

My Pride and Joy



John McCarthy is very proud of his 1936 Zephyr Sedan

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.

While I have always thought the pre-war Lincolns were fabulous cars, I have never really thought too much about actually owning one. In a heartbeat, all that changed since I saw and drove Lake Shore members Jim Hubacek and Theresa Castro's '39 Lincoln Zephyr this past summer.

The streamlined Art-Deco lines and proportions on these cars are just terrific! There is absolutely no comparison to any other make in 1936. Also, the interiors are equally beautiful in appointments and the quality of materials.

I found this 1936 model online, and it was at a price that I could afford... IF I sold my 1956 Capri, a car which I also thoroughly enjoyed. I was on a business trip to Toledo, Ohio, where I inspected and drove the car. After the first mile or two behind the wheel, I knew that I just had to have it. I found a buyer for my '56 Capri and it was rehomed to a man in Oregon about a month later.

Not a lot is known about the car's early life, but it appears from the docu-

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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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mentation that came with the car it had spent decades in Florida. It then was sold to a gentleman in California somewhere in the mid-1980's, From there it went to Ohio around 2000.

This vehicle has a couple of things that stand out, namely it is absolutely rust free and arrow straight. Also the interior is totally original, flaws and all. The negative points are the terrible repaint, which is blotchy and faded. The blue metallic is, however, the original color and I love it. Getting back to the interior, the seats and carpet are in need of urgent repair.

Other things I'll be working on is replacing the windshield, detailing the wheels and wheel covers, etc. The original V-12 starts instantly and runs beautifully! The headlights, taillights and dashlights work to perfection. The Zephyr is a blast to drive, although it could use an overdrive system which I'm told was available at the time.

I hope to drive this 61,000 mile original car a lot this coming summer. It will most certainly be at the 2015 Mid-America National Meet this coming August in Hickory Corners, Michigan.

I feel very blessed to own it. It is in my garage with my '61 Continental Convertible and my 1977 Town Coupe and it is in very good company.



Trivia from the Internet



Peter Falk
1927 - 2011

Peter Falk, the raspy-voiced actor who won four Emmy Awards as the deceptively ruffled homicide detective Lt. Columbo, a character he made famous on television over a 35-year span, starting with a made-for-TV movie in 1968, Columbo became the role that cemented Mr. Falk's place in popular culture and tended to overshadow his powerful series of dramatic portrayals and skillful comic work in films for directors including Frank

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Editors Message

February 2015

Welcome to February. The days are getting noticeably longer and the very cold days of early January are but a memory. February will go by quickly and before we know it, it will be time to get our older Lincolns out of the garage for that spring cleanup and a drive around the block.

Bob Johnson, Paul Andahl and I attended the winter LCOC board meeting in Los Angeles this past January.

Three days of fairly intense meetings, but some progress was made. The demographics of our club are changing. This is sort of a nice way of saying that our already greying membership is trading in their Town Cars for wheel chairs and nursing homes. While it is not quite that dismal, we really need to change some of the way we do things to make our out-

standing organization more attractive to people in their forties and fifties. It is as simple as for every three members we lose, we must bring in five new ones. Unless we increase our membership, we will get to a point where it is not financially possible for our club to hold meets and publish our beloved Comments magazine.

Quite unexpectedly, our publications director resigned his position and it became necessary to find a replacement. Pat Corbett approached me and asked if we (Pat and I) could work together to keep the Comments and the Directory afloat for the next year or two. Comments is working well at the

present time with Tim Howley as the Editor and John Walcek as the photographer, who also is able to string two sentences together really well. Don't look for any great changes in Comments for the foreseeable future as it is a great publication now. Pat and I will look at various ways of improving the way it gets put together and published to see if we can make it easier for Tim Howley to produce it every other

month. For a large part of our membership, the Comments and our newsletter is the only product of value that you receive for your dues. We do appreciate your loyalty as members and we truly welcome your suggestions on how we can improve what the LCOC and the North Star Region provides for you as members. We are all in this together, help us make it better.



Our West coast correspondent, Samara is out for a walk in the snowy woods near Portland, OR. Samara is Olga's favorite aunt. No couch potato here, she is out almost every day in search of new adventures and older Lincolns.

Don't forget the CCCA potluck/auction this coming February 21. Good food and good friends. Like last year, it will be at the Firefighters Museum, which is a really interesting place to see. And, what is better than having dinner with friends. Ed Myhre will be doing the auction for this event and should make it a lively affair. Please try to bring something of value for the auction as the North Star Region will share equally in the auction proceeds. Full details are on the back page along with the RSVP information. See you there.

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

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Capra and John Casavetes.

