

## Our Pride and Joy



### THE FULL STORY OF GEORGE AND THE 1956 CONTINENTAL MARK II

*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.*

Way back when, a long time ago, my dad and I were talking, and he said: "Hop in, I want to go look at a car"! That's when it began. It was a June afternoon in Hecktown, PA, 1964. I was a wopp'n 14 years old! What are we going to see this time? -I said to myself. We wound up at "Continental Motors" the Lincoln-Mercury dealer in Easton, PA—right on the West end of Northampton Street. We walked into the showroom, and there was a 'light blue' (the official color) 1956 Continental Mark II. It was drop-dead-gorgeous. I thought it was special. I had never seen one before, and I knew nothing about it. I remember the price was \$2,995. Dad was talking with a salesman and I had no idea what was in store for the family here! We went home and talked about the Continental. Low and behold, two days later, it was sitting in our driveway. I'll never forget that car. It was long, lean, heavy and sharp as a tack! Me being 14 years old, living in the country and not having a whole lot to do with spare time, I got to know this car really well. My dad liked to go to car shows, so we would get the car all waxed up and off to shows like Hershey, Macungie and others around our

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Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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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small area of PA. I still have some of the window registration cards from those shows and some original dash plaques from Macungie. Both of those shows have grown to massive proportions.

Anyway, prep'n for a show was something else. Back in those days, no detailers were around; you just used wax and did a lot of rubbing. I can remember taking parts off of the engine and cleaning them. I would take the valance panel off in front of the radiator, paint it light blue with a spray can, cleaning the bolts with a wire brush, and polishing what I could under the hood. Then it came to the hub caps. Forty fins were individually bolted to each cap. They were stainless, and they, of course, would get dirty. I'd polish each one and clean behind the black area of the cap, then re-install the fins. (Four caps equal 160 fins) Then one time, I can remember taking off all of the fins and dad took the 4 caps to a body shop and had the black background repainted a shiny black. That was the last time I ever took the fins off of the caps. From then on, they looked beautiful!

Now, I'm getting anxious about getting my drivers license and I asked dad if I could take the Mark II for my test. No problem. I think he let me do this because I took a special interest in the car. We thought the trooper would really be wowed by the car, but never reacted one way or another. I passed the test and then the driving began. I didn't drive it on any regular basis. I remember mom taking it to church some days, but



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## Trivia from the Internet



Gene Autry  
1907 - 1998

*Orvon Grover Autry was born September 29, 1907 near Tioga in Grayson County in north Texas, the grandson of a Methodist preacher. His parents, Delbert Autry and Elnora Ozment, moved in the 1920s to Ravia in Johnston County in southern Oklahoma. He worked on his father's ranch while at school. After leaving high school in 1925, Autry worked as a telegrapher for the St. Louis-San Francisco Railway. His talent at singing and playing guitar led to performing at local dances.*

*While working as a telegrapher, Autry would sing and accompany himself on the guitar to pass the*

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## Editors Message

Winter has come a bit early to those of us in the Twin Cities area of Minnesota. While most of us thought we could stretch out a few more days of driving our older cars in November, this was not the case.

Many of you know that Marion and I own a 1995 Mark VIII. It is not a 100 point car, but was a nice driver, at least to the September 2013 North Country fall car show. With about 70,000 miles on it, the Intech 4.6 DOHC engine started behaving badly only about a mile from our home. The following week, I took this very poor running car, which was missing badly and exhibiting other serious operating problems down to a repair shop in Burnsville to see what was going on.

The diagnosis eventually came to a hole in the head of the number 1 piston. We have had several cars prior to this Mark VIII and never had any problems. There are many other Lincoln owners that I know that have either Marks or Continentals with this engine that have well over 100,000 miles, that have never had any problems at all.

We rapidly came to the conclusion that this engine was beyond economical repair, which in turn lead further into the decision making process. What to do next, do we send the remains off to

the recyclers or do we replace the engine? The Mark was in good condition otherwise. It was equipped with all options, and all of them worked.

I contacted another club member, Jeff Eisenberg, who within a matter of

hours, located two engines from recycled autos. While the price was not bad, they were both out of high mileage cars, and maybe not the first choice for our project. He also was able to locate a re-manufactured engine, obviously a lot more money, but with a very good warranty. We elected to go in this direction, and Jeff had the engine delivered within a few days, sometime around the middle of November of 2013. I did advise the shop owner that urgency was not important, and so it was. After a lot of fits and starts, the car finally was put back together and brought back home to it's relegated place in our garage on Thursday, November 6th. I decided that it was necessary to put a few

miles on it before winter set in for the next five months. Later on that Thursday, I filled up the tank with premium and drove down highway 169 to Mankato and back. All seemed to be well, no shaking, unusual noises or vibrations. On Saturday, November 8th, I took it for another jaunt, down 35W to

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Olga near the Christmas tree, which Marion put up for her benefit. She is attentively listening to Marion tell her she must be on her best behavior if she expects to see any packages left by Santa Claus with her name on them. Not to worry Olga, Marion and David will make sure there will be something for you.



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lonely hours, especially when he had the mid-night shift. This later got him sacked. One night he was encouraged to sing professionally by a customer, the famous humorist Will Rogers, who had heard Autry singing.

