, and prices for, standard and optional equipment; and other consumer information. The labels became known in the auto industry as Monroney stickers, named for the Oklahoma senator who pushed for passage of the legislation.

The motivation of Senator Almer Stillwell Monroney, a Democrat known as Mike, has become the stuff of urban legend. According to one story that has made the rounds in Detroit over the years, the senator's daughter (or niece) had been cheated by a car dealer, prompting the lawmaker to use the might of the Senate

to ensure that others would not be similarly misled.

In fact, Monroney did not have a daughter. He had one child — a son, Michael — and four grandchildren. In a telephone interview, Michael Monroney said he had never heard such a story about his father's call to action.

Nor had Susanna Monroney Quinn, one of the senator's granddaughters, though she did mention in a telephone interview that some car dealers still ask her about her name.

"Every time I've ever bought a car I'm asked, 'Are you related to the sticker?'" said Ms. Quinn, who is married to Jack Quinn, former White House counsel to President Bill Clinton. "And I say, 'No, I'm not related to the sticker. I'm related to the person.'"

The real story behind the price sticker is not quite so dramatic.

In 1955, the Senate's Interstate and Foreign Commerce Committee formed the automobile marketing practices subcommittee in response to dealer complaints of abusive treatment by automakers, particularly in the awarding of franchises. Senator Monroney was named the subcommittee's chairman.

Congress passed the Automobile Dealers' Day in Court Act in 1956, providing some recourse for dealers with complaints against manufacturers, but the scope of the committee hearings grew to encompass deceptive dealer practices.

After the hearings ended in 1958, Senator Monroney drafted the price-sticker bill with the help of David Busby, who served as special counsel to the committee.

"The dealer who is honest about the so-called 'list price' cannot compete with the one who 'packs' several hundred dollars extra into it so he can pretend to give you more on your trade-in," Monroney said when the bill was introduced in March 1958.

Both houses passed the bill; which

(Continued on page 12)

(Continued from page 6)

Winzen of that epoch. He obtained his pilot balloon license (#1386827) in August that year.

1958, would prove to be a hard year for Winzen. While he was planning the third flight of the program MANHIGH he divorced from his wife. The couple had no natural children with the exception of a daughter from the first marriage of Vera; who took the surname Winzen. In August, while were in a low-level balloon training flight with Captain Grover Schock, over Ashland, Wisconsin, in an attempt to land before winds swept the balloon out over Lake Superior, the envelope was manually cut loose prematurely and the gondola fell about 100 feet to the ground. Both men were gravely injured. Winzen sustained fractures of the collarbone, two ribs, two vertebrae, right wrist, and lower arm, but against its own expectations at the moment of the accident, he survived.

In early 60's, Otto married Marion Grzyll, his second wife. The company was very

(Continued on page 8)

The 1973 Lincoln Continental

Reprinted from the fourth quarter 1990 issue of Continental Comments.



1973 Lincoln Continental , one big very beautiful luxury automobile.

The 1973 Lincoln Continental was the third year of a design theme established in 1970 when the marque returned to separate body/frame construction. Changes from 1972 to 1973 were quite minor. Even the crisscross grilles are nearly identical. However, the Continental name in raised chrome letters, absent since 1970, was returned to the area above the grille, and the front bumpers were redesigned for five mph. Impact resistance. The rear bumpers were re-designed for 2.5 mph. Impact resistance. In the Lincoln Continental, the impact bumpers are much more subtly done than on the Mark IV, the most noticeable difference on the Lincoln between 1972 and 1973 being the addition of bumper guards. On the Mark IV, the neatly sculptured out bumper area surrounding the grille was eliminated for 1973.