Few actors were as linked to one role for so long as Mr. Falk, whose cock-eyed glare from a glass right eye and slightly disheveled appearance hid a compelling intelligence he brought to the part. "Columbo" ran on NBC for most of the 1970s, and ABC revived the franchise for nearly two dozen TV specials, the last of which aired in 2003.

Mr. Falk did not originate the role of the Los Angeles lieutenant. Bert Freed first played Columbo in a 1960 teleplay. Nor was Mr. Falk the front-runner for the part when NBC wanted to revive the character in 1968 for a made-for-TV movie, "Prescription: Murder." The network hoped to cast entertainer Bing Crosby for that program. "An agent called and said that Crosby was sched-

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Directors Message by Bob Johnson

February 2015

Mary and I attended the LCOC annual board meeting in Los Angeles last month. As we elected to fly Sun Country airlines, we were a bit hamstrung by the days and times available to us. By the time I reserved our flights, we wound up flying out on Tuesday, the 19th, before sunrise. As we were passing through Marine on St. Croix at 3:00AM on the way to MSP, the temperature was a balmy *minus* 25 degrees. We were anxiously looking forward to some warm weather in the City of Angels. A week later, after catching the redeye leaving LAX at midnight, landing and making our way to our car heading home to Shafer, we saw the temperature posted on a freeway sign. It was now a *plus* 25 degrees. At least we brought some warmer weather back home with us.

There were several major changes which occurred during the course of the annual LCOC Board Meeting. The current Publications Chairman resigned, and Dave Gustafson volunteered to take over the position, which and will be in charge of our Comments magazine and the annual Directory. Dave will be co-chairing the position with Pat Corbett, Texas Region Director and VP of Regions. The net result is that both Dave and Pat will be working to upgrade several areas concerning production of Comments. One must say this is a daunting task, but I think we have the position in very capable hands. We all know that Dave's efforts with our North Star Newsletter has made it the best one in LCOC, so he will be able to continue to keep Comments as one of the best car club magazines being published. Congratulation's are in order for Dave as he embarks on this very critical task, I really believe that much of our membership is due solely to the very high quality of our beloved Comments magazine.

Another major change was that the Board of Directors has approved a Grand National type meet that would be the only meet for that given year. This would be in lieu of three annual national(Eastern, Mid America and Western) meets that are being held every year.

This proposed Grand National Meet is still in the planning stages and the first one will be held as soon as we know when Ford will celebrate the 100 year anniversary of the Lincoln Motor Car Company. It could be 2017, which is one hundred years after the Lincoln Motor Car company was incorporated. It also could be 2021, one hundred years after the first Lincoln automobile was produced or 2022, one hundred years after Henry Ford purchased the Lincoln Motor Car company from Henry and Wilfred Leland. As you can see we will have plenty of opportunities to celebrate our Lincoln Motor Car heritage coming up in the near future.

Our January Sunday Brunch was on January 11th at the Machine Shed. We had 38 members attend and enjoy very good food at reasonable prices. We had several Region members attend our 10:30 AM monthly board meeting. At this meeting, Roger Wothe made the motion that Richard Eilers fill the term on the Board of Managers that opened up when Bob Gavrilescu retired. We all welcome Richard to the North Star Board. After our Brunch, Harvey Oberg pre-

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uled to play golf and couldn't turn it down to go over and talk" to the show's creators, Mr. Falk told *The Washington Post* in 1990. "He did love golf. I play too, but I went over and talked to them." "Columbo" creators Richard Levinson and William Link modeled the detective after the crazy-like-a-fox sleuth in the French suspense classic "*Les Diaboliques*" (1955). Mr. Falk made the role his own.

In addition to choosing the detective's ride, a beat-up Peugeot, Mr. Falk plucked a raincoat from his closet as a prop. Other running gags were based on things the audience never saw: Columbo's first name (Mr. Falk joked that it was "Lieutenant") and his wife.

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

January 11, 2015

Regional Director Bob Johnson called the meeting to order at the Machine Shed in Lake Elmo MN at 10.35 AM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Tom Brace, Jay White and Roger Wothe. Board members absent were Bob Roth and Dennis Owens. Other regional members present were Carol White, Faye Oberg, Barb Wothe, Mary Johnson, Bob Gavrilesu, Dave Sandels, Gaye Purvis, Richard Eilers, Richard and Mary Magners, Ed Myhre, Dorothy and John Palmer. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson announced that Bob Gavrilesu has retired from the Board. Bob G. was presented with a gift honoring his many years of service to the Board of Directors and the members of the Northstar Region of L.C.O.C. Roger nominated Richard Eilers to fill the Board position. The nomination was seconded and met with unanimous approval from the remaining Board members. Bob furnished a schedule of meetings and events for the year. April brunch at Spasso's was discontinued because of the increased cost. Another site will be chosen. Bob will be attending the L.C.O.C. Annual Board Meeting in Los Angeles next week. The 2015 Mid America Meet will be held August 5-9 at the Lincoln Museum in Hickory Corners, MI. Registration materials will be available from the national after February 1, 2015.

