

NORTHSTAR NEWS

Our Pride and Joy



Proudly Owned by Jim and Carol Higgs

Upon our retirement in 2000, Jim told me he wanted to buy a Lincoln because he had always liked their styling when growing up. At the time I didn't think too much about it; I thought it was a pipe dream on his part. But he did join LCOC even without a car. Actually we has just bought a 1995 Lincoln Town Car from a friend in Arizona, but he thought it was too new to list on the application. So he started to scour the internet and car ads for what type of Lincoln he didn't know.

One morning while I was still in bed, he came in really excited as he had found a black 1962 Lincoln 4-door sedan on e-bay. I went to the computer and had a look, but it looked so big I didn't think it would go into our garage. We looked at all the pictures that were available and we considered contacting the owner and driving up to Illinois to look at it. We chewed that over for a few days.

Jim then spotted a black 1989 Lincoln Mark VII that was on the e-bay auction. Jim checked over all the information about the car and the photos, plus he liked the low mileage of 73,000 mi. and it was a one owner car. I liked the car in the pictures but still was a little hesitant to buy a car on the internet. Who does such a thing, I wondered. The other thing I liked was the fact the car was smaller in length than the other Lincoln we found and it would fit in our garage. Timidly, we put in our bid and waited it out. Soon thereafter someone else put in a higher bid, so we raised ours by the dollar increment allowed. Long story short, our bid was accepted and we started the purchase process. We also were lucky that the car was located in Pensacola, Florida which wasn't that far from Hatties-

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

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Members and guests are welcome to attend the Board Meetings which are held the *first* Thursday of every month except December at 7:00 PM at Culvers Restaurant, (dine with friends at 6:00PM) I-94 AND RUTH STREET, St. Paul. Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

My Pride and Joy

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burg, MS, where we lived at the time. All of this took place in May and June of 2002.

We knew we were going to attend the Mid-America LCOC meet in Nashville in June 2002, so Jim arranged to pick up the car after that Nashville meet. We were both very excited but anxious about seeing the car for the first time in person. What if it didn't look like the pictures, what if it didn't start, just a lot of "what ifs". We attended the Nashville meet, our first, and had a great time meeting new people and seeing all the beautiful Lincolns and finding what beautiful condition they were all in. We began wondering whether our new Lincoln would be able to compete with the Lincolns we saw.

After the meet, we drove to Pensacola and found the address where the Lincoln was. Our first impression was very good; then we walked up to the car and saw the rear view mirror laying in the passenger seat rather than up on the windshield. My heart dropped and wondered what else was wrong with it. After Jim checked it out and drove it around a little he was satisfied that the car was in good shape, other than the windshield and some paint issues. We completed all the paperwork and Jim then drove it home with me following in our other car and luckily had no mishaps along the way. The only things we needed to do with the car were to reattach the mirror to the windshield and get it painted. The paint on the hood had some blemishes so we decided to repaint the entire car.

Our first meet with our new Mark VII was the Dearborn Meet in 2003 for the 100th anniversary of Ford and the 50th anniversary of LCOC. We entered the car in the Pre-Primary class because, as novices, we weren't sure how good our Lincoln was and were afraid to go into the Primary class on our very first outing. On Saturday on the show field, everyone was asking us "why didn't you enter it in the Primary class". We just shrugged our shoulders. Needless to say we won first place in the Pre-Primary class. That was the beginning of our love relationship with Lincolns and LCOC.

Trivia from the Internet



Halsey Hall
Broadcaster
Extraordinaire
1898 - 1977

Holler "Holy Cow!" in the eastern United States and people might think of Phil Rizzuto, the New York Yankees' shortstop-turned-broadcaster while a cry of "Holy Cow!" in Chicago brings Harry Caray to mind.

Here in the Upper Midwest, though, "Holy Cow!" remains synonymous with the first man to ever use the expression on a baseball broadcast, Halsey Hall, one of the most beloved sports and media personalities this area has ever known.

Many of us remember Halsey only as an announcer for the Minnesota Twins in the 1960s and early 70s. That's unfortunate, because Halsey had a long and color-

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Editors Message

November 2013

As I write this, November is just a few days away. As a National LCOC board director, I am pleased to announce that John Talbourdet was elected President of LCOC and our very own Bob Johnson was elected Executive Vice-President. The election took place during the fall board meeting held in Phoenix this past Saturday at the Western National Meet. I was able to participate in the meeting via a conference call. We look forward to great things from these two spark plugs, our very good club will be getting better and better.

Our October potluck was a very successful event. Our thanks to all who attended and special thanks to Morrie for once again letting us use his conference center at Long Lake, and for the opportunity to view his breathtaking car collection. One of our ways to show our appreciation is to stop by his Ford – Lincoln dealership and check out some of the very fine cars on the showroom floor. The new MKZ is very popular and one can be easily be yours. See John Aretz, the General Manager and tell him you belong to the Lincoln Club and you will be very well cared for.