A catalog description of the 1973 coupe applies to the custom convertible as well. It states: "The 1973 Lincoln Continental coupe. Also designed to be quieter (with more insulation) and more comfortable than last year. It has, in common with the sedan, one of the widest stances of any car in the world, and front suspension consisting of independent ball joints with spring loaded upper

joints, helical coil springs, and double-acting shock absorbers. The rear suspension is a three-link design with deep coil springs, shock absorbers, and a transverse track bar. Tires are steel-belted radial ply for comfort, durability, and excellent road-handling characteristics. These features give Lincoln Continental its extraordinarily comfortable ride and impressive handling characteristics. "As is the sedan, the coupe is a spacious car. Its carpeted luggage compartment is very accommodating, 18.1 cubic feet. Luxuries such as two-way power seats and power windows are standard. Extra-cost options include six-way power seats, vinyl roof, luxury wheel covers, and leather seating surfaces. The Sure Track Brake System is a very important option for you to consider. Graceful good looks and outstanding performance mark the Lincoln Continental coupe for 1973. A very distinctive car!"

Power is supplied by Lincoln's by-this-time famous and time proven 460 cid ohv V-8; which developed 219 hp. @ 4,400 rpm for 1973, up seven horsepower from 1972. Interestingly enough, the compression ratio was down from 8.5:1 to 8:1. In 1970 and 1971, this same engine had been rated at 365 hp. @ 4,600 rpm and had a compression ratio of 10:1. Federal mandates for cleaner burning engines were responsible for the lower horsepower. The 1973 Lincoln Continental brochure noted that "Devices installed on the 1973 Lincoln Continental and Mark IV vehicles are designed to reduce hydrocarbon emissions by 85 percent, carbon monoxide emissions by 69 percent and nitrogen oxides by 48 percent from pre-control levels on the average based on Federal test procedure."

In his speech before LCOC at the Dearborn Meet in 1989, Tom Tilker, associate director of worldwide product strategy and technical development, called the Seventies the era of reaction. His inference was that it was an era of cut and

(Continued on page 8)

(Continued from page 7)

prosperous during that decade, with many balloon contracts; which permitted Winzen for example to build a large collection of classic and sports cars; which were kept in a hangar at Fleming Field. He was fond of Lincolns and at one time had a number of early 1950 models, including a 1951 Cosmopolitan. Among the innovations in the management of the company Winzen had created an employee profit sharing fund to which he would make annual deposits reflecting the annual profits of the company. Later when the increasing competition in the field of ballooning made these payments began to decline, Winzen created an employee stock option plan; which was one of the firsts such plans to be implemented in the United States.

At the end of the decade, Winzen moved the manufacturing plant to Sulphur Springs, Texas. Those times are also signaled by several sources as the start of the debacle for him: first with the deterioration of his relationship with Marion,

(Continued on page 9)

More '73 Continental

(Continued from page 7)

paste in reaction to tough new laws on bumpers and emissions. Thus designers and engineers had all they could do to keep up, hence little came out of Detroit in the way of good design and engineering. The 1970-74 Lincoln Continental and Mark IV stand out in proud defiance to the constraints of the era. They are beautifully designed and engineered cars and are earning increasing respect from collectors today.

The real marvel of the 1973 is its engine. The emissions controls system now includes a closed crankcase ventilating system, a fuel vapor emissions control system and exhaust controls. The hydrocarbons and carbon monoxide are controlled by changed fuel-air ratios and ignition timing. The nitrous oxide problem is met with an exhaust gas recirculation system; which diluted the incoming fuel-air charge. As might be expected, the result was less power than in 1971 and earlier years. Still, a 1973 Lincoln Continental could dash from 0 to 60 in 0.3 seconds less than a 1971 model.



Milt Petersen showing off his Custom '73.

The base price of a 1973 Lincoln Continental coupe was \$7,230. The original cost of Milt's car, including the conversion, was \$17,908. 1973 coupe production was 13,348. Among the 1973 Lincoln Continental options were automatic headlamp dimmer, interval windshield wipers, remote control right hand mirror, lock convenience group, AM/FM multiplex radio, AM/FM multiplex radio with stereo tape player, automatic speed control, tilt steering wheel, luxury wheel covers, traction-lock axle and Sure Track brake system. Milt's car was fully loaded.

Maple Grove Show

For the third year in a row, the Lincoln club members have met at the Maple Grove Days Car show in Maple Grove. It is one of the finer car events of the summer and this year was no exception.