Secretary Roger Wothe made an announcement concerning a Continental Mark II for sale.

Treasurer Harvey Oberg reported the treasury balance to be \$2,364.99 with all bills paid. He also reported that the first order of forty grille badges has been sold and an additional thirty-nine are available.

Membership and publications Director Dave Gustafson reported that approximately one hundred forty members were sent renewal notices for 2015. He would appreciate more "My Pride and Joy" articles.

Activities Director Jay White reported that a renewed effort will be made to have Region members participate in a few Saturday morning Cruise-ins. Date and locations to be determined.

There being no further business the meeting was adjourned at 11:10 AM. The next meeting will be 4:00 PM, February 21 at the Minneapolis Fire Fighters Museum preceding a potluck dinner and auction with the Upper Midwest Chapter of the Classic Car Club of America with half of the proceeds going to the Northstar Region of the L.C.O.C.

Respectfully submitted by Secretary Roger Wothe.

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To catch suspects off-guard, Columbo would often fish a shopping list out of his trench coat instead of a crucial piece of evidence. He could procure an inadvertent confession by prefacing his question with a seemingly harmless, "Just one more thing." The actor named his 2006 memoir after that catchphrase.

Mr. Falk took a circuitous route to acting, having been a Merchant Marine cook and government efficiency expert before rising to prominence as a stage actor in the mid-1950s.

He won his first Emmy as a kind-hearted truck driver who picks up a pregnant hitchhiker in "The Price of Tomatoes" (1962), part of "The Dick Powell Show" anthology series.

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Testing the All New 1936 Zephyr

The Autocar Road Tests a 1936 Lincoln-Zephyr Saloon. A 12-Cylinder Car Much Out of the Ordinary in Appearance, Performance and Seating Arrangements. From The Autocar, March 27, 1936

From all points of view a remarkable car has been produced in the new V 12-cylinder Lincoln-Zephyr, examples of which have recently arrived in this country (Great

Britain). The car, described in *The Autocar* of March 13th, has apparently created a very considerable stir in America on account, first of all, of the unorthodox appearance and construction, and, secondly, of the performance possibilities and the fact that it has been developed with the gigantic Ford resources behind it. Lincoln cars are produced by a division of the Ford Motor Company in the United States.

There is a certain similarity noticeable in the layout of the power unit to that of the Ford V-8, though the Lincoln-Zephyr has features of its own, and, of course, an additional two cylinders in each cylinder block, the two blocks being cast together on a common crank case, at an angle of 75 degrees one to the other. This, incidentally, is an outstanding piece of foundry work from the manufacturing point of view. Then, next, there is no ordinary chassis, the steel body being built up around a girder framework of great strength, over the lower part of which--corresponding in position to the unusual frame--extends

a sheet metal platform. This compromises the floor of the car and adds rigidity to the construction.

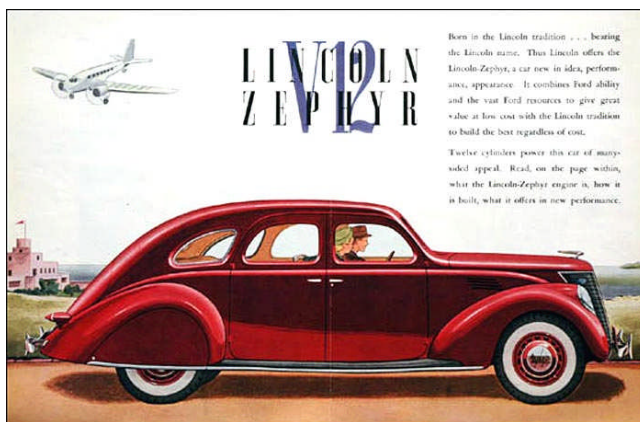
The whole arrangement of the car from front to back betokens a fresh approach to the subject. As soon as one

sits in it the unusual width afforded is a striking point. Running boards in the ordinary sense are eliminated, the body sides being extended right out, and there

is a marked impression of the car being light inside due to the very wide wind-screen, a big area of side windows, and twin rear windows in the sloping tail of the body, which owing to their position, act as skylights.