As soon as he could collect money to travel, he went to New York. He auditioned for Victor Records, at just about the time (end of 1928) it became RCA Victor. According to Nathaniel Shilkret, director of Light Music for Victor at the time, Autry asked to speak to Shilkret when Autry found that he had been turned down. Shilkret explained to Autry that he was turned down not because of his voice, but because Victor had just made contracts with two similar singers. Autry left with a letter of introduction from Shilkret and the advice to sing on radio to gain experience and to come back in a year or two. In 1928, Autry was singing on Tulsa's radio station KVOO as "Oklahoma's Yodeling Cowboy," and the Victor archives show an October 9, 1929, entry stating that the vocal

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## *Directors Message by Bob Johnson*

*December 2014*

Mary and I wish a Merry Christmas and Happy New Year to everyone in our vast North Star Region. As I look back over the year of 2014, it is still hard to believe that being your Director has given me the opportunity to meet so many great members that we have in our four state area. I have stated this before but it is so true. To those of you who have been long time members, I thank you for your continued support and interest in this Lincoln pas-

sion that we share. For those of you who are new to the North Star Region, I welcome you and hope that you stay with us for many years to come. I wish to thank all of you for attending our functions. This is your club, it is a great place to meet new friends and share our love for our magnificent Lincolns. The input that I have received from so many of you has made me feel that my and the Board members time and effort has made the region stronger and better. The North Star region is now over 150 members strong. During our years in the North Star Region, the greatest joys for Mary and I have been the social relationships and fascinating places we've been privileged to enjoy. These activities are not easy to create, so I really appreciate your help and attendance.

The whole month of November is going to be a real bummer! We had between 10 and 12" of snow here in Shafer on the day after our Sunday Brunch at the Roasted Pear. We had 28 members attend the Sunday buffet. We enjoyed a picture slide show from our 2014 activities admirably assembled by Jay White. Gaye Purvis presented our 2014 Car of the Year Award, named for Tim Purvis to Al and Kathy Longley for their 1958 Continental Mark III Convertible. Everyone received a door prize, a 2015 Lincoln Calendar, portraying Lincolns at the Museum Dedication this past August, donated by Dave and Marion Gustafson. We had one other door prize, a fifty year Lincoln picture poster done by John Walcek, Roger and Barb Wothe were happy to be the winners of this beautiful framed poster.

January 11th will find us having our Sunday Brunch, at the Machine Shed, Woodbury/Lake Elmo/St Paul, 8515 Hudson Blvd N, at 11:30 AM. They have good home style food at very reasonable prices. And we will have a very nice private room. The Machine Shed is the first exit East of 494/694. Go North on exit 250, Radio Drive – Inwood Avenue and after a very short distance, turn right on Hudson Blvd. The Machine Shed is right next to the Holiday Inn Express.

Please call Jay White to RSVP by January 8th at 952-432-5939 or email [jay@jwhiteandassoc.com](mailto:jay@jwhiteandassoc.com). We will have our January North Star board meeting at 10:30 AM before our Sunday Brunch, please join us.

I recently received word from Bob Gavrilescu that he is resigning his position from the North Star Board of Managers, effective this month. We thank Bob so much for over 20 years of service to the North Star Region. Bob served the Region in many positions and he was our Region Director in 1994 and 1996.

Dave Gustafson is in need of more Pride and Joy articles from you about

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duet of Jimmie Long and Gene Autry with two Hawaiian guitars, directed by L. L. Watson, recorded "My Dreaming of You" (Matrix 56761) and "My Alabama" (Matrix 56762).

Autry signed a recording deal with Columbia Records in 1929. He worked in Chicago, Illinois, on the WLS-AM radio show *National Barn Dance* for four years, and with his own show, where he met singer-songwriter Smiley Burnette. In his early recording career, Autry covered various genres, including a labor song, "The Death of Mother Jones" in 1931.

Autry also recorded many "hillbilly"-style records in 1930 and 1931 in New York City, which were certainly different in style and content from his later recordings. These were much closer in style to the *Prairie Ramblers* or *Dick Justice*, and included the "Do Right, Daddy Blues" and "Black Bottom

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## Northstar Monthly Board Meeting Minutes

### BOARD OF DIRECTORS MEETING

November 13, 2014

Regional Director Bob Johnson called the meeting to order at 7:00 pm at Morrie's Ridgedale Ford Lincoln. Board members present were Bob Johnson, Dave Gustafson, Bob Roth and Roger Wothe. Region member Mary Johnson was also present. Board members not present were Harvey Oberg, Bob Gavrilescu, Tom Brace, Jay White, and Dennis Owens. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTOR'S REPORTS

Regional Director Bob Johnson opened the balloting for Regional officers for 2015. Bob Roth moved that Bob Johnson, Jay White, Harvey Oberg and Roger Wothe be reelected to their present offices by acclamation. The motion passed. Bob then presented the tentative schedule for the 2015 club events. We have more grille badges available and they will be brought to the next brunch at the Machine Shed in Woodbury on January 11. He also presented the Board of Directors meeting dates and locations for 2015. Five of them will be at Morrie's on the second Thursday of selected months and the remaining six prior to the Sunday brunches. The 2015 Mid America Meet will be hosted by the National at the Lincoln Museum in Hickory Corners, Kalamazoo MI.

Bob Johnson presented the Treasurer's Report for Harvey Oberg. The Treasury balance stands at \$2,769.69 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have one hundred fifty-four members.

Schedule of activities will be found in the monthly newsletter. Next brunch is at the Machine Shed in Woodbury on Sunday, January 11, 2015.