Elsewhere in our newsletter is a older article about one of our hobby's good friends, Chris Dunn and his company Lincoln Land. It was written a few years back, but it is interesting

none-the-less. Chris has donated to our national meets over the years and for that alone we do want to thank him. He has also been a good person



Sweet Faithie is anxiously awaiting Halloween, so she can meet and greet the many ghosts and goblins that come to say hello and receive candy from her mom and dad.

to go to for parts and knowledge for your 60's, 70's and newer Lincolns. If you need a part, he will help you find it and at a reasonable price. Don't forget the vendors which contribute to the LCOC, they can use our support too.

Our last Northstar event for 2013 will be over in Woodbury on Sunday, November 10, at Sole Mio. The details are on the last page. This

will be our last chance to get together for 2013. Come visit with your friends, enjoy some nice food and perhaps win a door prize. What a great way to spend a Sunday. Activity wise, 2013 was good, but 2014 promises to be even better. The Mid-America will be in Rockford, close to the Twin Cities, so it will be easy to get to. It should draw a very nice selection of Lincolns from all over the country, especially from the upper Midwest. Some of us were in Rockford this past August for the Jack Fletcher tour, and the host hotel will work out fine for us. Great rate of \$90, so make your reservations early to make sure you have a room at the inn.

Till next month.... David, Marion and the Very Sweet Faithie...

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ful career prior to this, in broadcasting but also in newspaper work.

Halsey was a man of many trademarks. A mention of his name conjures up images of green onions, cigars, and glasses full of scotch.

Some people, though, think of stories when they think of Halsey. There were so many stories associated with him.

There were the stories he told. Halsey was the consummate raconteur.

For many in the 1960s, the best part of a Twins' game was a rain delay. That's because Halsey would fill the time with stories of baseball from an earlier era and of the colorful characters who played for the Minneapolis Millers and St. Paul Saints.

During rain delays, Halsey was in demand from the opposing team's broadcast crew, as well. They put him on their stations and, as a result, Halsey developed a following in other American League cities.

And just as Halsey could tell stories, there were many stories told about Halsey.

Several revolve around his love of distilled beverages and the satchel full of liquor bottles that he lugged along on road trips. If asked

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Last month I wrote about our trip to Tulsa, Oklahoma. In a few days we will be departing for Phoenix Arizona, and the LCOC Western National Meet, October 23-27. Mary has said to me “for 2014 let’s take it a little easier and not do so much driving”. During 2013 we will have traveled to 12 states and put over 8,000 miles on our Mark VII. On these trips, it is the friends that we have made over the years that make these trips so special.

LCOC National meets and Regional meets are worth going to for two reasons, you see beautiful Lincolns and meet beautiful people.

We had a very nice fall here in Shafer, sure a lot better than our spring which passed us by. It is getting time to put away our Lincolns and start getting ready for Thanksgiving and Christmas. If you have someone special that is a car person, give a LCOC Membership as your Christmas gift. The Region will also give them a free membership for a year in the North Star Region, but they have to be a member of the LCOC. This would be a great gift for a special young person, to get them interested in the old car hobby, especially Lincolns.

We have a Great LCOC Mid America National Meet for 2014 to attend, and we don’t have to do any work. It is going to be September 16-21, sponsored by the Lake Shore Region will be held in Rockford, Illinois. Make your room reservations at the Radisson Hotel now. This room Rate is \$90.00, a saving of at least \$35 per night, which includes taxes, a real deal. Call the hotel at 815-226-2100 and mention the Lincoln Club for this rate. Mark your calendars now for next September and *reserve your room now before all the rooms are gone*. Rockford is an easy drive from St Paul, it is just over 300 miles and six hours on excellent freeways.

Our Annual North Star potluck and auction, at Morries Conference Center on Sunday, October, 13th was again a successful event. We had members John Trandem and Dave Conmy from Fargo, bring down eight car guys that we met last summer on our Fargo tour. About 90 people enjoyed the beautiful classic car collection that Morrie has and everyone is still amazed at the quality and excellence of these cars. We had a lot of very good food and no one went away hungry. Ed Myhre did a terrific job with our auction, which grossed over \$800 to everyone’s delight. Roger Wothe was the winner of three LCOC Classic Coffee cups that were the highlight of the auction. Once again, we thank Roger and Barb Wothe for coordinating our premiere activity of the year. Our host Morrie was assisted by John and Dawn Minnick, Ken and LaVonne Ganz, Dick Brown, Gene Wendt, Bill Greisinger and Gary Myhre. We deeply appreciate Morrie and his people giving up their Sunday so we could see this beautiful car collection. The weather was nice and we had some beautiful cars in the parking lot on display for our viewing enjoyment. Did you notice Ed Myhre’s 1957 Ford or Bruce Freiburg’s 1955 Cadillac Convertible?