Two main lines of thought are produced by the experience of this car: First of all, a certain amount of adjustment is needed as regards the unusual appearance; secondly, there is a great performance, as one expects from a car this size with a twelve-cylinder engine. Judgement of that depends entirely upon the standard of experience any individual person applies; by normal standards the performance is terrific. Again, partly due to the arrangement of the seating--one is placed comparatively low in relation to the road, and all seats are within the wheel-base--the large amount of space there is inside the car, the actual comfort of the seats, the quiet, smooth running engine, and the very comfortable soft springing, there is somehow less than the usual suggestion of a car as such, and more of an impression of armchair conveyance upon

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In "Murder, Inc." (1960), his breakthrough film, Mr. Falk was a hit man of chilling intensity. The next year, he played a Damon Runyon comical mobster in Capra's "Pocketful of Miracles" (1961).



Detective Columbo with his beloved Peugeot.

Those Academy Award-nominated performances catapulted Mr. Falk into other high-profile productions — mostly in farcical roles, including the taxi driver in Stanley Kramer's ensemble comedy "It's a Mad, Mad, Mad, Mad World" (1963) opposite Milton Berle and Sid Caesar — and the 1964 Frank Sinatra crime caper "Robin and the 7

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Testing the New Zephyr continued...

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wheels. The mechanism seems entirely secondary, as, no doubt, it is intended to be.

This engine is really quiet and smooth at ordinary speeds; in fact, it can hardly be heard when traveling through town areas or leisurely elsewhere, and on the open road with a mild opening of the throttle pedal sends the speedometer needle leaping toward the 70 mark with no actual impression of speed. As will be seen from the figures, the Lincoln-Zephyr exceeds a speed of 90 mph in the time test at Brooklands, the speedometer then showing a reading of 95 through 96. Even then the engine does not become harsh, though at the higher speeds it can be heard and felt to some extent as compared with its extraordinary silkiness at the lower speeds. The speedometer had an optimistic error of 1.6 mph at a reading of 30, and of 3.3 mph at a reading of 50.

One method of travel with so much performance in reserve is a matter of the driver's choice as to how much of the latent power he will use. The car can be driven on suitable main roads as an extremely fast machine, taking the ordinary kind of hills without appearing to notice them, and accelerating very rapidly after being slowed down for any reason. It is possible to treat the Lincoln-Zephyr almost entirely as a top gear vehicle, for a speed as low as approximately 6 mph can be maintained smoothly on top gear, and, upon the driver opening the throttle, the pick-up is immediate and there is a smooth surge of power forthcoming.

Actually, the speeds possible on

the indirect gears are high, and the gear change is a good one, with a well-placed, shorter and more rigid lever than is usual on cars of American design, and there is synchromesh of a very good type between top and second. Second gear is hardly distinguishable from top as regards any additional noise from the gears. A tremendous getaway can be achieved if one chooses, or, if quieter methods appeal, after a few yards from rest on first gear the lever can be put straight into top gear position and remain there during most of an ordinary day's run.



Hill climbing is particularly vivid. As a concrete instance, the Brooklands Test Hill, which has an average gradient of 1 in 5 and a maximum gradient of 1 in 4 over the last section, was climbed on top gear throughout when approached at 30 mph, the speed not dropping below 22 mph, with two up, as applied throughout the tests of the performance. This same hill could be climbed accelerating from a standing start on second gear, second gear being used all the way. There is so much power, even on top gear, that it is necessary to apply it with some care on a wet surface if sliding is to be avoided.

Obviously, every effort has been made to render the riding unusually

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1936 Zephyr continued...

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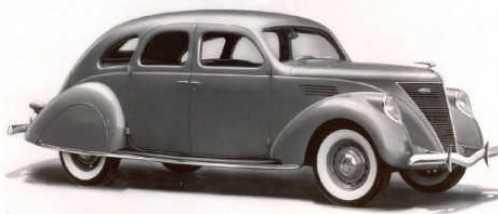
Hoods" (1964). He continued to showcase a comic side, often as an inept loser, in films such as "The Great Race" (1965) with Jack Lemmon, "Murder by Death" (1976) and "The Brink's Job" (1978). He was Alan Arkin's wildly unpredictable potential relation in "The In-Laws" (1979). Mr. Falk displayed improvisational talent in two soul-bearing films by his close friend Casavetes, "Husbands" (1970) and "A Woman Under the Influence" (1974). The second offered a particularly harrowing example of Mr. Falk's range. Los Angeles Times film critic Charles Champlin praised the actor for creating "one of the most complex and contradictory portraits in his career" as a blue-collar worker who bullies

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comfortable.