We met for breakfast at a nearby Perkins and enjoyed a hearty meal before the show. At breakfast were Bob Roth, Mark Fiterman, Bill Juring, Roger Wothe, Jeff Eisenberg and Carol and Jay White. The day was sunny and with no rain in the forecast, the promise of a great time was realized.



This 1939 Custom Lincoln is owned by Mike Fiterman is a real people magnet.

The Maple Grove show typically draws hundreds of cars from all over the Twin Cities area, and a good concentration from the Northwest suburbs. There are always many that most of us have not seen before, good examples from all decades of automobile production, from the early years to the 70s and 80s. Whatever your interest, you will find something to peak it at the Maple Grove show.



Who would own a beautiful white Mark II, If you guessed Jay White, you would be right.

(Continued on page 9)

(Continued from page 8)

and second as a result of the cession of control of the company to the employees, their engineering staff no longer looked to him for advice, while at the same time her visits to the plant were sharply reduced. Slowly, depression started to set in until on November 23, 1979 at the age of 58, he committed suicide. Purportedly, he went to one of his classic cars, a Rolls Royce, got inside, started up the engine and let the carbon monoxide get the best of him. Coincidence or not, the day of his death is the same of the birth of his first wife, Vera, whom always signaled that fact as a "macabre thing". Winzen was cremated and his ashes were placed in a niche at Resurrection Cemetery in Minnesota next to his second wife. During his life, he participated as central speaker in many Symposia and Congress related to scientific ballooning and space activities, as well in 1957 he was delegate before the Fédération Aéronautique Internationale. He was also honorary member of the Lighter Than Air Soci-

(Continued on page 10)

More Maple Grove

(Continued from page 8)



Carol White taking in all the sights at the Maple Grove car show.

interest in others attending the show. Perhaps even a little gentle arm twisting might result in signing up a few new members. The old adage, it pays to advertise, and this is what the Lincoln club did at this show. Lincolns were on display, and people were informed about what a fun club we are.



Bob Roth, Jeff Eisenberg, Matt Foley, Jay White and Roger Wothe after a good lunch.

All the shops were open, and there were booths set up with crafts and tons of (guess what) FOOD!! Carol White even brought some stuff home!! Those of us who stayed till the end enjoyed lunch at a close by air-conditioned restaurant. The lunch was great, and it was a pleasurable experience enjoying good food and friends. Here pictured is Bob Roth, Matt Foley, Roger Wothe, Jeff Eisenberg and Jay White. We decided that we would be there next year and maybe could persuade some more club members to attend. oh yes, and the beer was real good!!! It was believed that Jay had someone drive him home to Apple Valley after lunch.

Tour to Tyler

Our other Bob Johnson from Tyler, MN invited us to attend the festivities of Aebleskiver Days and hold our Out State Car in Tyler on Saturday, July 22.

As it turned out we had just three members venture to Tyler, MN, Ray and Jeanine Nelson, Bob Roth and Bob and Mary Johnson after several last minute cancellations. We departed from Chanhassen at 11:15 AM Friday morning for the Sleep Inn and Suites, in Marshall, Minnesota; which was a new hotel with great accommodations. On Friday night, we enjoyed the Hitching Post restaurants fabulous BBQ ribs.



Nothing like a tent and some water bottles on a hot summer day to provide a little needed relief.

On Saturday morning Bob Johnson, Tyler, met us outside of Tyler and escorted us to the Car Show being held at the County Fair Grounds. After arriving, we set up our tent and prepared for a very interesting day. It was a warm day in Tyler, with a little humidity thrown into the mix. The tent along with a fairly steady breeze, made for a fairly tolerable day for being outside. The one nice thing about being out on the western Minnesota plain, is that you usually have a fairly steady supply of wind. A little shade from the tent was a true blessing.

Someone suggested that we needed

(Continued on page 10)

More Tour to Tyler...

(Continued from page 9)

ety (LTAS) and was considered by many one of the most authoritative voices in the field.