Our November Year End Lunch location has changed. At 11:30 AM on Sunday, November 10th, we will venture to Sole Mio Restorante, 1750 Weir Drive, Woodbury, for an American/Italian style brunch. The brunch will cost

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October Northstar Board Meeting

BOARD OF DIRECTORS MEETING

October 3, 2013

Regional Director Bob Johnson called the meeting to order at 6:50 PM at Culver's Restaurant in Maplewood. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Tom Brace, Jay White and Roger Wothe. Other members present were Faye Oberg, Brian Carlson and Mary Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson announced the results of the North Star 2014 Board election. The terms of Board members Bob Gavrilesco, Dennis Owens, and Roger Wothe expire at the end of 2013. They have all agreed to be nominated for the 2014 Board. There were no other filings so the three were unanimously reelected. Eligible candidates for 2013 Car of the Year were: Larry and Twyla Suhsen's 1951 Sports Coupe, Al Sjurseth's 1957 Premiere Coupe and Tom and Gunta Brace's 1937 K Le-Baron Coupe. The winner will be announced at the year-end luncheon November 10, at Sole Mio Restaurant in Woodbury. Bob reported the winners of the National LCOOC At-large Directors were Steve D'Ambrosia, Dick Koop, James Kaster, John McCarthy and David Saxan.

Secretary Roger Wothe reported the James J. Hill Car Show in Wayzata was a success with about one hundred forty cars participating. North Star Region members attending were Morrie Wagener, Ray and Jeanine Nelson, Roger and Jan Leppla, Bill and Donna Allen, and Roger and Barb Wothe. Plans are set for the 2013 North Star Potluck at Morrie Wagener's museum in Orono MN on Sunday, October 13.

Treasurer Harvey Oberg reported the treasury balance to be \$2,464.17 with all bills paid.

Membership and Publications Director Dave Gustafson reported the membership to be about one hundred forty-five with no new members this past month. He continues to need "My Pride and Joy" articles.

Projects: Tom Brace and Harvey Oberg displayed samples of club badges. Tom needs to send artwork to the manufacturer for a quotation. Harvey will contact Ron Long to develop the artwork.

Activities Director Jay White suggested several possibilities for 2014 events. The events already selected will be found near the end pages of *The North Star News*.

Special Events: Newsletter Dave Gustafson has again won the Golden Quill Award for *The North Star News* for outstanding efforts by editors and their clubs in fostering progress in the old car hobby and the impact of the Award is tremendous says Dr. Gerald Perschbacher chief judge for the award. The Golden Quill Award is issued by the staff of *Old Cars Weekly* to provide special recognition of literary achievement that boosts the hobby.

There being no further business, the meeting was adjourned at 8:00 PM. The next Board meeting will be Thursday, November 7, at Culver's Restaurant in Maplewood at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

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about the contents of his bag, he would say it contained reference books. "If that was the case," said one colleague, "they were the only reference books I ever knew of that clinked."

Joe Soucheray said Halsey had so many bottles in his satchel that, when he stepped off a plane, he sounded like a glockenspiel.

And then there was the time a cub reporter once asked the venerable Mr. Hall why he bothered carrying his own liquor; after all, every town they visited had a bar. "My boy," Halsey replied, "you never know when you'll run into a local election."

Some Halsey stories illustrate his irreverent nature, such as the manner in which he once described the arrival of the Michigan Wolverines onto the gridiron for a game against the Gophers. "Michigan comes onto the field in blue jerseys and maize pants. And how they got into Mae's pants, I'll never know."

And then there was his fear of flying. Halsey spent a lot of time studying train schedules, hoping to find a way to reach his desti-

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Lincolns in limbo

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nation without having to fly. He never did warm up to the idea of flying, nor did he endear himself to airline agents when he would approach a ticket counter and ask for, "One chance to Chicago." His friends didn't help to ease his anxieties, either. Once, prior to a flight, they arranged to have a pilot walk past Halsey with a seeing-eye dog.

How did this captivating character get to be the way he was? It could be that heredity played a part in the interests and aptitudes that Halsey was to develop.

He has a fascinating family tree. Many of Halsey's ancestors were prominent citizens in their own rights. His maternal grandfather was a distinguished Missouri judge and his mother, Mary Hall, a noted Shakespearean actress. In the 1920s, Mary Hall was described as the "greatest stock actress alive today." Halsey had little contact with his mother throughout his life. His parents were divorced when he was a baby, and he was raised by his father's side of the family.

On his father's side

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Where do old Lincolns go to die? Lincoln Land, of course, for an appointment with either the Lincoln maker or the Lincoln breaker.



Erik Dalemans, the preserver

Let's say that back in the day, you were hell on wheels. But you've been around the block a time too many. You've picked up some rust. Let's say they drag you to Lincoln Land at the end of a tow hook.

The preserver has a look at you. If you're lucky, he sees something he likes. He's European, freshly shaven, wears a spotless blue uniform. He could make you good as new, or better than new. He could make you immortal.

But if you're very unlucky, the destroyer calls your number. He's a Jersey guy, wears a gray Fu Manchu and blue bandanna and waves a big, greasy adjustable wrench. If he gets his blackened hands on you, he'll slit your carotid artery and watch impassively as your green antifreeze drains all over his boots.

There are but two ways to go at Lincoln Land. Resurrection. Or death.

Lincoln Land was born behind

Chris Dunn's parents' house in 1978. He was a pump jockey on U.S. 19 in Clearwater. He bought a white 1963 Lincoln Continental. It needed work, so two months later he acquired two more Lincolns for spare parts.