The springs themselves are of the transversely placed type at front and rear, and in their effect are every bit the equal of many independent systems in permitting as much as 30 to 35 mph over a rutted, deeply ridged surface of "colonial" nature without shock being felt. For ordinary use it is exceptional springing for sheer luxurious comfort of travel in both front and back seats. There is no special amount of up and down movement, though inevitably there is body roll when curves and corners are taken fast. Experience of the car shows, however, that this, though fairly marked, actually has a limited extent, and when once one is accustomed to the movement the car may indeed be cornered quite fast without actual instability arising.

There is no definite feel of the road wheels through the steering--another point that supports the impression of this being less of a car in the purely mechanical sense than usual--for it is low-geared, very light to handle, and needs slightly more than 4 1/2 turns of the steering wheel from lock to lock. No kind of road shock is given back through the steering, and it has decided caster action.



The driving position is a good one in placing of the thin-rimmed steering

wheel, which comes at a natural angle, and the pedals, too, which are closer to the driver than usual. Width of vision from the driving seat is exceptional, but neither wing is normally visible to the driver. A miniature rear view mirror is fitted, and on account of the shape of the rear windows does not give a comprehensive survey of the road behind. A result of the combined functions of body and frame is that there is a tunnel or backbone down the center of the car--or, in other words, there are wells for the feet, both front and rear--which as regards the front compartment makes it not too easy for the driver to get out on the near side. Both seats are of full three passenger width, though in front the gear lever comes a little awkwardly for the center passenger.

The brakes are cable operated, and give excellent power, fairly considerable pedal pressure being needed for maximum results. There is a greater emergency retarding capability than one is inclined to suppose at first acquaintance with the car, probably because they are easily applied and very smooth acting brakes. The hand-brake lever hangs downwards on the right, and is quite reasonably convenient to reach, besides holding the car powerfully on a 1 in 4 gradient.

The upholstery is in cloth, and the front seat is immediately adjustable; the wind-screen is fixed and has twin suction operated wipers. In the rear compartment movable foot rests are provided for the passengers, and there is a useful shelf above and behind the back seat squab, which tilts forward to give access to an interior luggage compartment. The spare wheel and tools are in a separate compartment with an external lid. Ventilation is pro-

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his mentally fragile wife (played by Gena Rowlands). In addition, Mr. Falk was the wry grandfather in Rob Reiner's comic fairy tale "The Princess Bride" (1987) and a fictitious version of himself in German director Wim Wenders's fantasy drama "Wings of Desire" (1987), which capitalized on Mr. Falk's public identity as Columbo.

"I've been asked a few thousand times how much of Columbo is Falk and vice versa," he wrote in his memoir. "For years I've had a stock answer: 'I'm just as sloppy as the lieutenant but not nearly as smart.' That was a quickie response for the media. "The truth is, no one is like Columbo," Mr. Falk wrote. "He's unique — if he were up for auction, he would be described as 'one of a kind' — a human

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More 1936 Zephyr

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vided for by a gap that can be left at the front of the forward door window glasses and by hinged rear-quarter windows.

The instruments are very clear to read and include an electric clock. The head lamps, it will be noticed, are sunk into the front wings. They give a fair flat-topped beam, but hardly enough--at all events as adjusted on this particular car--for the highest speeds of which the machine is capable to be indulged in safety at night. A point at once noticed is that the rear wheels are partially encased by side valances, a special spanner in the tool kit is used to undo a locking stud at the bottom of the valance, when the latter can be swung clear, it being held to the main wing by three projecting tongues which engage with slots. The pressed-steel wheels have extremely short spokes, and to reach the nuts holding the wheels one does not remove the smaller plated cover at the center, but the whole convex metal disc which will be seen, this taking the plated cover with it.

As to interior points, the ignition lock embodies also a steering column lock, and a small but rather interesting item is that when the main beam of the head lamps is switched on either from the parking lamp position or from the no-lamps position, a slight buzz is produced, presumably as a reminder. In the near side of the instrument board is a useful compartment with a lid that can be locked, and below that a plated grip rail for the passenger's use when getting in and out of the car. There are sun visors which can be lowered, a concealed type of ashtray is fitted at the center of the instrument board, and there is another in the back of the front

seat for rear passengers, while also an electric cigarette lighter is fitted in front.

The bonnet opens up as a whole from the front, the modernist aeroplane mascot forming the locking handle, and the lid is spring-balanced to hold it open. The engine is well laid out and neatly finished. Since the valve tappets are non-adjustable, there is no question of inaccessibility in that direction due to the unusual construction, while also the oil level is shown conveniently by a float operated dripper rod.