There being no further business the meeting was adjourned at 7:45 pm. The next Board meeting will be at 10:30 am at the Machine Shed in Woodbury.

There will be no Club activities or Board of Directors meeting in December.

Respectfully submitted by Secretary Roger Wothe.

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Blues," both similar to "Deep Elem Blues." These late-Prohibition era songs deal with bootlegging, corrupt police, and women whose occupation was certainly vice. These recordings are generally not heard today but are available on European import labels, such as JSP Records.

His first hit was in 1932 with "That Silver-Haired Daddy of Mine," a duet with fellow railroad man, Jimmy Long, and which Autry and Long co-wrote. Autry also sang the classic Ray Whitley hit "Back In The Saddle Again", as well as many Christmas holiday songs, including "Santa Claus Is Coming to Town," his own composition "Here Comes Santa Claus," "Frosty the Snowman," and his biggest hit, "Rudolph the Red-Nosed Reindeer." He wrote "Here Comes Santa Claus" after being the Grand Marshal of the 1946 Santa Claus Lane Parade (Now the Hollywood Christmas Pa-

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## *Pride and Joy continued*

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other than that, we just had it around. Now comes 1968, time to graduate and time for the Senior Prom. "Yes, you can" were the words when I asked. Well, I was in high heaven taking this car to prom.

Went to pick up my girlfriend and "BAM" she banged her knee on the pillar when she got into the car for that evening. That sure ruined things from that moment on. She wasn't in a good mood after that!

Dad is getting older, and the Mark II became part of a "Do we really need this car" syndrome. I had joined the United States Air Force, and was stationed at Griffiss AFB in Rome, NY. I would come home quite frequently and ask about the Mark. It was basically just sitting around, not being driven and that's when I decided to ask to purchase it from my dad. I was getting ready to re-enlist in the Air Force, and with that came a nice bonus, so that's where I decided to "invest my money". I think I paid him \$5,000 for the car. At that time, that was a lot of money and I just wanted that car.

Being a young airman in my life, living in NY and having the car in PA, it still just sat. I stored it in a few barns in Bethlehem and Lehigh, PA until I thought the time was right to get it to Rome. Eventually I got a garage and took it there. I used it a bit, but nothing of any major significance. Then I got orders to Minot, AFB in North Dakota. WOW, where is Minot? Well, I quickly found out. In the winter of 1971 I moved my wife and all of our belongings from Rome to Minot. That was in December, and the car went back into storage.

Somehow, and I don't remember

how, I got the Mark II to Minot. I had a single car garage and it went into that small thing (somehow). I loved the Mark II and what a great history, but I was starting to get interested in Corvettes. I had bought my first Corvette when I was on temporary duty in Rantoul, IL. I brought that to Minot and now have my 55 Chevy (another story), the Mark and a 64 Corvette roadster which I wound up trading for a 1963 split window coupe. The coupe didn't run, but my 64 did, so the trade was good for both of us. I fixed the split window Corvette and got it running nicely. The Mark II was in need of some rust repair, and the Corvette needed full restoration and I just couldn't do both. I ran an ad in the newspaper and sold the Mark II to a man in Forest River, ND. I can remember borrowing a van and a trailer and hauling it to its new home, never again to be seen by me. I did, however, keep all of the literature that was accumulated from and about our car. Who knows – someday I might just have another one!

Fast forward to Summer in Minot, 2013. I got a wild hair to look for my Mark II. I knew where it went, but after tracking through Mark II forums, I lost track of it when it went to Florida and that owner has never registered it to the point of tracking. So that leads me to look on line for any that might be for sale. I found one in Morgan Hill, CA. It belonged to an individual with some health issues, and he was trying to sell it. We "visited" many times over the phone about the car. It was exactly like my original one, but it had air conditioning, whereas mine did not. Air conditioning along with front bumper guards, and tinted windows,

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rade). He heard all of the spectators watching the parade saying "Here comes Santa Claus!" virtually handing him the title for his song. He recorded his version of the song in 1947 and it became an instant classic.

Autry was the original owner of Challenge Records. The label's biggest hit was "Tequila" by The Champs in 1958, which started the rock-and-roll instrumental craze of the late 1950s and early 1960s. He sold the label soon after, but the maroon and later green label has the "GA" in a shield above the label name.

Autry made 640 recordings, including more than 300 songs written or co-written by himself. His records sold more than 100 million copies and he has more than a dozen gold and platinum records, including the first record ever certified gold.

Discovered by film producer Nat Levine in 1934, Autry and Burnette made their film debut for Mascot Pictures Corp. in *In Old Santa Fe* as part of a

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## More Pride and Joy...

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were the only options for these cars. They made around 3000 in 1956 and 1957. Their cost new in 1956 was \$10,000. The power plant was a balanced 368 cubic inch engine. They put 1000 miles on the 3 speed transmission prior to installation in each Mark II. They were assembled in primer, fitted, then disassembled, painted with 14 coats of nitrocellulose lacquer, then final assembly took place and off to the new owners in protective bags. Such owners as Liz Taylor, Elvis and Frank Sinatra were among the first to have these wonderful cars. I got off on a tangent here...

