

NORTHSTAR NEWS

Lincolns and Memories



My Early Years With Lincolns by Mike Denney

I don't know about you but sometimes I look back on my young life and think there are some things I did then that I would never do now. The story I write about here is something I would never attempt today, but I did it and it all worked out well.

In 1973 I started to look for a 1952 through 55 Lincoln two door hardtop. I watched Hemming's and my local paper but either I couldn't afford what was for sale (I was in the very early part of my career) or just could not find anything in that year range. Growing up riding in my parents' 1952 Lincoln Cosmopolitan, I had the strong urge to find a Lincoln of that vintage. But my parent's car was a four door sedan, I of course, wanted a sportier two door hardtop.

I had contacted my cousin in California to watch the Los Angeles Times for my Lincoln. After a few weeks I got call from her saying there a 1953 Lincoln Capri for sale in the LA area for \$500. My cousin and her husband (who was a car guy also) went to look at the car for me. They reported the Lincoln was in nice condition, drove nice and everything worked. Then, the bad news: it was a four door. Well, I decided I wanted the car and sent the money to my cousin to make the deal. The car was now mine but the issue now was how do I get it home to Tulsa? It so happened a good friend of mine that I had worked with at the local TV station, had moved to the San Diego area for a job. His wife was still in Tulsa waiting to move out with him. He wanted to come home for a visit and like me,

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

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Board Of Directors - 2015

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2017
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2016
Treasurer	Harvey Oberg	H(651)739-9754		2015
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Director	Bob Roth	H(763)475-1429		2017
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2015
Director at Large	Tom Brace	H(651)644-1716	trbrace@comcast.net	2015
Director at Large	Dennis Owens	H(612)269-6482		2016
Director at Large	Richard Eilers	H(218)393-5747	dickido@aol.com	2016
Sunshine Secretary	Faythe Oberg	H(651)739-9754		

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.

More Lincoln Memories

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did not have a lot of money. He offered to ride back with me to Tulsa and help me drive, as we planned to drive straight through. But I still had to get to California. My wonderful mother offered to buy me an airline ticket to fly to LAX where my friend would pick me up and we would drive back to Tulsa.

So my very first commercial flight was on an American Airlines DC-10 from Tulsa to Los Angeles; little did I know that this would be the first of thousands of flights I would take throughout my life. Interestingly, this flight was virtually empty, I got a free hot breakfast, flew direct to LAX; none of those things happen today!

This was the middle of February in 1973, the dead of winter here in Oklahoma. Wearing winter clothes, I got off the plane in Los Angeles to a warm beautiful, sunny day and quickly realized I was over dressed. My friend Toby who met me in a tee shirt and wearing flip flops, was very amused that I was so “bundled up”. His quote was “Hey, you’re in Southern California now!” Little did we know that we were about to experience what winter really was!

With my friend Toby we drove down to Santa Ana to visit my aunt Mildred and see another friend of ours. The Lincoln drove great and I was very impressed with my \$500 investment. While at my aunts we went over the car and everything seemed in good order, the oil looked clean,



A very young Mike Denney and his Mom with their 1952 Lincoln Cosmopolitan.

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Trivia from the Internet



Bob Wills
The King of Western Swing
1905 - 1975

James Robert "Bob" Wills was an American Western swing musician, songwriter, and bandleader. Considered by music authorities as the co-founder of Western swing, he was universally known as the King of Western Swing (after the death of Spade Cooley who used the moniker "King Of Western Swing" from 1942 to 1969.)

He was born on a farm near Kosse, Texas, in Limestone County near Groesbeck, to Emma Lee Foley and John Tompkins Wills. His father was a statewide champion fiddle player and the Wills family was either playing music, or someone was "always wanting us to play for them", in addition to raising cotton on their farm.

In addition to pick-

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Editors Message

November 2015

Fall is winding down. In our neighborhood, most of the trees have shed their leaves and they are now residing on the lawns, awaiting the feverish efforts of homeowners to pick them up for the really cold weather sets in for the long duration known as winter. On a bright note, in less than 60 days, we will have crossed that demarcation point known as the winter solstice, and the days will once again get longer and longer.