Two high efficiency cylinder heads are made of aluminum alloy, while the pistons are of cast steel alloy, which is an interesting point. The brake horsepower developed by the engine is given as 110. In front of the engine, driven direct from the camshaft, is a dual distributor and supplying current to the twelve spark plugs, which are of the small 14 mm. type. The dynamo is above, belt driven together with the two water pumps, one for each bank of cylinders. Particular emphasis laid upon the precision methods by which this car is manufactured and gauged at every stage of the process, wherein the methods developed by the parent organization are undoubtedly of a very high standard with a view to efficiency in dealing with large outputs of vehicles.

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with the brain of Sherlock Holmes who dresses like the homeless.’ ”

Peter Michael Falk was born Sept. 16, 1927, in New York City and grew up in Ossining, N.Y., where his father owned a clothing store.

At age 3, his right eye was removed because of a cancerous growth, and he was given a glass eye. The eye supplied him with fodder for the colorful stories he liked to tell, including how it ended up in the mouth of a Pekingese and in the glass of gin that jazz pianist Art Tatum had been drinking.

At 12, he appeared in a stage production of the Gilbert and Sullivan operetta “The Pirates of Penzance,” which sparked his early interest in acting.

Because of his father’s dismay at the prospect of acting,

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In Passing, Dale Urness



LCOC and North Star Member W. Dale Urness, 84, Leeds, ND passed away on Sunday, December 28, 2014 at Mercy Hospital in Devils Lake, ND.

Services were held on Saturday, January 3, 2015 at 2:00 P.M. at Leeds Lutheran Church, Leeds, ND with Pastor Michael Pretzer officiating. Military Honors were provided by Leeds American Legion Post #101 and North Dakota Military Funeral Honors.

W. “Dale” Urness was born on June 5, 1930 in Leeds, ND to Clarence and Francis (Fox) Urness. He died December 28, 2014 in Mercy Hospital, Devils Lake, ND after a long battle with cancer and heart disease.

Dale was born and raised in Leeds, graduated from Leeds High School in 1948 and went on to attend Minot State Teacher’s College and earned an Elementary Ed degree. He joined the ND Army National Guard 188th Field Artillery and was federalized during the Korean War.

In 1969, Dale and Marilyn Sande were married. He farmed in the Leeds area for many years. Dale and Marilyn also owned and operated Lindale Seed Company and most recently, the Lindale Self-storage Units in Leeds.

Dale was a charter member and officer of the Leeds Lions Club, a member of Masons and American Legion. Because he had such a passion for cars, he was a life-time member of the Antique Automobile Club of America and the Lincoln and Continental Owners Club.

He is survived by his wife, brothers Reginald (Roselynn) Urness of Grand Forks, ND and Clarence “Clair” (Tiffany) Urness of Sacramento, CA. Seven children include Debra

(Mike) Ahmann of Bismarck, ND, Greg (Connie) Urness of Cando, ND, Kevin (Tammy) Urness of Leeds, ND, Jeff (Brenda) Urness of Devils Lake, ND, Cary (Nancy) Sande of Kaufman, TX, Chuck (Karmen) Sande of Bentonville, AR, Joe (Jenny) Urness of 9 Mile Falls, WA. He was very proud of his 21 grandchildren and 15 great-grandchildren.

He was preceded in death by his parents, wife Blanche, sisters Jean Skar and Ardelle Olson, brother William Urness and infant grandson Zachary Urness.

The New 1936 Zephyr

Lincoln-Zephyr was a marque for the lower-priced line of luxury cars in the Lincoln line 1936-40. Lincoln-Zephyr and Mercury, introduced in 1939, bridged the wide gap between Ford’s V-8 De Luxe line and the exclusive Lincoln K-series cars. This served a purpose similar to Cadillac’s smaller LaSalle “companion car”. The car was conceived by Edsel Ford and designed by Eugene Turenne Gregorie.

Introduced on November 2, 1935 as a 1936 model, the Lincoln-Zephyr was extremely modern with a low raked windscreen, integrated fenders, and streamlined aerodynamic design. It is noted for being one of the first successful streamlined cars after the Chrysler Airflow’s market failure. In fact, the Lincoln-Zephyr actually had a lower coefficient of drag than the Airflow, due in part to the prow-like front end on the Zephyr. The Lincoln-Zephyr succeeded in reigniting sales at Lincoln dealerships in the late 1930s, and from 1941 model year, all Lincolns were Zephyr-based and the Lincoln-Zephyr marque was discontinued. Annual production for any year model was not

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Mr. Falk held other jobs while moonlighting in theater. Along the way, he received a bachelor's degree in 1951 from the New School for Social Research in New York and a master's degree in public administration from Syracuse University in 1953.

He became an efficiency expert for Connecticut's budget bureau. "Oh, I was some efficiency expert," he told the New York Times in 1990. "On my first day, I couldn't find my own office in Hartford and wound up in the Post Office. I called my boss for directions, and he said, 'This is not an auspicious beginning.'"