Anyway, in Sept 2013, I decided to wire-transfer some money to purchase the Mark! Prior to its delivery, I was really excited to have one back. The owner had described this car to a tee. He was honest. As a matter of fact, he told me more that was negative about the car, than was positive. He originally stated that this one had not been restored...thus a survivor! He did have the bumpers re-chromed, had new exhaust system installed, had the brakes done and the carb rebuilt. Other than that, it is original--right down to the insulation pad under the hood, the leather cover over the spare tire, the original jack in its own leather case, and everything else. It is absolutely 100% complete. He had a few spare parts such as hood hinges, a new hood ornament and some miscellaneous other parts. He had a can of touch paint and a nice car cover in the trunk with the car. He also had literature on the car, all of the receipts, and a history of the man that bought this car new. He was an oil baron in Beverly Hills and he was a good friend of Ronald Reagan. This

would have been when he was an actor, not a politician! So, it is safe to presume, that Mr. & Mrs. Reagan rode in my car.

I have driven the car about 140 miles or so, and now it is away for the winter—(storage again), but next spring and summer, I hope to put a lot of miles on the 'Ol Girl.



So here we are in November, 2013, and I have a beautiful survivor 1956 Continental Mark II! Notice I have called it a Continental Mark II and not a Lincoln Continental Mark II? That's because when they developed the Mark II, Continental was a division of Ford Motor Co. and it wasn't until 1958 they became the "Lincoln Continental" (Mark III). I hope to have many happy miles behind the wheel of this car. It will be fun re-living the story I have told here and though not everyone will care, it will be fun driving around these vast open spaces in North Dakota to the different car shows.

I am fortunate to have the means and a loving wife who supports this wonderful hobby that I have. She thinks I am 'ill' (I said ill, because saying that she thinks I am sick, just didn't sound right!), but then again, many of us are "ILL"!!!



## From the Archives

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singing cowboy quartet; he was then given the starring role by Levine in 1935 in the 12-part serial *The Phantom Empire*. Shortly thereafter, Mascot was absorbed by the newly formed Republic Pictures Corp. and Autry went along to make a further 44 films up to 1940, all B Westerns in which he played under his own name, rode his horse, Champion, had Burnette as his regular sidekick, and had many opportunities to sing in each film. Pat Buttram was picked by Gene Autry, recently returned from his World War II service in the United States Army Air Forces, to work with him. Buttram would co-star with Gene Autry in more than 40 films and in over 100 episodes of Autry's television show.

Gene Autry was the first of the singing cowboys in films, but was succeeded as the top star by Roy Rogers while Gene Autry served in the AAF during World War II. Autry briefly returned to Republic to finish out his contract, which had been suspended for

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From Continental Comments, March/April 2000.

In Continental Comments #231, Doug Mattix asked for short articles and photos from members who drive their cars regularly, either on weekends, on a daily basis or to national meets. Here is one of the responses that was received.

Lloyd and June Pearson's  
1939 Lincoln-Zephyr Coupe  
hits the road from Minnesota to  
the 1999 Eastern National Meet  
As written by Lloyd Pearson



The Pearson's 1939 Zephyr Coupe at the Green Meadows Bed and Breakfast in Shipshewana, Indiana.

June and I and our family began driving to Lincoln Continental meets in 1971. Our first meet was at Dearborn, Michigan with our freshly restored Continental #120, a burgundy convertible with tan leather. We drove that particular car mainly to the east coast, to either the Lincoln Continental meets or the Lincoln-Zephyr meets. We drove it for 18 years and had 36,000 miles on it after the total frame-up restoration, and we enjoyed it a great deal.

Then, we acquired a 1939 Lincoln-Zephyr coupe that we still own, and an unrestored 1940 Lincoln Continental Cabriolet #12, which is

a very wonderful model and a very satisfying car to own.

Now, we alternate these two cars for driving to the meets.



Lloyd and June Pearson's 1939 Zephyr 15 years later at the 2014 Mid America in Rockford, IL. It just keeps looking better and better.

Originally, in selecting a car for a hobby car, I was advised by my friend Kermit Wilson that it was very desirable to have hydraulic brakes and sealed beam headlights. After having the experience of driving to meets since 1971 we've come to the conclusion that also having a two-speed rear-end or overdrive is also very desirable. We've only had two breakdowns over these years.

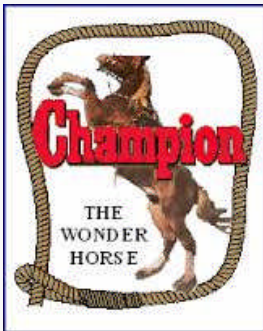
One year we had the timing gear break on our 1939 coupe and had to trailer it home, and another year we had a problem with the generator. Other than that, we've had the usual stone chips and things, and one split rim, but not very many problems. We do some special things to prepare the car for driving to the meets. One, we change the antifreeze every year and use distilled water with it. Secondly, we change the oil and filter frequently, and before the meet we have the car really clean and use wax on all the chrome parts and mirror glaze #7 on the paint. Typically,

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the duration of his military service and which he had tried to have declared void after his discharge. He appeared in 1951 in the film *Texans Never Cry*, with a role for newcomer Mary Castle. After 1951 he formed his own production company to make Westerns under his own control, which continued the 1947 distribution agreement with Columbia Pictures.



From 1940 to 1956, Autry had a huge hit with a weekly show on CBS Radio, *Gene Autry's Melody Ranch*. His horse, Champion, also had a CBS-TV and Mutual radio series, *The Adventures of Champion*. In response to his many young radio listeners aspiring to emulate him, Autry created the *Cowboy Code*, or *Ten Cowboy Commandments*. These tenets promoting an ethical, moral, and pa-

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## From the Archives continued...