We want to thank Mike Denney, who is the editor of Viva Carrera, (the quarterly publication of the Road Race Lincoln Register, a club that advocates for the enjoyment and preservation of Lincolns produced from 1949 through 1957) for the delightful article about how he came to acquire his first Lincoln. It is all about memories and this article brings them all to the present.

Many of us have had similar experiences in our earlier years and they all would make for good stories. Hint.. Hint.. get your pen and paper out and start writing today. We all would be glad to hear your interesting story.

We have had a lot of work going on at our home in Burnsville. Lindus construction came and did a complete re-roof with 50-year shingles. They would not give me a guarantee that I would last as long as the shingles however. A week later, another one of their crew's came out and installed

new metal soffits and fascia, all maintenance free. This should vent the attic space properly and cut down on the ice dam problem. A few days later another Lindus crew installed new Leaf Guard gutters. It took only six hours to do the house. I guess when you do enough of them you get really good at it.

Our house was last painted about 10-12 years ago, and it was time to



Sweet Olga was very interested in what the tradespeople from Lindus Construction were doing as they installed our new gutters. She always enjoys meeting any new people that come to work or visit.

freshen it up a bit. I went through Angie's List and made a few calls. Of course fall is a busy time and everyone wants things done before winter sets in. The first person on the list that I called had good marks, but never returned our calls or emails. Our second call went to Harald Christensen, of Savage. Harald returned our call the next business day and made an appointment to come

by and take a look and provide us with an estimate. The estimate came within a few days, was simple and easy to understand. The price seemed fair and reasonable, so the go ahead was given to begin work after the roofers finished their work. He worked fast and did a very good job. If you need either inside or outside painting done, give Harald a call. I am sure that you will be as pleased as we were with the outcome. His number is 651.492.5392.

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

*Directors Message by Bob Johnson**November 2015**(Continued from page 3)*

ing cotton, the young Jim Bob learned to play the fiddle and the mandolin. Both a sister and several brothers played musical instruments, while another sister played piano. The Wills family frequently held country dances in their home, and there was dancing in all four rooms. While living in Hall County, Texas, they also played at 'ranch dances' which were popular in both North Texas and eastern New Mexico.

The family moved to Hall County in the Texas Panhandle in 1913, and in 1919 they bought a farm between the towns of Lakeview and Turkey. At the age of 16, Wills left the family and hopped a freight train. "Jim Rob", as he became known, drifted for several years, traveling from town to town to try to earn a living, at one point almost losing his life when he nearly fell from a moving train, and later being chased by railroad police. In his 20s he attended barber school, got married, and moved first to Roy, New Mexico, then returned to Turkey in Hall County (now considered his home town) to work as a barber at Hamm's Barber Shop. He alternated barbering and fiddling

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Sunday, October 11th, was such a beautiful day. It was the perfect day for a great gathering of Lincoln lovers, our North Star members and their guests at Morrie Wagener's classic car collection. Morrie has been very kind to let us hold our fall potluck at his Long Lake museum and open his collection for our membership to view. It is hard to believe that this was our ninth year of coming here and to see it grow year after year. This is truly the high point in our yearly activities.

The leaves were at their peak on the drive to Long Lake, this was a trifecta, a beautiful fall day, great cars and spending the day with our North Star members. It just doesn't get any better than that.

This year we honored Harvey Oberg, who is retiring from our Board of Managers and Treasurer after 32 year of dedicated service. Over one hundred members and guests attended this special day for Harvey and Faye. The weather man must really like Harvey Oberg, as the day was a perfect 10, just like what Harvey has ordered for us so many times.

The days of a great summer have really flown by this year. And as I write this column, we are already well into fall. It is getting time for one last cruise before putting away our Lincolns and beginning the tasks for getting ready for Thanksgiving, Christmas and the other holidays associated with the winter months.

A Christmas reminder, if you have someone special that is a car person, there is no better holiday gift than a LCOC membership. And as a bonus, we will also give them a free year's membership in the North Star Region. This would be a great gift for a special young person, to get them interested in the old car hobby, particularly Lincoln's.