In 1993, the board of Directors of the American Institute of Aeronautics and Astronautics, introduced the Otto C. Winzen Lifetime Achievement Award. This prize, created to honor the memory of Winzen, is presented for outstanding contributions and achievements in the advancement of free flight balloon systems or related technologies. This award is conceded biennially (in odd-numbered years) at the Aircraft Technology Integration and Operations Forum or Balloon Systems Conference.

Otto's first wife, Vera Simons (1920-2012) also played an important role in balloon development and exploration. Born in Germany, she grew up in Detroit, Michigan and married Otto Winzen. Together they created Winzen Research Inc., one of world's first plastic balloon companies. Simons held over two-thirds ownership of the company and became its vice president. She su-

(Continued on page 11)

(Continued from page 9)

to sample in the local treat that this festival is centered around. Like lemmings fleeing to the sea, there was a mad dash to the 4H building to partake in an Aebleskiver feast that features a Danish type dumpling like pancake baked and sausage. You should have seen the line of people to be served. We half expected to see a Aebleskiver eating contest. We are sure that someone from the Lincoln club would have placed well in such an event.



The two Bob Johnsons admiring this cattle truck, complete with "Cattle" The blue shirted Bob thinks that it would look good parked in his front yard in Shafer. Mary, thinks otherwise.

We had only one other Lincoln attend from outside of our group of Lincolns, Don Russell; who brought a 1964 Black Continental Convertible, who parked his car and was never seen again that day. It was still there when we left the fairgrounds at 4:30 PM.

The First Place Award for Best of Best of Show was presented to Bob Johnson, of Tyler, with his 1964 Red beauty, a Continental sedan. The Second Place Award also went to Bob Johnson of Tyler with his fine looking 1976 Mark IV, Givenchy. The Third Place Award

went to Ray and Jeanine Nelson with their Awesome 1957 Mark II. Our Long Distance Award was presented to Bob Roth; who traveled in style and comfort in his 2015 MKC.



Bob Johnson, first place award with his very red 1964 Continental sedan.



This fellow just can't stop winning. Bob Johnson of Tyler, picked up the second place award for his 1976 Mark IV. This beautiful Mark is quite possibly the finest 1976 Mark in Tyler and Lincoln County.

After the Car Show, we ventured by the Mustang Restoration Shop and viewed some of the 300 plus Mustangs and Thunderbirds waiting for restoration

(Continued on page 11)

(Continued from page 10)

pervised and trained her "balloon girls" to handle polyethylene and build the giant balloons, and obtained four patents for her work improving construction techniques and envelope redesign. During the 1950s and 1960s, Winzen created balloons for the United States Navy Projects Helios, Skyhook and Strato-Lab and for the United States Air Force Project Manhigh, and Simons was a central figure in planning and executing those manned research flights. Simons earned her gas balloon license in 1957 and she represented the United States at the 30th Annual International Gas Balloon Races in Holland where she received a gold medal for her contributions to balloon research. When Simons divorced Otto Winzen, she sold her interest in Winzen Research and enrolled in art school. By the early 1970s she had made a name for herself in international art circles by combining art and ballooning. In 1972, Simons began planning a series of balloon flights called "Da Vinci" that com-

(Continued on page 12)

Jim and Ruth Boylan



Jim and Ruth Boylan with "Mary Tod" their 1941 Lincoln on the date of their 45th wedding anniversary, two years ago.

We are saddened to report the passing of Jim and Ruth Boylan, of Excelsior, MN. Jim passed this past April 29 and Ruth passed in May of 2016. They came to some of our North Star events over the years and were a delightful couple to be with, engaging others with very interesting conversations, covering a wide area of subjects.

Jim and Ruth Boylan met in the winter of 1970. They were married in April of that same year and were married 46 years. They raised their two daughters in their Lake Minnewashta home and are survived by daughters, Kristina and Carin, and their three beautiful grandchildren. They were collectors of beautiful and not so beautiful, classic cars throughout their many years together. In their golden years, they owned a beautiful 1941 Lincoln Continental, affectionately dubbed "Mary Tod". Jim and Ruth enjoyed taking Mary Tod to car shows, chauffeuring friends to dinner or just on a drive around the lakes. Ruth passed in May of 2016 and Jim passed this last April. They leave behind a legacy of family loyalty, love and enduring friendships.