There were plenty of Lincolns around. Retirees drove their prairie schooners down from the North and kept them pristine in garages between short hops to Publix. Dunn gathered up Lincolns and parked them in his parents' backyard. When they insisted he take them elsewhere, he got a garage compound and showroom and created Lincoln Land.

If you ask Dunn why Lincolns, he says, "I just like 'em." They were luxury cars. JFK also drove Lincolns. He just liked 'em.

Twenty-eight years later, Dunn runs a global business. Lincoln lovers call from Japan, South Africa, Australia, Korea. The phone rings from every time zone. Dunn's Lincoln Land showroom/museum on Gulf-to-Bay is full of vintage Lincolns, long, chrome-laden Conestogas, including one recently restored to glory for \$90,000.

But down the road, in the middle of a row of warehouses, is where the actual soul of Lincoln Land resides, in a compound of dying Lincolns, where the preserver and destroyer vie.

Seven years ago, Dunn flew to Belgium to talk Erik Dalemans into coming to Lincoln Land. He'd heard

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North Star Welcome Wagon

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was a long line of newspaper men.

Halsey's father, Smith B. Hall, was a publicist and newspaper reporter who chronicled the growth of the city of Minneapolis. His great uncle, Harlan P. Hall, was a co-founder of the St. Paul Dispatch.

With this kind of lineage, Halsey may have been born with ink in his veins. He entered the newspaper profession upon his discharge from the Navy in 1919. His first byline appeared in the Minneapolis Tribune in November of that year.

He wrote for several newspapers in the Twin Cities on both sides of the Mississippi. He jumped to the St. Paul Pioneer Press in 1922; a few years later he came back to Minneapolis to join the sports staff of the Journal.

After the Journal was purchased by the Minneapolis Star, Halsey's byline appeared in both the Star and Tribune.

Halsey's descriptive and highly colorful writing style was enjoyed by fans not just in the Twin Cities, but across the country. On several occasions, his articles were included in national publications that recognized the best sports stories of the year.

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By Francis J. Kalvoda
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This month the Lincoln Continental welcome wagon visits **Joel and Connie Peterson**, 2802 24th Ave-



Peterson's very black 1951 Cosmopolitan

have had some modification when it was fairly new. There is plumbing and wiring in this car that suggests that the roomy and powerful Lincoln was a bootleggers 'runner' at some time in its life.



Joel found the '51 in Park Rapids, MN (Joel says the '51 found him) and before then it spent time in Wisconsin. The current power for the Cosmopolitan is a 500 cubic inch Cadillac motor with Pontiac Trans Am front suspension, rear end and Turbo 400 transmission. There are signs that there were at least two other engines in this Lincoln before the current '500'. The lower stance of the car is courtesy of the air ride suspension. This all makes for a great ride with plenty of power to get to point B on time. Joel has always been a car guy with the need for speed and power. Jaguars, Porsches, and a 1970 AMX are a few of the cars in Peterson's past. Currently the '51 Cosmo is the only collector car in Joel and Connie's garage. Some of us first met Joel and the '51 at the Northstar Outstate Meet in Fargo last July. We hope to see Joel, Connie and their interesting Lincoln at car events in the future. Joel would appreciate any help in finding out more about the history of the '51. Where was it sold when new? Who bought it? Where has it been in the last 60+ years. If you have any ideas for Joel, please contact him.

Editors note: As a owner of two 1951 Cosmopolitans, I am always glad to see more of them in our club. Fine cars, under appreciated by most collectors, they are finally finding their place with collectors.



The Lincoln Welcome Wagon
nue South, Fargo, ND 58103,
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Joel and Connie have a very interesting 1951 Lincoln Cosmopolitan. Joel calls his car a work in progress although it sounds like this Lincoln may

Lincoln Land continued

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At the same time Halsey was writing for the newspaper, he was pursuing a full-time career in sports announcing. He started in 1923 with the Jack Dempsey-Tommy Gibbons heavy-weight title fight in Shelby, Montana. Halsey called the fight, not from Shelby, but from a second-floor window of the Pioneer Press building in St. Paul. Because Gibbons was from St. Paul (he later served as Ramsey County sheriff for 23 years), there was great local interest in the bout. Halsey recreated the action from a Western Union wire and delivered a blow-by-blow account through a megaphone to the fight fans gathered on the street below.

Halsey soon took to announcing in a more conventional manner--over the broadcast airwaves instead of out a second-floor window--and his voice became a familiar one to people throughout the Upper Midwest. His friendly delivery and contagious laugh was once described in a Sports Illustrated article as "redolent of happy days at Grandpa's house."

Halsey had already established a following as a writer, but his popularity soared after he moved into broadcasting.

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about a great mechanic in Brussels whose specialty was vintage cars. Dalemans was easy to spot. He drove a '66 Lincoln.

When Dalemans agreed to come home with Dunn, he left the Lincoln behind, but brought along a 1949 Mercury because (all gearheads will understand this) "where are you going to find a '49 Mercury with a speedometer in kilometers?"

Dalemans is Lincoln Land's preserver. Among his many projects, he has been in the off-and-on process of restoring an elegant 1948 Lincoln Continental convertible. It is painted forest green and has a cream top. It has big white sidewall tires and headlights as big as planets.