At our October Board meeting on Thursday night, October 8th, it was noted that Harvey Oberg, our treasurer will be retiring after 32 years of dedicated service. Harvey was always the person to get the North Star Region to host the Mid America Meets in 1992, 1996, 2002, 2008 and 2012, again thank you for being our main man. We had four members filing for four open 2016 North Star Board of Managers positions, Dave Gustafson, Tom Brace, Matt Foley and Eric Chiquist and since we had four openings on the Board, after discussion and making a motion to elect by acclamation, the Board approved electing Dave Gustafson, Tom Brace, Matt Foley and Erick Chiquist for terms beginning January 1, 2016 through 2018. The Board took action for the 2015 Car of the Year/Tim Purvis Award. The eligible candidates were: Dave and Sally Barry, 1962 Continental Sedan at 7th Annual Morris Memorial Day Lincoln Car Show; Ray and Jeanine Nelson, 1948 Continental Sedan at 13th Annual Outstate Lincoln Car Show, Sioux Falls, SD, and Harvey and Faye Oberg, 1941 Continental Cabriolet at 9th Annual North Country Lincoln Car show. The unanimous winner voted on by North Star Region managers was Harvey and Faye Oberg's 1941 Continental Cabriolet and the award was presented at our Fall Potluck.

I would like report the National LCOC at Large Directors election 2016-2018 results, elected was our own Dave Gustafson, plus Jack Shea, John Talbourdet, Bruce Hutchinson and Paul Temple. Dave is also the LCOC Publications Chairman. I also would like to report that the Lincoln Motor Car Heritage Museum Foundation 2016-2018 Trustee election, result is that I was elected as a new Lincoln Motor Car Heritage Trustee, and am appointed to assistant to Museum Event Chairman Dennis Garrett. The event in 2016 is August 10-15

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

October 8, 2015

Regional Director Bob Johnson called the meeting to order at the Morries Ford Lincoln Dealership, Minnetonka at 7:15 PM. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White and Dennis Owens. Other regional members present were Mary Johnson, Eric Chinquist and Matt Foley. The minutes of the previous meeting and the agenda were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson started meeting off by welcoming Bob Roth back from his three month stay in Montana where he had a new knee operation and new member Eric Chinquist was introduced to all present.

Bob Johnson discussed that four members have filed for four open 2016 North Star Board of Managers positions, Dave Gustafson, Tom Brace, Matt Foley and Eric Chinquist and since we had four openings on the Board, we should approve election of these persons via acclamation. After discussion and making motion to elect by acclamation, the Board approved electing Dave Gustafson, Tom Brace, Matt Foley and Erick Chinquist for terms beginning January 1, 2016 through 2018.

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Bob Johnson reported the National LCOC at large Directors election 2016-2018 results, elected was our own Dave Gustafson, plus Jack Shea, John Talbourdet, Bruce Hutchinson and Paul Temple. Dave is also the LCOC Publications Chairman. Bob also reported that the Lincoln Motor Car Heritage Museum Foundation 2016-2018 Trustee election, result is that he was elected as new Lincoln Motor Car Heritage Foundation Trustee. He is also assistant to LMCHM Event Chairman Dennis Garrett for planning the Lincoln Homecoming Annual Weekend every year at Hickory Corners during the second week in August.

Bob Johnson reported New member Dan Van Wyk, has completed a facebook page for the Northstar Lincoln and Continental Owners Club. We can post activities, pictures, ask questions and just enjoy Lincoln topics. New media technology may help us to attract younger members, or just attract more members. Go to <https://www.facebook.com/northstarlincolns>. Jay White said there

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even when he moved to Fort Worth after leaving Hall County in 1929. There he played in minstrel and medicine shows, and, as with other Texas musicians such as Ocie Stockard, continued to earn money as a barber.

Wills was known for his hollering and wisecracking. One source for this was when, as a very young boy, he would hear his father, grandfather, and cowboys give out loud cries when the music moved them.

In Fort Worth, Wills met Herman Arnsperger and formed The Wills Fiddle Band. In 1930 Milton Brown joined the group as lead vocalist and brought a sense of innovation and experimentation to the band, now called the Light Crust Doughboys due to radio sponsorship by the makers of Light Crust Flour.

Brown left the band in 1932 to form the Musical Brownies, the first true Western swing band. Brown added twin fiddles, tenor banjo and slap bass, pointing the music in the direction of swing, which they played on local radio and at dancehalls.