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we have the 1939 Lincoln Zephyr coupe touched up about every other year and we use a flannel cover over the leather seats when traveling.

We've met a lot of interesting people on our trips and had a lot of wonderful experiences. Our trip last fall, driving from Minneapolis to New York, was a very pleasant one. June and I drove our 1939 Lincoln Zephyr to Ellenville, New York, to the LCOC Meet at the Nevele Resort in the Catskill Mountains. New York was right on the edge of Hurricane Floyd that was hitting the east coast at the time, so it rained a lot but the winds were not excessive. I had the car parked so it was partially covered by the roof of a skating rink, but on the day of judging the weather cleared and it was a very nice day.

Our whole trip encompassed about 2950 miles and interestingly, we averaged a little over 19 miles to the gallon. Perhaps having just had the carburetor rebuilt made a difference. We also used the lead substitute additive Alamite and bought regular gas. The car ran really well. We carried spare parts for almost anything that might have gone wrong.

As we were driving through mountains in Pennsylvania a motorcycle pulled alongside of our car and the driver shouted "Pull over", so I did. He had noticed that the left fender skirt was hanging down because I hadn't gotten it fully seated. It was being held in place by only the front clip. It was very nice of him to stop with us. I tightened it up and just before we got on our way this 45-year-old mustached motorcyclist told me "You older folks are creating all the problems", then he laughed and

off he went.

On our way home we drove back roads and went a little further south to avoid some of the construction. We visited an antique store that was the largest one we've ever seen ... in Medina, Ohio. We spent a couple of hours there. They had beautiful antiques displayed in locked, glass cases and many nice things. Then, we kept driving and stayed in Shipshewana, Indiana for one night, at a lovely bed and breakfast.



Lloyd and June Pearson's Zephyr at the 2012 Mid America at Bloomington, MN. Lloyd's dream of a matching pedal car was finally realized. Elsie Trandem is shown behind the wheel. Photo by John Walcek

We went to the antique flea market in the morning and June found some antique chocolate molds. One

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triotic lifestyle that appealed to youth organizations such as the Boy Scouts, which developed similar doctrines. The Cowboy Code consisted of rules that were "a natural progression of Gene's philosophies going back to his first *Melody Ranch* programs—and early pictures.

Beginning in 1950, he produced and starred in his own television show on CBS through his *Flying A Productions* studio and made several appearances on ABC-TV's *Jubilee USA* in the late 1950s. In 1995, Autry costarred with Charlton Heston, Mickey Rooney, Deborah Winters and Peter Graves in the Warren Chaney docudrama, *America: A Call to Greatness*.

During World War II Autry enlisted in the United States Army in 1942 and became a tech sergeant in the United States Army Air Corps. Holding a private pilot's license, he was determined to become an aviator and earned his service pilot rating in June 1944, serving as a

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## Northstar Welcome Wagon



By Francis J. Kalvoda – Willmar, MN  
320-235-5777 [fjk@charter.net](mailto:fjk@charter.net)

You are probably thinking that Kalvoda parked his Lincoln Wagon for the winter. I do have a really nice 'loaner wagon' this month. Read the column for the rest of the story. This month we have several new members to introduce and lots of great vintage cars to reveal. Micki and I hope your Thanksgiving celebration was bountiful, your Christmas will be Merry, and your New Year will be Happy, Healthy, and Prosperous!

Our first new member this month is **Jeff Bjustrom**, 9951 Vagabond Court, Maple Grove, MN 55311, [jeff.bjustrom@us.pwc.com](mailto:jeff.bjustrom@us.pwc.com). Jeff is the proud owner of a 1951 Lincoln Cosmopolitan Sport Coupe.



Jeff Bjustrom's 1951 Lincoln

We welcome back **Norman Winer**, 8927 South Minnehaha Circle, St Louis Park, Mn 55426, (H)952-933-4547, (B) 952-449-4032, email: [norman.winer@nbginc.com](mailto:norman.winer@nbginc.com), Norm says he enjoys the LCOC publications and enjoys his 1956 Continental Mark II which is now stored for the season.

Next we welcome back **Phil and Peg DeGreef**, 1811 Hwy 1804. Pierre, SD 57501, (H) 605-224-8831, (O) 605-280-1052, email: [degreeffamily@aol.com](mailto:degreeffamily@aol.com). Phil and Peg were members a few years ago, so we are glad to have them back again. Phil and Peg are originally from Big Stone City, SD, across the river from Ortonville, MN. They still have a home there and spend most of the summer there. So if you are near Big Stone City in the summer, give them a call and stop by for a visit. Their Lincolns include a 1940 Continental Cabriolet (#141), a 1941 Eight Passenger Custom Lincoln Limousine, and a 1963 Continental Convertible which has been their companion for 40 years. At one time the DeGreefs enjoyed eleven Lincolns. Currently they also have a 1930 Ford Model A DeLuxe Roadster, a 1946 MG TC, a 1980 Mercedes 450 SL Roadster, a 1979 Dodge Little Red Express pickup, a 1966 Dodge Coronet Convertible, and several 1967-1972 Chevrolet pickups.

Their 1940 Cabriolet is currently in Withee, WI at Hartog Restorations, and should be out and running next spring. The '41 Limo was once owned by former Wisconsin Governor Walter J. Kohler, Jr. Perhaps you have Kohler faucets on your home. It will be exciting to see these true Classic Lincolns on the road again.