He quit work after hearing an inspiring lecture by stage actress Eva Le Gallienne and almost immediately landed an off-Broadway role that proved to be a big

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Welcome Wagon

WELCOME WAGON by Francis J. Kalvoda

Willmar MN 56201, 320-235-5777, fjk@charter.net

I have once again left the Lincoln Wagon in the garage and I now enjoy getting to my destination in a borrowed Bentley.

the Fifties and smaller shows too. They will enjoy displaying the '62 at our Lincoln Club events. Now if they need something just a bit more formal than the Lincoln, they may arrive in their awesome 1950 Bentley Mark 6. A 1939 Buick Century Sedan is a work in progress as is a Vintage V-



Dave and Sally Barry own this nice 1962 Continental Sedan

This month we welcome **Dave and Sally Barry**, 3658 Orchard Avenue North, Robbinsdale, MN 55422, 763-522-7982, djonbarry@aol.com. Dave and Sally have enjoyed a variety of vehicles for the last several decades. During much of that time Dave had

his eye on a 1962 Lincoln Continental Sedan just a half mile from their home. It sat covered in the garage for 25 years. Negotiations with the owner seemed futile

but finally it did happen and after a lot of work, Dave and Sally have been enjoying the classy Continental for the last couple years. They like to take the car to events such as Back to

Twin Harley Davidson. Dave is an Army Veteran and served in the army reserve for over 30 years (THANK YOU for your service, Dave!) so it is fitting that he is working on a M38 Military Jeep. Dave also rode the rails for Soo Line for over 30 years



Dave and Sally also own a Bentley Mark 6

providing many levels of train service. Dave and Sally have a variety of vehicle interests. Their '62 Lincoln is giving them a lot of pleasure which will only intensify as our newest members of the Northstar Region of the Lincoln and Continental Owners Club.

intensify as our newest members of the Northstar Region of the Lincoln and Continental Owners Club.

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break, as Rocky the bartender in a Jose Quintero's acclaimed 1956 production of Eugene O'Neill's "The Iceman Cometh."

He was brought to the attention of film mogul Harry Cohn, who told Mr. Falk, "Son, for the same price, I'll get an actor with two eyes." "The eye thing, it was actually an asset in character parts," Mr. Falk said. "And, of course, it was a boon to Columbo imitators who were able to look two ways at the same time."

He returned periodically to the stage, notably in Neil Simon's long-running "The Prisoner of Second Avenue" (1971) as a frustrated husband whose job loss eats away at his sanity and marriage.

Mr. Falk's first marriage, to Alyce Mayo, ended in divorce. In 1977, he

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More Directors Message

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sented Bob Gavrilescu with a very nice Automotive Book for his 20 plus years' service to the North Star Region. Bob held several positions over the years including being Region Director. Dave Gustafson passed out 2015 Region Calendars portraying Lincolns at the Museum Dedication on August 9th to everyone that did not get one back in November at our last event for 2014. We had one door prize, a fifty year Lincoln Picture poster done by John Walcek. Richard and Mary Magner were the happy winners of this beautiful framed poster.

For February we have been invited by the CCCA to their 21st Annual Potluck Dinner & Auction on Saturday evening February 21, at **5:00 PM till 7:00 PM**, at the Firefighters Museum, 664 22nd Avenue NE in Minneapolis. This museum is full of historical firefighting equipment and pictures depicting the history for over the past 100 years. Please bring a good potluck item for pass for everyone to eat, such as entrée, hot dish, Salad or Dessert. The North Star Region shares 50/50 in auction that will also be held after the potluck. Please bring quality auction items to donate for the auction and your check book. This is a chance to meet more great people in the old car hobby. This year our own Ed Myhre will be the Auctioneer. Our February, North Star Region Managers Board Meeting will be at 4:00 PM in Museum Board Room and you are invited to attend. Please RSVP to Webster Peterson, 612-804-9406 or Email Webster.peterson@gmail.com with what type of food item you will be bringing.