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*Lincoln Memories continued...**(Continued from page 5)*

Wills remained with the Doughboys and replaced Brown with new singer Tommy Duncan in 1932. He found himself unable to get along with future Texas Governor W. Lee "Pappy" O'Daniel, the authoritarian host of the *Light Crust Doughboy* radio show. O'Daniel had parlayed the show's popularity into growing power within *Light Crust Flour's* parent company, *Burrus Mill and Elevator Company*, and wound up as General Manager, though he despised what he considered "hillbilly music". Wills and Duncan left the Doughboys in 1933 after Wills had missed one show too many due to his sporadic drinking.

Wills recalled the early days of what became known as Western swing music in a 1949 interview. "Here's the way I figure it. We sure not tryin' to take credit for swingin' it." Speaking of Milt Brown and himself working with songs done by Jimmie Davis, the *Skillet Lickers*, Jimmie Rodgers, and others, and songs he'd learned from his father, he said that

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the tires looked good (I thought) so with everything checked it was time to head to Oklahoma. Both my aunt and our friends had put together a bunch of food for the trip, sandwiches, cookies, drinks, etc, which we hadn't even thought of! We decided to leave in the afternoon so we would cross the desert at night. That's kind of funny now, it was the dead of winter!

My big plan was to take I-10 to Quartzite, AZ then cut up Highway 89 through Prescott to I-40, parts of which were still two lane Route 66 in those days. As we climbed up the grade out of San Bernardino to the high desert it began to rain. Luckily the wipers worked fine, something we had forgot to check down in warm sunny southern California. So we drove on; the car running great.



Mike's newly acquired '53 and his good friend Toby at the start of the road trip in Southern California.

The day we left SoCal was Thursday February 15, 1973. Why do I remember that date you might wonder? As we climbed the mountains toward Prescott, AZ, we heard a newscast on the Lincoln's working AM radio that announced that Wally Cox had died. He was the star of a show called "Mr. Peepers" and worked a lot in the early days of television. Later he appeared on Hollywood Squares quite often, in

case you don't know who he was. My friend Toby and I had always like him, so that always stuck with us through the years.

We continued to climb into the mountains and into the Kaibab National forest. The rain continued as we negotiated the two lane switch back-road. As the altitude rose the temperature dropped so we tried the heater; only slightly warm air came out. I had noticed the engine temperature gauge had never really gone to its normal position, but to me that was a good thing. Not so if you want the heater to work! Toby was still in shorts and flip flops so he was getting pretty cold.

Then, as we continue driving, we notice a very definite line where the rain turned to snow. I certainly was not expecting snow but there it was. What started out as a light dusting quickly turned to an outright blizzard. The snow got deeper the further we drove, and we both got pretty nervous as the snow deepened. Just when the snow started to hit center of the Lincoln we came upon a Trans-Con semi plowing along, clearing a little of the snow for us so we decided to follow him, not caring where he was heading. As we followed the Trans-Con we saw two big trucks heading the opposite direction that seemed to be stuck. Our hearts were pounding now as we feared we would get stuck and freeze to death, but as long as that Trans-Con truck kept moving we were sticking right with him. When we approached the outskirts of Prescott the big truck pulled over, fortunately the snow didn't seem as deep. So we pulled over as well, we were both cold as heck so we devised a plan to take a grocery sack we had with us (we had eaten all the

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More '53 Lincoln

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"We'd pull these tunes down an set 'em in a dance category. It wouldn't be a runaway, and just lay a real nice beat behind it an the people would get to really like it. It was nobody intended to start anything in the world. We was just tryin' to find enough tunes to keep 'em dancin' to not have to repeat so much."

After forming a new band, *The Playboys*, and relocating to Waco, Wills found enough popularity there to decide on a bigger market. They left Waco in January of 1934 for Oklahoma City. Wills soon settled the renamed *Texas Playboys* in Tulsa, Oklahoma, and began broadcasting noontime shows over the 50,000 watt KVOO radio station. Nearly all of the daily (except Sunday) shows originated from the stage of Cain's Ballroom. In addition, they played dances in the evenings, including regular ones at the ballroom on Thursdays and Saturdays.