Five years ago, its owner told Dalemans to fix it up, "but don't do too much." They always say that. Dalemans did a little work, the car looked better and better, and before long the owner had authorized a full, blank-check restoration. "Whatever the car needs, just do it," the preserver was told. On this day, Dalemans is about to reinstall the engine.

Fu-Manchued Daniel Bridges is Dalemans' opposite. If the two mechanics were the Hindu gods of death and life, Bridges would be Shiva to Dalemans' Vishnu. Bridges presides over the far end of the compound in a kind of car hell, where the air is ripe with mold, where Lincolns carry fire ants and spiders for passengers.

He came to Lincoln Land after spending 25 years in "a cold distant land to the north," meaning Connecticut. He used to do what Dalemans does. He owned a rare, beautifully restored 1932 Oakland, a gangster car with running boards. "You could picture Eliot Ness hanging out the window." He also had a 1926 Paige. It had drapes and mohair upholstery. It had inlaid mother-of-pearl door handles. "But then we had kids."



Daniel Bridges the destroyer...

Now Bridges is the destroyer. There are 60 dying Lincolns outside his end of the compound waiting to be plundered for spare parts. He attacks them with insecticide before dragging them in.

He doesn't meet many deep-pockets collectors, like the owner of the '48 Lincoln. One of Bridges' regular customers, an amateur mechanic, calls himself the Mechanicizer. He drives Bridges a little crazy. "He claims he can mechanize anything," Bridges says. "He comes in and gets a bunch of parts and then he comes back three weeks later and says 'That didn't

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More Lincoln Land

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In fact, his fame was so lasting that in 1979 he was voted as the top sportscaster of the 1970s in Minnesota—even though the poll was taken two years after his death.

Just as he had done with newspaper work, Halsey jumped back and forth between radio stations. He started with WCCO and helped that station establish a national reputation it enjoys to this day as one of the giants of the industry.

In 1935 he jumped to crosstown rival KSTP, but nine years later returned to WCCO and began a five-minute sports show that aired at 10:25 each evening. He shared a half-hour news block with Cedric Adams. So popular was the duo that when their segment ended every evening, airline pilots reported that they could see the lights in homes darken in droves throughout WCCO's listening area.

In addition to his sports show, Halsey did a great deal of play-by-play announcing. In 1934 he hooked on with a pair of championship teams. One was Bernie Bierman's Minnesota Gopher football team, which was beginning a string of three-straight national titles. He loved the Go-

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work.' Then he buys some more."

As Dalemans breathes new life into the classic '48, Bridges preps a woebegone '76 for execution. One front tire is missing, the driver's side perched precariously on a crooked stack of wheel rims, its grille ripped off.

Gearheads will appreciate the serendipitous selection of this woe-beautiful beast for dissection. Its engine, a 460-cubic-inch behemoth, was the subject of a recent Hot Rod magazine story. The article explained how to convert it to a highly desirable 426 racing stock car engine. With its cast-iron block, the 460 is more durable than the standard 426 aluminum block. Hence, the 460, if posted on e-Bay, would be eagerly sought by oval track aficionados. As soon as Bridges rips it out.

At virtually the same time, each mechanic stands poised with his wrenches. In Dalemans' shop, Out-Kast's Ms. Jackson pours from a stereo speaker. In Bridges' shop, the Eagles' *Hotel California* blares from a cheap radio. The life and death struggle begins.

The 12-cylinder engine on Dalemans' hoist is painted forest green, like the '48. Its wiring harness is encased in chrome. It has just returned from a specialty shop in New England where a notoriously slow craftsman had kept it for three years, replacing every piston and rod. It has odd, charming details, like a bobber on top that shows the oil level. Its 12 cylinders turn so smoothly that many drivers never

shift out of second gear.

About 50 yards away, the eight-cylinder engine that Bridges attaches to his hoist must be some color, but grease has obliterated the motif. It looks squat and fat, all brute business. It has one salient feature besides a gas-gobbling four-barrel carburetor: an absence of computerized components. The simple electronics make it even more desirable among stock car racers.

Dalemans cranks down his hoist and gently lowers the 12-cylinder into the engine cavity, lining it up with the spline of the transmission.

With a couple of soft shoves it is lined up. It rests peacefully in the Lincoln like a baby in a crib.

Bridges cranks up his hoist, and the 460 tumbles out with a groan. It dangles on a hook. The Lincoln carcass sadly teeters on its crooked perch of wheel rims. Bridges takes clippers and slices the coolant hoses. Antifreeze spills over his boots.

Dalemans' '48 has achieved virtual immortality. It will live forever in a millionaire's garage. Its broad, white sidewall tires will touch asphalt only en route to antique auto shows.

Bridges' '76 won't exactly disappear from the face of the Earth. It soon will be crushed and blasted into molten steel. "Then it will come back," Bridges says, "as a refrigerator."

Courtesy of John Barry, St. Petersburg Times, published July, 2006

Lincolns Featured at Pebble Beach

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phers, and it was Halsey who came up with the now-familiar nickname of "Golden Gophers."