For our March Sunday Brunch we will venture to Sole Mio Ristorante on March 15 at 11:30 AM, 1750 Weir Drive, Woodbury, 55125 for American/Italian style food. Brunch Cost will be \$25 per person that includes coffee and soft drinks, tax and tip. Brunch options feature classic American with Italian favorites, egg dishes, sausages & bacon, seafood, pizza, pastas, fresh baked breads, salads fresh fruit and Pastries. This Woodbury location is just off I494 on west side and southwest on Valley Creek Road. Please RSVP to Jay White by Wednesday March 11th, at cell 612-599-3219 or email

jay@jwhiteandassoc.com (our March Board Meeting will be at Morries Ford Lincoln, Thursday March 12 at 7:00 PM)

If you enjoy our "Our Pride and Joy" articles, we need your help. If Dave Gustafson could have several articles in advance for the newsletter it would make his job so much easier. I don't think that we realize how much work Dave does to publish our **monthly** newsletter. I receive most of the other region newsletters, and believe me, we have one of the best and it is the only one published on a monthly basis. Several LCOC regions do not have a newsletter, and several that do, only publish quarterly because it is too much work getting enough articles for the newsletter. Dave can only do the newsletter with the material that you send him, so get busy. Again, this winter is a great time to write that article about your car that you keep putting off because you were too busy during the summer.

About two thirds of our members have renewed their 2015 North Star

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married actress Sheri Danese. Besides his wife, survivors include two daughters from his first marriage, Catherine and Jackie Falk.



Columbo's dog was originally called Fang. The spin-off series KATE LOVES A MYSTERY (MRS. COLUMBO)/NBC/1979 featured the wife of Detective Columbo, Kate Columbo (Kate Mulgrew) who owned a lazy basset hound dog named Whitefang.

Reflecting on his career, Mr. Falk told the New York Times in 1990: "Never have thought about setting goals — so I never had to worry about achieving them. My career just sort of happened. And as a strategy? It hasn't worked out all that badly."

More Bob J

(Continued from page 12)

Region Membership. Please save Dave the extra work of having to send out reminders about your renewal being late, **Send Your Renewal in ASAP**. We need Dave to spend his time on our newsletter, not having to worry about late renewals. Each renewal reminder costs approximately 75 cents just for postage, envelopes, paper and printing. The other reason is the information you provide is used in our 2015 Region Directory and we would like to publish it as early as possible

Just think only 30 to 90 days till you will be able to get your Lincoln out for a drive. Have you taken the time to work on your Lincoln to get it ready for spring touring? Now is the time to write a "My Pride and Joy" Lincoln article about your car, for Dave Gustafson. We want to feature your Lincoln, but first you have to write the article, if you need help, Dave will help you in any way possible.

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

More 1936 Zephyr

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large, but accounted for a large portion of the Lincoln brand's sales. In its first year, 15,000 were sold, accounting for 80% of Lincoln's total sales.

Production of all American cars halted in 1942 as the country entered World War II, with Lincoln producing the last Lincoln Zephyr on February 10. After the war, most makers restarted production of their prewar lines, and Lincoln was no exception. The Zephyr name, however, was no longer used after 1942, with the cars simply called Lincolns.

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

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

For Sale: 1948 Lincoln Continental Coupe. Rebuilt and balanced V12 engine. New dark green paint. All chrome replated. New tires. New brakes and exhaust system Radiator and gas tank reconditioned. Trunk carpeted. The Lincoln has a good working overdrive unit and runs and drives as new. Lots of extra parts with car. \$14,000.

Call Ted Anderson at 763.561.8143



Northstar Region grille badges are now available.

To obtain yours, contact Harvey Oberg at 651.739.9754

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

- 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, Sunday Brunch, Sole Mio Ristorante, Woodbury, March 15th, 11:30AM
Board Meeting at Morries Ford Lincoln, Thursday March 12 at 7:00 PM
- April Sunday Brunch Date, Time and Place to be determined. See our March issue for further information.
- 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 Saturday, 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 Click on publications.

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

North Star Activities

Upper Midwest Region of the Classic Car Club of America

POT LUCK DINNER & AUCTION

Saturday, FEBRUARY 21, 2015 5:00PM

Firefighter's Museum, 664 22nd Ave. NE, Minneapolis, MN 55418

WELCOME LCOC MEMBERS and FRIENDS!

Please RSVP to Webster Peterson, 612-804-9406 or

Email Webster.peterson@gmail.com with what type of food item you will be bringing.

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.



Mark this date, Sunday, March 15, 2015.

Join your friends for Sunday Brunch at Sole Mio Ristorante, 1750 Weir Drive, Woodbury, MN.
Phone (651) 789-3220

Sole Mio Ristorante is located in Woodbury, Minnesota at Vally Creek Mall. Sole Mio Ristorante focuses on the Italian custom of dining with family and friends. The menu reflects Chef Angelo Montes' Italian roots and philosophy of serving traditional and contemporary Italian cuisine along with steaks and seafood highlighting the old world flavors of the Mediterranean.

They will be featuring classic American options along with Italian favorites. Items include egg dishes, sausages and bacon, sea food, pizza, pastas, fresh baked breads, salads, fresh fruit and pastries.

Plan on joining your friends at this great March event.