Wills added a trumpet to the band inadvertently when he hired Everet Stover as an announcer, not knowing that he had played with the New Orleans symphony and had directed the governor's band in Austin. Stover, thinking

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food by now anyway) fold it flat and put it in front of the radiator to try to get the Lincoln to warm up. We figured that, because the car lived in southern California, the thermostat had been removed. We waved goodbye to the Trans-Con driver and set out on our own.

The snow was still coming down but was not as deep as it had been. As we drove toward Ash Fork, AZ the engine started to warm up into the normal range, the heater began to do its job, so finally we were not so cold. We got to Ash Fork just as the sky began to lighten, there we transitioned onto I-40 but still weren't even halfway to Tulsa. The road conditions had improved somewhat but the snow was still coming down. By the time we got to Winslow we needed gas and we were both starving. The gas station guy pointed us toward a local diner where we had a delicious hot and greasy breakfast. Toby had a chance to put on some warmer clothes. We asked some of the truck drivers in the diner how the road conditions were heading eastbound, they told us the farther east you go the better the weather gets which was welcome news.

As we soldiered on, the snow turned to slush, causing moments when the trucks would throw so much crud on the windshield we would be momentarily blinded until the wipers could clear what they could (they were vacuum of course). In 1973, for those of you familiar with I-40, the bypass had not been built to go around Gallop, NM, so you had to still drive right through town. My friend was driving as we made our way through Gallop, since

the car was mostly idling or moving at slow speed the vacuum wipers were going at a good clip. Suddenly, the right wiper flew off, of course it was a miracle that it was the passenger side wiper and not the driver's side! We couldn't stop right away but once we could, I walked back to where we thought it had landed and sure enough there it was, squashed flat as a pancake. We tried stopping at two different auto parts stores to find a replacement but all we got was "a 1953 what?" or "our books only go back to 1960". So off we went with one wiper, the passenger at times felt a little weird not being able to see, but we dealt with it.



Toby pointing out the '53 is missing the passengers side wiper.

As we crossed into Texas the weather cleared and the roads were dry, so we began to make better time, the Lincoln never missing a beat, except for the wiper of course.

We pulled into a rest stop the use the men's room. When returning to the car I noticed what I thought was something next to the right rear tire. Upon further inspection it turned out to be a large knot on the inside sidewall of the tire (which still had all its

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*'53 Lincoln memories continued.**(Continued from page 7)*

he had been hired as a trumpeter, began playing with the band with no comment from Wills. Young sax player Zeb McNally was allowed to play with the band, although Wills initially discouraged it. With two horns in the band, Wills realized he would have to add a drummer to balance things and create a fuller sound. He hired the young, "modern style musician" Smokey Ducas. By 1935, Wills had added horn and reed players as well as drums to the Playboys. The addition of steel guitar whiz Leon McAuliffe in March 1935 added not only a formidable instrumentalist but a second engaging vocalist. Wills himself largely sang blues and sentimental ballads. Wills and the Texas Playboys did their first recordings on September 23-25, 1935 in Dallas, Texas, being produced by Don Law and Art Satherley of the American Record Corporation. There is strong evidence that the 1935 sessions took place at 508 Park Avenue along with sessions in 1937 and 1938.

Session rosters from 1938 show both "lead guitar" and "electric guitar" in addition to guitar and steel guitar in the Texas Playboys recordings. Wills' 1938 recording of

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air). We decided to slow down our pace and try to make Amarillo, which we did. We found a Sears that was still open so we asked them to check out the tires. "They are all rotten" the tech said as he found a few more knots we had not seen. I certainly didn't have the money to buy a new set of tires so we were now in a bad situation. But, as luck would have it, the manager came out and told us that he thought if we put tubes in the tires we could probably make the three hundred plus miles to Tulsa. Toby and I scraped together all the money we had between us and we were still short, but the manager had taken a liking to us. He charged us only for the tubes, not the labor, and we squeaked by. We had just enough money for one more McDonald's hamburger each, the cheap one!

Off we went on the last leg of our journey; Tulsa was a little over five hours away. One funny thing I remember is as we drove into Oklahoma, on the radio Gene Pitney's song "24 Hours from Tulsa" started to play and Toby barked out, "Oh God I hope not!", which really made me laugh.