Halsey also stayed busy as a public speaker. He became the area's leading toastmaster as he regaled hundreds of audiences throughout the region as a speaker and as a master of ceremonies.

Hubert Humphrey, himself a prolific orator, once called Halsey, "one of the few men who has given more speeches in Minnesota than I have."

In 1961, Halsey became a member of the original broadcast crew for the Minnesota Twins. For many years his partners on Twins' broadcasts were Herb Carneal and Ray Scott. They both loved Halsey even though they may not of been too fond of some of his habits--particularly his copious consumption of green onions and his cigars.

"Halsey always enjoyed a good cigar," Herb Carneal once said. "Unfortunately, those weren't the kind he smoked."

Halsey's cigar once caused more than minor discomfort for his broadcast partners. During a game in Chicago in 1968, the ashes of Halsey's cigar ignited a large mass of ticker tape wire that

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By B. Mitchell Carlson

While a great number of Northstar members were out on an excellent weekend tour with other LCOC chapters in Illinois on the weekend of August 18th, myself and at least one other chapter member were at what is arguably the most prestigious car show in the world, the Pebble Beach Concours d'Elegance.

In the past, I've tended to poohpoo Pebble as just another fancy car show. However, situated on the 18th fairway of the Pebble Beach golf course along the Pacific Ocean, it was quite picturesque and worth making a point to attend if but once. All told, there were 28 Lincolns on the 18th green, both judged and for display only.

In its 63rd consecutive year, one of the featured marques was Lincoln. In addition to the Full Classic L, K, and KB models, there was a special class for Zephyrs and Post-war custom bodied cars.

Using the "a picture is worth a thousand words" analogy, I'll let the cars tell a better story than I could.



Barney Olsen's 1935 Sedan was invited to compete in the unrestored category.



1938 Zephyr - Blake and Laurel Atwell, Austin, TX



1935 LeBaron bodied convertible coupe of Chuck and Amy Spielman.



The Nethercutt collection's 1938 Judkins Touring Coupe, a very unique and beautiful automobile.



Eleanor Ford's custom limousine from their estate in suburban Detroit.

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November Directors Message

(Continued from page 10)

had piled up on the press box floor. Smoke drifted upward and Halsey turned to see his sport coat, which was draped over his chair, in flames. The fire was brought under control, but not before a large hole had been burned in his jacket.

News of the conflagration reached Minnesota and, when the Twins returned from their road trip, the 3M Company of St. Paul presented Halsey with an asbestos sport coat. Of the episode, Twins' catcher Jerry Zimmerman said, "Halsey's the only man I know who can turn a sports coat into a blazer."

Halsey's colleagues maintain that life with Halsey was always an adventure--both on and off the air.

Many fans recall the mixup in words Halsey experienced when trying to describe a promotion at the ball park in which all those attending received a free pair of pantyhose. "In promotions here tonight," he announced, "it was pantywaist night."

Halsey received numerous awards through the years, but his greatest may have come in 1966 with a testimonial dinner at which more than 1,700 people turned out to honor him.

Bill Veeck, the former

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\$18 including tax and tip. Brunch options feature classic American with Italian favorites, egg dishes, sausages and bacon, seafood, pizza, pastas, fresh baked breads, salads fresh fruit and pastries. This Woodbury location is just off I494 on the West side and Southwest on Valley Creek Road. Please RSVP to Bob Johnson by Monday, November 4th, 651-257-1715 or email arborbob41@aol.com.

After five years as President of the LCOC, Glenn Kramer has decided not to seek reelection. Over the past few months, Glenn Kramer, John Talbourdet with others have had discussions about the future of the LCOC and it was mutually agreed to recommend the following election slate for 2014; John Talbourdet as the next LCOC president, with Bob Johnson becoming the executive vice president and Pat Corbett as vice president for Regions. Both Jack Shea and Darren Klingler have agreed to remain as Treasurer and Secretary respectively. I would like to announce our new National Membership Chairman beginning in 2014, newly elected as National Director, John McCarthy, from Lake Crystal, Illinois. John has a passion for LCOC and the Lincoln brand, he will be the new Membership Chairman regardless if I am elected to executive vice president or not. Since being appointed by then President Doug Matix in the fall of 2004, I have been in this position almost 10 years except for nine months in 2008. So, it is time for a change. It was a pleasure to serve under Glenn Kramer and I look forward to being part of the John Talbourdet management team. It has been a pleasure to meet and work

with such fine people for the past 10 years. I want to contribute to the continuing efforts to move our Lincoln and Continental Owners Club forward. We as a club must improve the relationship between our members and other Lincoln clubs.

There are no planned North Star activities for December. Enjoy the holiday season with your family and friends.

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

More Pebble Beach

(Continued from page 10)



Best in Class winner, 1942 Continental owned by David Johnson.



One very nice Zephyr.



1929 L Locke Sport Phaeton

Fall Northstar Potluck

(Continued from page 11)

baseball executive was one of the speakers on the program and commented on the size of the gathering. He referred to his days as owner of the hapless St. Louis Browns and said, "With this kind of a crowd, we would have played a doubleheader!" Besides "Holy Cow!", another favorite saying of Halsey's was "Same house, same wife, same suit--must be the gypsy in me!"