We pass on our condolences to the Boylan family. Ruth and Jim will be missed by our members.

More Tyler Tour

(Continued from page 10)

or parts removal. They have a very good business as several of their beautiful Mustang and Thunderbird restorations were at this car show.



Ray Nelson with his nice looking Mark II and his third place award.

Bob Johnson took us the Tyler County Club for Refreshments before we went and viewed his motorcycle collection.

The best was yet to come. Our Lincolns took part in the 7 PM Saturday Night parade thru Tyler. Small towns in our country are doing fantastic, The youth and enthusiasm were enormous, you have never seen, so many 2 to 10-year-old kids in one place as on the streets of Tyler watching and enjoying the parade. Of course, the kids had their candy bags to fill. The parade must have had at least a mile of entrants. The most striking was the High school class floats that consisted of the class members sitting on picnic tables on a flatbed trailer. Over eight Classes were represented on this type of float. Small town America still has the spirit of fellowship and comradery that makes this country so great. If you have time go to a celebration of any town and see the spirit that our rural America still has.

We want to thank Bob Johnson of Tyler for inviting us to this special weekend. We wish more members had taken the time to enjoy what our country is really about.

(Continued from page 11)

bined science with original kinetic art. She spent two years designing and supervising the construction of a two-decker fiberglass gondola and an 11-story tall polyethylene balloon in which she eventually set a new overland distance record in the U.S. in 1979. During the same flight, Simons dropped tiny tetrahedron balloons carrying Douglas Fir seedlings into cleared areas, took time-lapse photographs, made sound recordings, and used mirrors to create special lighting effects in the clouds for the spectators on the ground. During other "DaVinci" flights, Simons collected temperature and airflow data, and tracked the mix and movement of urban air pollutants, while also photographing landscape and cloud images that she later used in producing works of art. In 1984, Simons launched another flight, "Project Aerolus," in which three plastic balloons were launched simultaneously into the nighttime sky; one of the balloons was piloted by Joe Kittinger.

From the internet...

More Monroney...

(Continued from page 6)

was endorsed by the National Automobile Dealers Association and the Detroit automakers, and it was signed into law in July of that year.

In addition to pricing information, the stickers were required to include a vehicle's make, model and serial number; its final assembly point and dealer destination; and the method and cost of transportation to the dealership. More recently, fuel economy and crash-test ratings were added.

Mr. Busby confirmed that Senator Monroney; who died in 1980, had not been driven by personal vendettas. He said that Monroney's background as a reporter — he had worked for The Oklahoma News in the 1920s — played a role in the drafting of the law. "He believed in getting information out," Mr. Busby said.

And while his name remains a mystery to many car buyers, Senator Monroney has another legacy. He was instrumental in the creation of the Federal Aviation Administration, an achievement honored with the naming of the F.A.A.'s Mike Monroney Aeronautical Center in Oklahoma City. His airline work helped to earn him the nickname of Mr. Aviation.

But according to his son, Monroney did not care much about such accolades. "Although the competition was never intense, he could well have been a candidate for having the smallest ego in Congress throughout his career," Michael wrote in the foreword to "Mike Monroney: Oklahoma Liberal" (Oklahoma Heritage Association, 1997). Still, Senator Monroney's name will hold a significant place in automotive history, especially among the dealers; who were targets of his price-sticker law. But there are no hard feelings, according to Michael.

"I usually get quite well treated at car dealers," he said.

More 73 Custom....

(Continued from page 2)

It was not necessary to replace any of the upholstery, but we did replace the convertible top. The car was completed January 15, 1990, then brought home to be covered and stored for the winter while we snowbirds left for sunny Florida. The trip to Indianapolis in June was the only major trip we have taken in the car. Even when we bought it, the car was shipped by North American Van Lines from Maryland to Minnesota. Shortly after the Indianapolis Meet, the car went back to Andy Hotton Associates after 28 years. He is replacing the original grille; which was left with acid in the lower channel eating through the metal. We are also having new rubber moldings installed and some adjustments made on the top. We commend the Hoosier Region for the organization and excellent job they did of hosting the 1990 Mid-America National Meet. We had the pleasure of meeting many new and old friends. I might mention that the North Star Region is proudly looking forward to hosting the 1992 Mid-America Meet in Minneapolis, Minnesota.