We arrived in Tulsa early Saturday morning, tired, hungry and ready for a nice warm bed. Our wives were so relieved we were home! In those days cell phones did not exist so we could only use pay phones to call home, (collect of course!).

I used that '53 Lincoln for a daily driver for over two years, it was very dependable with the one exception being with the outside temperature dropped below 20 degrees and the car sat outside overnight. I solved that problem by putting a heat lamp on the pan. I replaced the tires as soon as I

could save up the money, and drove that car to work, on some shorter trips and it never let me down.

It is at this time that I found and joined the Road Race Lincoln Register. My Lincoln was missing its grill "V" and knight emblem. Although I don't remember who helped me find the missing pieces, it was great to find people that loved Road Race Lincolns as much as I did. Little did I know that years later I would still be involved as well as become the Director/Editor.



E.T. "Bob" Gregorie was the person largely responsible for the design of the postwar Lincoln, beginning with the 1949 models.

Today I would never attempt to drive a 20-year-old car that I just bought over 1,500 miles, in the winter, over the mountains, in a blizzard, with rotten tires! It is by the grace of God that we made that trip without any major mechanical problems and through some very rough weather. When you're young and think you are invincible, worrying about driving cross country doesn't cross your mind, it just sounds like a great adventure.

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'53 Lincoln memories continued.

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"Ida Red" served as a model for Chuck Berry's decades later version of the same song, "Maybellene".

In 1940, "New San Antonio Rose" sold a million records and became the signature song of The Texas Playboys. The song's title referred to the fact that Wills had recorded it as a fiddle instrumental in 1938 as "San Antonio Rose". By then, the Texas Playboys were virtually two bands: one a fiddle-guitar-steel band with rhythm section and the second a first-rate big band able to play the day's swing and pop hits as well as Dixieland.

After leaving the Army in 1943, Wills moved to Hollywood, moving into a rented house in September, and began to reorganize the Texas Playboys. He became an enormous draw in Los Angeles, where many of his Texas, Oklahoma and regional fans had also relocated during the Great Depression and World War II in search of jobs. Monday through Friday, the band broadcast from 12:01 to 1:00 p.m. PT over KMTB-AM (now KLAC) in Los Angeles. They also played regularly every Friday, Saturday, and Sunday night at the Mission Beach Ballroom in

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I also would like to pay tribute to the man who rode with me on that memorable trip back in 1973, his name was Toby Brown. He and I had many adventures together. We had common interests in both television and cars. We worked together and played together. We both started our television careers here in Tulsa and we both wound up at CBS television in Los Angeles. Sadly, Toby passed away last year and even though we had lost track of each other, his passing had a deep impact on me. The story I have just related is just of one of many that we shared. I will never forget them or him.



Lincolns based on the theme "Modern Living" were first introduced in 1952. The basic design was improved each year through the series final year in 1955. Even today it still looks satisfying. The mark of good design.

One of your editor's heroes is Edsel Ford, I often wonder where The Ford Motor Company would be without him. His collaboration with E.T. "Bob" Gregorie created some iconic automotive designs that still stand in high regard today, not the least of which is the first Lincoln Continental. Gregorie and Edsel worked very well together with Gregorie's talent for in-

terpreting Edsel's design ideas, Edsel felt very comfortable around him. Sadly, Edsel died in early 1943 leaving the Ford Motor Company in chaos, especially the design department. Prior to his death Edsel and Gregorie had been working on the post war models which were to be completely different than anything Ford had produced before. There was to be a small Ford and a big Ford, a Mercury, a small Lincoln, a big Lincoln and a Continental. Many of these designs were in the later stages of development when Edsel died. Gregorie was eventually fired by his arch rival from the engineering department, Joe Galamb then rehired by Henry Ford II when he took control. HFII brought Earnest Breech from General Motors to help reorganize the company. Breech brought a designer named George Walker to look over the new proposed models that Gregory had ready. Of course, Walker did not like any of them, he thought the design of the new big Ford was too big and heavy. That set in motion the rush to design the 1949 Ford and that is a whole other story. Many of you may know that what was to be the 49 Ford became the 49 Mercury. The Lincoln designs were the same basic ones that Edsel had approved. The Continental never came to be in that design period. Those of you who own a 49 to 51 Lincoln should be proud to own one of the last Edsel Ford, Bob Gregorie design collaborations; they are under-appreciated in my humble opinion.