This expression may well have summed up the simple approach to life he followed away from the public eye.

He went to great lengths to watch his soaps. When he and Sula drove to Florida for spring training each year, he brought along a battery-operated television. It wasn't unusual for Halsey and Sula to pull off the road around one o'clock in the afternoon, hop in the back seat, and try and pull in a television signal.

After leaving the Twins broadcast crew in 1972, Halsey continued to watch a lot of baseball. He was presented with a lifetime pass from the American League and still spent a lot of time at Met Stadium, watching the Twins.

In his autumn years, however, Halsey was plagued with health prob-

(Continued on page 13)

One of the best attended Northstar activities of the year is our annual potluck that was held on October 13th, once again at Morries conference center out in Long Lake. As in prior years, we gather early at 10:00AM to view the very impressive, and growing car collection, that our host Morrie Wagener has put together over the years.



A recent addition to the collection.

As I wandered through the collection, I constantly observed the other Northstar members remarking about the quality and depth of the fine classics on display. There are cars from all decades on display, but the majority of them are from the 1930's, 40's and 50's. And what very interesting examples there are. From A through probably Z, there are cars that most of us (in our age bracket) are familiar with, and some that some of us have never seen.

All first quality, and all displayed in a setting where you can view each and every one up close and from every angle. If you have never seen this excellent collection, please be sure to attend our annual potluck next year.



Brewster bodied Ford

At 12:30PM, dinner was served and we had a very good selection of fine dishes to choose from. We want to thank the members for stepping up as they have each year and bringing out their best dishes for this fine potluck. We had enough for those who wanted to go back for seconds and thirds to do so. No one went home hungry. Dinner was also a nice time to visit and socialize with our members, some of which we haven't seen for a while.



A very fine '59

After dinner, the auction began and continued at a fast pace until all of the items exchanged hands. Quality merchandise was offered

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Northstar Fall Potluck

(Continued from page 12)

lems. He had lengthy hospital stays in 1974 and 1975 because of heart troubles.

And in January of 1976, his wife was injured in an accident at the Radisson Hotel. While ascending the stairs to the dais for a testimonial dinner for Hubert Humphrey, the Halls fell. Sula cracked her head on the floor and had to undergo brain surgery. She survived, but never fully recovered and finally had to be put in a nursing home.

The final months for Halsey were lonely ones as he rattled around in his house without Sula.

Then, on December 30, 1977, Halsey joined the Celestial All-Stars. He died of a heart attack at his home in St. Louis Park at the age of 79.

But the greatest encomiums are the memories that remain in the minds of those who knew him best. Upon Halsey's death, Dick Cullum, his newspaper colleague and close friend, provided what may be the most fitting eulogy:

"Halsey Hall laughed his way through life, and he kept the rest of us laughing, too."

Courtesy of Stew Thomley
From the internet.

(Continued from page 12)



Tom Brace and Ed Myhre

and our esteemed auctioneer, Ed Myhre, ably assisted by Tom Brace brought out the best in our bidders and correspondingly high prices for everything offered. Auction proceeds go to the Northstar treasury and help to subsidize club activities over the year.



Great stuff awaiting new owners.



Left; Brad Wiemann looks like he is having a good time

We want to thank all who came, some from as far as Fargo to attend this event. Thanks to all who brought the very good food for all of us to share. And finally thanks to Morrie for his very kind hospitality in making his conference center available for our signature event.



Offered for Sale, Some Great Lincolns

As a courtesy to our members, we try to make space available in our newsletter for Lincolns for sale, along with parts, related information, and memorabilia. There is no charge for this service, but we do ask that you send us descriptive information along with a good digital image of the Lincoln that you wish to sell. We do have the ability to scan pictures, but considerable quality and detail are often lost in the scanning process. Also, we ask that you let us know when something has sold so we can make space available for someone else. Through the newsletter several cars have found new homes with new owners.



Here is a great opportunity to own a very limited production Lehmann-Peterson custom Lincoln limousine. This car is in extremely good condition and has been pampered all its life. Present owners have decided a 22 foot car is a challenge to store. Fairly priced. You may have the opportunity to own this fine car now. Please contact Jason Longerbone at 763.323.2970 or email: jlongerbone@gmail.com.



Beautiful 1997 Lincoln, Signature series, with only 77,000 miles. The car is Champagne color, as is the leather interior. This is a Florida car only driven in the winter, that has sparkling chrome on lower third of doors, and an almost perfect body. The only thing someone may wish to restore is the head-liner, which shows deterioration from the FL heat. Asking price \$4,900. Contact info: Jerry Thrall - 763-428-5044, or templethrall@gmail.com.



1979 Town Car, Collector's Series with Fixed Glass Roof, excellent cloth interior, some rust starting to show in the usual places but easily saved. Thousands recently spent on new parts, maintenance, including all new A/C, \$6750. Located in Appleton, WI. Please call or email for more details, pictures. Perry Bush at pab1063@new.rr.com or 920-205-1295.