Next, let's welcome **Reginald and Roselynn Urness**, 3510 Belmont Road, Grand Forks, ND 58201, 701-772-4609, email: [regurness@msn.com](mailto:regurness@msn.com). Reg and Roselynn may be new to the Lincoln Club, however they have been enjoying the vintage car hobby for years. They are also members of the AACA

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*(Continued from page 10)*

*C-109 transport pilot with the rank of flight officer. Assigned to a unit of the Air Transport Command, he flew as part of the dangerous airlift operation over the Himalayas between India and China, nicknamed the Hump.*

*Autry retired from show business in 1964, having made almost 100 films up to 1955 and over 600 records. He was elected to the Country Music Hall of Fame in 1969 and to the Nashville Songwriters Hall of Fame in 1970. After retiring, he invested widely and in real estate, radio, and television, including the purchase from dying Republic Pictures the rights for films he had made for the company.*

*In the 1950s, Autry had been a minority owner of the minor-league Hollywood Stars. In 1960, when Major League Baseball announced plans to add an expansion team in Los Angeles, Autry—who had once declined an opportunity to play in the minor leagues—expressed an interest in acquiring*

*(Continued on page 12)*

## More Welcome Wagon

*(Continued from page 10)*

(Antique Automobile Club of America and the T-Totalers. In 2008 took their 1927 Model T Tudor to the 100<sup>th</sup> Anniversary of the Model T in Richmond, Indiana, with a stop in Greenfield Village and the Henry Ford Museum in Dearborn, Michigan. Reg bought a 1926 Model T Runabout in 1954. He still has it and it has earned a Grand National AACA Award. Several days a week, Reg drives his 1925 Model T Coupe to the fitness center. Reg and the T both get a workout. Reg and Roselynn also enjoy a 1931 Model A Ford Roadster, a 1994 Cadillac Brougham, a 1994 Chrysler LeBaron Convertible, a 2003 Lincoln Town Car and a 2005 Lincoln Town Car. Reg and Roselynn recently celebrated their 9th wedding anniversary. Lincoln Club member Dale Urness of Leeds, ND, Reg's brother, has been encouraging Reg and Roselynn to join the Northstar LCOC. I think they will enjoy the club and we will enjoy their company.

Our next new members, also from North Dakota are **George and Eileen Masters**. 800 31st Ave, Minot, ND 58701, 701-240-6771, Email [gem@min.midco.net](mailto:gem@min.midco.net). They operate the Classic Car Auctions held in Minot and Devils Lake. George is currently the Vice President of the North Dakota Street Rod Association. George and Eileen enjoy many unique collector cars. These include a 1952 MG TD (restoration in progress), a 1953 MG TD (show condition—fully restored by an MG Specialist), 1955 Nomad-(fresh restoration-frame-off completed Aug 2014 by George – also my Welcome 'Wagon' for this month!), a 1956 Chevy two-ten 4 door hardtop (Frame-off restored completed in 2012 by George), a 1957 Bel Air two door hard-top. Original engine, factory

original p/s, and p/b, restoration completed March 2014 by George – 'braking news' – the '57 just sold, so more \$\$\$ to spend on the Lincolns!), 1966 Pontiac GTO (owned it since 2002, great driver, nice show car, not restored, just nice), 1966 Impala 4 door sedan (original down to everything—a survivor—25,484 actual miles, estate collection car from Moorhead, MN, purchased Aug 2014). Lincolns include a recently purchased 1963 Continental Convertible which will require a little TLC; also a 1956 Continental Mark II just like George's Dad had 50 years ago (restoration-not frame-off to be completed soon in Lake Park, MN). George received the car guy gene from his Dad who liked Packards, Cadillacs and Lincolns. Ever since George was five years old, he would accompany his Dad to the huge Fall swap meet in Hershey, PA. I think we will be hearing from George and Eileen in the Pride and Joy column and at our Northstar events.

## More Bob Johnson

*(Continued from page 4)*

your Lincoln. As we know every Lincoln has a story, please take the time to write about your Lincoln, we want to read your story.

The North Star Board meeting location has changed and now will be at Morries Minnetonka Ford Lincoln dealership, 13400 Wayzata Boulevard, Minnetonka, For 2015 we will again try and have as many of our Board meetings before our Sunday brunches, to the extent the restaurant can provide suitable space, without an additional charge. All North Star members are always welcome to attend our monthly board meetings.

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



*(Continued from page 11)*

ing the radio broadcast rights to the team's games. Baseball executives were so impressed by his approach that he was persuaded to become the owner of the franchise rather than simply its broadcast partner. The team, initially called the Los Angeles Angels upon its 1961 debut, moved to suburban Anaheim in 1966, and was renamed the California Angels, then the Anaheim Angels from 1997 until 2005, when it became the Los Angeles Angels of Anaheim. Autry served as vice president of the American League from 1983 until his death. In 1995 he sold a quarter share of the team to The Walt Disney Company and a controlling interest the following year, with the remaining share to be transferred after his death. Earlier, in 1982, he sold Los Angeles television station KTLA for \$245 million. He also sold several radio stations he owned, including KSFO in San Francisco, KMPC in Los Angeles, KOGO in San Diego, and other sta-