Editors note: This article first appeared in June 2015 issue of Viva Carrera, the publication of the Road Race Lincoln Register club. We thank Mike Denney for the use of it.

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San Diego.

He commanded enormous fees playing dances there, and began to make more creative use of electric guitars to replace the big horn sections the Tulsa band had boasted. For a very brief period in 1944, the Wills band included 23 members, and around mid-year he toured Northern California and the Pacific Northwest with 21 pieces in the orchestra. *Billboard* reported that Wills out-grossed Harry James, Benny Goodman, "both Dorsies, et al." at Civic Auditorium in Oakland, California, in January 1944.

Wills and His Texas Playboys began their first cross-country tour in November 1944, and appeared at the Grand Ole Opry on December 30, 1944. According to the Opry, drums and horns were not considered to be part of country music. Wills' band at the time consisted of two fiddlers, two bass fiddles, two electric guitars, an amplified electric steel guitar, and a trumpet, as well as the noted drums, which belonged to Wills' then drummer, who played in the Dixieland style.

In 1945, Wills' dances were outdrawing those of Tommy Dorsey and Benny Goodman, and he

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North Star Fall Potluck

It was a wonderful day for our 9th annual North Star potluck and auction, which was held on Sunday, October 11th, once again at Morries Classic Car Museum in Long Lake. Over 100 North Star members and their guests came together to view the beautiful collection of very unique and classic cars that our gracious host, Morrie Wagener has assembled.



A recent addition to Morries collection is this 1951 Cosmopolitan.

After the museum tour, the hordes of eager eaters descended on the food serving stations, filling their plates from a wide variety of delicious food, featuring an item to suit anyone's particular taste. There also was a great selection of deserts to choose from, and everyone did! No one went home hungry and all the food was gone.



The Oberg's with the best Lincoln for 2015 award.



Harvey and Faythe with the Walcek photo poster.

Right after lunch, Bob Johnson presided over our annual membership meeting. The highlight of the meeting was the recognition of our board member, Harvey Oberg, who is retiring from his position of director and treasurer after 32 years of dedicated service. Harvey led the organizing effort that resulted in the LCOC granting a charter establishing the North Star Region. Harvey was presented with a John Walcek print, visually depicting significant Lincolns over a fifty year period. His 1941 Continental Cabriolet has a place of prominence in the center part of the print. The Oberg's also received a copy of an out of print book about 16 cylinder motor cars that Harvey has been searching for, for many years. In addition, their 1941 Continental Cabriolet was the unanimous winner for the 2015 "Car of the Year", also known as the Tim Purvis award, as voted on by the North Star region managers.

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Welcome Wagon

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moved to Fresno, California. Then in 1947 he opened the Wills Point nightclub in Sacramento and continued touring the Southwest and Pacific Northwest from Texas to Washington State. While based in Sacramento, his radio broadcasts over 50,000-watt KFBK were heard all over the West.

Famous swing orchestras in California realized that many of their followers were leaving to dance to Bob Wills' Western swing. Because he was in such demand, some places booked Wills any time he had an opening, regardless of how undesirable the date. The manager of a popular auditorium in the LA Basin town of Wilmington, California: "Although Monday night dancing is frankly an experiment it was the only night of the week on which this outstanding band could be secured."

During the postwar period, KGO radio in San Francisco syndicated a Bob Wills and His Texas Playboys show recorded at the Fairmont Hotel. Many of these recordings survive today as the Tiffany Transcriptions and are available on CD. They show off the band's strengths significantly, in part because the group was not con-

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by Francis Kalvoda, Willmar MN, fjk@charter.net.

Micki and I have enjoyed the beautiful fall colors while cruising in vintage vehicles. By the time you read this I will be recovering from foot surgery and gaining strength for a knee replacement; all this on my right leg which I need for accelerator and brake. I hope to be restored by Spring and compete in the Senior Class.

Our first new members this month live in Michigan and Minnesota.