You May Be Interested in these Items for Sale

For Sale: **Parts 1946 - 1948 Lincoln.** Hood ornament with base \$125 - \$150. Upper Grill Half \$100. Bumpers from \$75 - \$300. Steering Wheel with nice ring and center emblem \$300. Fog light and housing \$15. L/H Rear tire shield \$35. Continental door sills \$45 pair. Master cyls \$20. Wheel cyls \$1. Front brake drums \$5. **Also other parts too.** Call Dave Bodziak, 612.788.3758.

For Sale: **(parts) 1946-1948** 2 door coupe shell and frame, good front fenders, good trunk and hood, front and back bumpers, and boxes of misc small parts/odds and ends. Make offers Bruce Freiberg 763.682.3527.

WANTED: **1938 or 1939 Zephyr "donor" car.** Preferably a Sedan or Coupe Sedan. Price that I will pay will be determined by the condition of the car. I now have another '39 Zephyr donor car with the engine and drive train that I would use to make one complete car. I need inside window frames, dash, skirts, hood, right front fender and other misc. parts. If you have one or know of one **please call Karl Flick at 612.961.9705.**

FOR SALE: **Automobile Quarterly Collection.** Super complete at 205 books - 52 volumes and 11 indexes, 2 executive planners, total 218 books, all in slipcases with gold script. Appraised at \$2,500.00. Price to sell at \$1,900.00. Harvey V. Oberg Phone 651-739-9754 (Minnesota)

FOR SALE: **I am really anxious to sell my 1948 Continental Coupe.** Has had a complete engine rebuild 400 miles ago by Adelman engines.. New brakes, battery, chrome has been re-plated, new dark green paint, new tires, good working overdrive. Needs upholstery. **Reduced to \$15,000 or make a good offer.** Call Ted Anderson, 763.561.8143.

FOR SALE: **1982 Mark VI 2dr** with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan.** Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

FOR SALE:

1989 Lincoln Town Car, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00 Del at 608.837.5990 **Great car with a Great price**

FOR SALE:

1981 Mark VI Signature Series. White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

FOR SALE:

1971 Continental Mark III, white, blue leather interior, clean car. \$2,500obo.
1975 Continental, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

FOR SALE:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 \$4,900/Best offer will own me.

For Sale

FOR SALE:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer.
320-429-0139

For Sale:

1984 Mercury Colony Park wagon. White with "wood trim" and nice dark brown velour interior. Fully equipped with 41 options, no rust ever, turbine wheels and complete service history. 181,000 miles, but doesn't show it. Please give me a call for more information. Roald and Rosalee Storvick, Austin, MN **Call 507.433.3944 or cell, 507.438.1016.**

For Sale:

1961 through 1967 Lincoln Continentals, complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call. Gordy Jensen 612.819.2107

For Sale:

1966 Lincoln four door sedan. 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

For Sale:

1972 Mark IV \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car. Needs some Tender Loving Care, but the car is basically sound and a good value at the price. Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

For Sale:

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever. If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need. Just Arrived! New windshields that fit 1961 through 1969 Continentals. Available Now.
Please call Gordy Jensen at 612.819.2107

STORAGE AVAILABLE

Safe, Secure Storage for your classic now available Southwest Metro Location. Please call
952-412-1266

Preview of Coming Events

November **Year End Brunch.** Please note change of location. Sole Mio Restorante, Woodbury, Sunday, November 10, at 11:30AM. More information on the back page

December No planned club activities. Enjoy the holiday season with your good friends (hopefully a few from the Lincoln club) and your relatives. Better yet, buy your spouse or significant other a new Lincoln, a MKZ would be nice. Contact Bob Johnson or any of club board members with suggestions for activities for 2014. With your extra time, get your chisel and stone tablets out and write a nice article about your favorite Lincoln for a future North Star newsletter. Become involved, help us make a great club even better.

2014 North Star Region Calendar - More details to follow.

January Sunday Brunch, Running Aces, January 12, at 11:30 AM

February CCCA has invited us to a Potluck/Auction, Firefighters Museum, 664 22 Avenue NE, in Minneapolis on Saturday, February 15th at 5:00 PM.

March, April, July to be determined

May 6th Annual Memorial Day weekend car show , Morries Ford Lincoln, Minnetonka, MN Saturday, May 24, 10:00AM to 2:00PM

June 11th Annual Outstate Classic Lincoln Car Show,

August Dedication Lincoln Motor Car Heritage Museum, possible driving tour
2nd weekend August

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ON THE NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

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

North Star Activities



Mark this date, Sunday, November 10, 2013.

Our last North Star event for this year. 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 last North Star event for 2013.

Mark your calendars for January 12, 2014. Brunch at Running Aces, 11:30AM. Details in the next newsletter.

We need your help in 2014.

The North Star Club can always use more members. If you know anyone who might be interested in becoming a member, send us their name and phone number, and we will contact them.

We can always use interesting articles for publication in our newsletter. Send us your story about your favorite Lincoln and we will publish it. It may have been about one from past years, no matter, if it is interesting, we will print it.

We can help you. If you plan to buy or lease a new Ford or Lincoln, contact Bob Johnson or David Gustafson, we will help you get what you need to participate in Ford's "X" plan, which is available to LCOC members and may save you money on your next Ford product.