A few facts on the '73s

The 1973 Lincoln was introduced on September 22, 1972. Total production for the model year was 58,636, of which there were 13,348 Coupes and 45,288 sedans. 1973 saw a sales increase of 12,667 cars over 1972, an increase of 28 percent and the best sales year ever for the Lincoln.

Lincoln announced that its 1973 models were even quieter than the 1972 models.

New for 1973:

- Optional AM/FM stereo radio with integral stereo tape player.
- Energy-absorbing front bumper system.
- Town Coupé introduced as new production model.
- "CONTINENTAL" block lettering above grille.
- Lincoln script above left headlight cover.

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

Support your local Lincoln dealer, especially those who support your North Star club. Stop by and visit with our friends at Luther North Country Lincoln in Coon Rapids or if you live south, Lincoln of Bloomington. They will work hard to give you the best price on a new Lincoln of your choice or one of their fine certified use cars. All the popular models are in stock, from the MKC to the all new Continental, they have them. Can't find the right color, they will happily order one for you. Lincoln is a great car, and these two dealerships will do their best to find the right one just for you. Check out the new Lincolns today. You will not be disappointed.
North Country Lincoln, 10401 Woodcrest Drive, Coon Rapids...
Lincoln of Bloomington, 1001 Clover Drive, Bloomington...



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, it 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

Wanted.... Car club badges and patches. New and Used.

Call Harvey Oberg, 651.739.9754

Wanted... NOS exhaust resonator for a 1974 Lincoln Town Car. Part Number D4VA5E272AA

Call Vaughn Ebbighausen at 218.736.4049 or email vemsp294@gmail.com

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 Bob Johnson at 651.257.1715.

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without pockets.
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

- 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 Incorporation, 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.

29th Annual Wild Rice Days Auto Show, Saturday, September 2, 2017, Sponsored by Grand Timber bank, Highway 210 and 65 in beautiful downtown McGregor, Minnesota. Registration 8 to 10 am, Voting ends at Noon. Entry fee is \$10, dash plaques for the first 125 entries.



Drive Your Lincoln to Downtown Victoria for the Classic Car Night.

See you there... August 9, August 23, September 6 and September 20. 5 pm to 8 pm.

Enjoy great food, drinks, shopping and live music in family friendly downtown Victoria.

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

www.northstarlcoc.org Click on publications.

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

North Star Activities



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 for the 2017 Registration packet. You may also contact our very own Bob Johnson at 651.257.1715 or email: arborbob41@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 online 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 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.

FALL LINCOLN SHOW, SATURDAY, September 9, 2017

North Country Ford Lincoln

Join us at North Country Ford Lincoln, 10401 Woodcrest Drive, Coon Rapids, for our fall All Lincoln Car Show. 10:00 AM to 2:00 PM.

We look forward to meeting some new Lincoln owners, seeing some old friends and just having a lot of fun. There will be prizes and lunch will be served by North Country. Set this date aside now. Let's get those Lincolns out for one last time this year. Unlike last year, we will have great weather and good times for this last car show of the season. Let's do it again this September 9. See and drive all the new Lincoln cars. Best part, we will be served lunch.....

FALL NORTHSTAR LCOC Potluck and Auction

Sunday, October 15, 10:00AM to 3:00PM

Morrie's Conference Center

2605 Wayzata (Old Hwy 12) Boulevard, Long Lake, MN

Details to follow in future issues



*****Our Last Brunch for 2017***
Sunday, November 12, 11:30AM**

We have been to Dangerfields before and everyone had such a good time, we thought it would be nice to go there again. It will be a great day, with a little sunshine and maybe, just maybe, nice enough to take out one of the classic Lincolns for the last run of the year.