*(Continued on page 13)*

## *Editors message continued...*

*(Continued from page 3)*

Owatonna, over to Waseca to Mankato, and back home to Burnsville. A total of about 270 miles over the two trips, without any overheating, oil pressure lamps glowing or strange noises. The Mark is now all well and good, but the journey to get there was long and somewhat expensive, but this is what owning a older car is often about. It is hooked to a trickle charger, and is in good company next to our 1956 Chrysler Imperial and a 1955 Cadillac Fleetwood 60s. Hopefully, they all will be ready to go out and play in another four to five months. Our very sincere thanks to Jeff Eisenberg for all his help in locating this very fine engine for our Mark, and helping us keep it on the road for us and future owners to enjoy for a long time. Jeff is a very knowledgeable person when it comes to anything with four wheels. He will take your call and try to help you if he can. He has a great shop in Minneapolis and will try to assist you in getting your classic Lincoln back on the road and running well for you. So, if you need some advice, give him a call, his number is in our club directory. We also have a lot of other good resource people in our club. Come to meetings and ask questions, soon you will find the answer to whatever problem you have with your Lincoln and how to make it much better. Our club is a great club due to the generosity of our members and their willingness to help others in their time of need.

In spite of the weather this past year, we have had some nice club related events. Our Memorial weekend show at Morries was good. A few new cars, a few new members and a good opportunity to visit with all who attended, Morries is always a good show to start the summer with. The opening of the new Lincoln museum was the best. Great cars from all of the decades

that Lincoln has produced vehicles, along with their owners, each one with a interesting story. If you missed the opening, be sure to attend the Mid America next August at Hickory Corners. The Museum will be open along with all the other collections. If you go to just one show next year, this should be the one to attend, you will not be disappointed. The LCOC Mid America for 2014 was held in Rockford, IL this past September. It was also a very good show. The Lake Shore region did their very best to make sure that everyone had a good experience. The quality of Lincolns on the show field was very good, some of the best. Our region did well and most of our members went home with an award. Al and Kathy Longley showed their 1958 Continental Convertible, which is a sight to behold. It has an interesting story, and we are very glad that Al and Kathy have it and are able to bring it to North Star and LCOC functions.

Over the years, we have not scheduled any North Star activities in the month of December. Most of our members have a lot going on with all of the various activities related to the holiday festivities. Spending time with your family and friends is very important to us and you need to take a break from Lincolns at least for this month. Reach out to those people that you have visited with lately, give them a call or send them a card. As we advance in age, those calls and messages become so very important to us for a variety of reasons. And we all know what those are.

After the first of the year, the North Star Lincoln club will be back in business again and we look forward to seeing as many of you as we can in 2015. Above all, be kind and gentle to both man and beast. Our best for the New Year.

David, Marion and Olga, the Samoyed.

(Continued from page 12)

tions in the Golden West radio network.

The number 26 (as in 26th man) was retired by the Angels in Autry's honor. The chosen number reflected that baseball's rosters are 25-man strong, so Autry's unflagging support for his team made him the 26th member.

In 1932, Autry married Ina May Spivey, the niece of Jimmy Long. After she died in 1980, he married Jacqueline Ellam, who had been his banker, in 1981. He had no children by either marriage.

Autry, was raised into Freemasonry in 1927 at Catoosa Lodge No. 185, Catoosa Oklahoma. He later became a 33rd degree Master Mason, as recorded on his headstone.

Gene Autry died of lymphoma on October 2, 1998, aged 91 at his home in Studio City, California. He was buried at the Forest Lawn, Hollywood Hills Cemetery in Los Angeles, California.

From the internet...

## More Archives

(Continued from page 9)

was a large one, about 16 molds for rabbits, which will become a wall hanging in our amusement room. There were other nice crafts ... it's quite a flea market. There's also a restorer near there who has restored a 1939 Lincoln pedal car. It was beautiful, in burgundy and white.

We then drove from Shipshewana, coming up on the Wisconsin side of the Mississippi River. We visited a collector in Fountain City, Wisconsin who has 500 pedal cars, as well as many other cars. There's a wood carver named Smith who has a studio there and he has done some beautiful things.

In Stockholm, Wisconsin we had a wonderful gourmet dinner on a lovely patio. On Wednesday we finished our beautiful drive along the Mississippi River and arrived home in the evening.

The next job was unpacking the car, because we had a lot of stuff in it! I drained the oil while it was still hot, changed the filter, and cleaned off some of the bugs. On the stretch between Shipshewana and Minneapolis June made a list of 13 things we need to do to improve our car during this next year, and the judging sheets also give us more ideas of things to work on.

Editors note: Lloyd and June have owned their 1939 Zephyr three window Coupe and their 1940 Continental Cabriolet for a long time. These two cars have been driven all over the US to attend LCOC and Zephyr meets and have always scored quite highly in competition. A real tribute to the excellent care that Lloyd has given these two wonderful and much loved Lincolns. Truly, Nothing could be Finer.

## For Sale



1977 Lincoln Continental Mark V for sale. 18,000 miles, two owners, \$15,500. Fresh, quality, repaint in original Dark Cordovan Metallic; matching leather interior. Undercarriage and engine bay are super clean, portions repainted. All bright work is straight, smooth, polished, beautiful. Everything works including the clock that keeps time and ice cold A/C from original unmodified R-12 system. New tires, belts, battery, complete true dual exhaust, much more. The full story with pictures can be found on thelincolnforum.net at <http://www.thelincolnforum.net/phpbb3/viewtopic.php?f=15&t=46235>

Please call Perry Bush at 920-205-1295 or email [pab1063@new.rr.com](mailto:pab1063@new.rr.com)

## You May Be Interested in these Items for Sale

The space on these two pages is provided as a service to our readers who wish to place ads for automobiles, parts and other treasured parts that they wish to find new homes for. In an effort to keep our pages fresh, we will publish your ad for a period of three (3) months.

*After that period of time, we will delete it unless we hear from you that you wish to have it continue for another three issues.*



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.

1957 Lincoln Capri 2dr, complete, needs total restoration, inside storage for years, \$2,500? Or good offer, more info & pictures, [email-bwfreiberg56@yahoo.com](mailto:email-bwfreiberg56@yahoo.com)

Available winter storage for collector cars or boats: keyless dead storage in the heart of Edina. Free standing, 2 1/2 car garage, 25ft wide X 23ft deep, sheet rocked and insulated. 24/7 monitored security. Will hold 3 cars, boats, or combination. Rent 1, 2, or 3 spaces @ \$100/month.

Call Dave Kotz, cell 612.384.0566.



**Northstar Region grille badges** are now available.

To obtain yours, contact Harvey Oberg at 651.739.9754



For Sale:  
Leaded Glass Lamps. Priced from \$50 to \$300.  
Perfect for reading your Northstar News.

Call Dave Bodziak 612.788.3758

For Sale:  
1993 Lincoln Continental **new** air suspension pump. \$125 Identifying numbers on unit are 3B484; F20C; 9B2G; and E90Y-5319-B call Don Peterson, Winona, MN 507.454.3010, 507.429.0476 or (office) 800.657.4422.



# *Preview of Coming Events*

- January Sunday Brunch, Machine Shed, Lake Elmo, January 11<sup>th</sup>, 11:30 AM, 2015  
Board meeting at 10:30 AM  
LCOC National Board meeting, Los Angeles, CA, January 15-17, 2015
- February CCCA Potluck/Auction, Firefighters Museum, 664 22 Avenue NE, Minneapolis, Saturday, February 21, at 5:00 PM. Please bring a quality auction item as our Region gets 50% of proceeds. Board Meeting at 4:00PM
- March Sunday Brunch, Sole Mio Ristorante, Woodbury, (Date to be determined)  
Board Meeting at Morries Ford Lincoln, Thursday March 12 at 7:00 PM
- April Sunday Brunch Spasso, 17523 Minnetonka Blvd, Minnetonka. (Date to be determined) (family Style \$12.95) Board meeting at 10:30 AM
- May 7th Annual Memorial Day weekend car show, Morries Ford Lincoln, Minnetonka, MN Saturday, May 23, 10:00AM to 2:00PM. Board meeting at 1:00 PM
- June Sunday, June 27th, 50th Wedding Anniversary, Mary and Bob Johnson's home, Shafer, MN. Just come and enjoy the moment, Food and refreshments will be served under a tent. Our family, friends and the North Star Region members are invited to this grand celebration. We will have a special area for Lincoln parking.  
Eastern National Meet, June 10-14, 2015, at Concordville, PA
- July 12th Annual Outstate Classic Lincoln Car Show, Saturday, July 18, Sioux Falls Ford Lincoln, Sioux Falls, South Dakota. 10 AM to 2PM. Board meeting at 10:30 AM
- August LCOC Mid America National Meet. Hosted by the LCOC. August 6-9, 2015. All Lincoln owners are invited to participate. LCOC will have Judging and Exhibition non-judged classes.  
Driving tour on way to Lincoln Museum event, we will visit the Pontiac Motor car museum, in Pontiac, Illinois on Tuesday, August 6th, then tour south of Chicago to Kalamazoo, Michigan.
- September 8th Annual Luther North Country Lincoln Car Show, Saturday, September 12, 10 to 2 PM
- October Annual North Star Potluck and Action at Morries in Long Lake, Sunday October, 4, 10 AM to 2 PM

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

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

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

## **North Star Activities**



### **January Sunday Brunch**

**Sunday, January 11**

**Machine Shed, Highway 94, exit 250  
North on Inwood Drive 11:30AM**

Come early and attend the North Star Board meeting at 10:30AM.

We were there last March. It was such a nice experience that your board decided to return for our first brunch of the New Year. We will have our own area, so we can have some room to socialize with our friends and enjoy some of the great home cooking that the Machine Shed is known for. The prices are reasonable and the service is great. Come help celebrate our first activity of the new year. It will be a good day to get out of the house and find out about the exciting plans that the North Star Lincoln club has for 2015.

Please RSVP to Jay White by January 8, 2015, by calling 952-432-5939 or email [jay@jwhiteandassoc.com](mailto:jay@jwhiteandassoc.com).

## ***Upper Midwest Region of the Classic Car Club of America***

### **POT LUCK DINNER & AUCTION**

**Saturday, FEBRUARY 21, 2015 5:00PM**

**Firefighter's Museum, 664 22<sup>nd</sup> Ave. NE, Minneapolis, MN 55418**

**WELCOME LCOC MEMBERS and FRIENDS!**

RSVP - Information will be in the January and February newsletters.  
Bring a food dish to share.

AUCTION INFO: Please bring quality auto-related items (parts, literature, toy cars, auto-related collectibles, etc.) to donate for the auction. Auction proceeds will be split with the Lincoln Club.

There will be a North Star board meeting at 4:00PM, preceding the CCCA potluck.