Teejay and Lela Doyle, 742 Monroe St NE, Minneapolis, MN 55413, 248-840-6750, Email im-herewhereareu@yahoo.com

Teejay and Lela have a 1965 Continental Sedan, three Mark VIIIs, a 1978 Mark V and a 1970 Oldsmobile 98. When not flying, the Doyles prefer the comfort and confidence of a Mark VIII when driving between Detroit and Minneapolis. Teejay invites us to check out the Mark VIII Enthusiast Community on facebook. If you like Mark VIIIs you will LIKE this facebook community.

Next we welcome **Gary and Linda Kollofski**, 2030 Walnut Grove Lane, Plymouth, MN 55447, gkollofski@aol.com, 612-247-7081.



Gary and I both taught high school mathematics, both were taller than most of our students, both retired in 2003 and both enjoy the car hobby. The difference, Gary's cars go faster. He enjoys VERY high performance V12s.

Gary and Linda recently acquired a 1946 Continental Coupe that currently has a '50s Cadillac V8. Help them find a hood ornament and the Lincoln script for the hood sides. The '46 will be receiving a V12 engine but not like the one Edsel Ford planned for the Continental. Gary's V12 is an Italian BPM marine engine which is more than five times more powerful than the Lincoln V12. Gary has powered his 1955 Chevy with the same type of engine, 730cid 620hp all aluminum hemi headed BPM V12.



Above, Lincoln HV-12 powered Chevrolet. Not for the bow-tie guys.

This '55 Chev has been featured in many magazines and **HOT ROD** includes the car in its list of the 100 most influential cars ever built. The Holley Carburetor website has over 200 photos of the build of Gary's '55. He is also working on a 1957 Chevrolet with two (yes TWO) BMW V12s, side by side under the hood forming a W24. With 24 cylinders and over 1000 horsepower, the accelerator will be touchy. The '57 is approx 60% completed and still in the construction stage. You can Google 'Gary Kollofski 1955' and see lots of coverage on his creations. It was nice to see Gary and his '55 at our Morries

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Welcome Wagon continued.

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finied to the three-minute limits of 78 RPM discs. They featured superb instrumental work from fiddlers Joe Holley and Louis Tierney, steel guitarists Roy Honeycutt, Noel Boggs and Herb Remington, guitarists Eldon Shamblyn and Junior Barnard and electric mandolinist-fiddler Tiny Moore. The original recorded version of Wills' "Faded Love" appeared on the Tiffanys as a fairly swinging instrumental unlike the ballad it became when lyrics were added in 1950.

Wills and the Texas Playboys played dances throughout the West to more than 10,000 people every week. They held dance attendance records at Jantzen Beach in Portland, Oregon; in Santa Monica, California, and at the Oakland (California) Auditorium, where they drew 19,000 people in two nights. Wills also broke an attendance record of 2,100 previously held by Jan Garber at the Armory in Klamath Falls, Oregon, by attracting 2,514 dancers. Wills and the Playboys also played small towns on the West Coast. Actor Clint Eastwood recalled seeing Wills when he was 18 or 19 (1948 or 1949) and working at a pulp mill in Springfield, Oregon.

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Fall Picnic.

Now let's welcome **Andy Strange**, 1703 Crystal Ave, Arden Hills, MN 55112, 651-895-2902, as-trange@omnetics.com



Andy Strange's 1962 Convertible

Andy has owned several 1961-1969 Continentals in the past. He and his family currently enjoy a 1962 Continental Convertible. They hope to enjoy cruising to summer events in the area and are looking forward to attending Northstar LCOC events throughout the year.

Our last new member to be welcomed this month is **Dan Van Wyk**, 30379 Hwy 47 NW, Isanti, MN 55040, Email flagracer@gmail.com, 651-206-0687.



Dan Van Wyk's '71 Mark III

Dan's Lincolns include a 1971 Mark III and a 1998 Mark VIII. Here is what Dan says about his Lincolns: The '71 Lincoln Mark III I rescued from a corn field in Northfield where it sat for two years. It had a couple inches of water inside and mice were chewing on the wiring. It had two owners, a bank president and the lady

I bought it from who wanted it to go to someone who could fix it. The seats were rusted to the carpet and it needed a lot of TLC. I've removed and restored much of the interior and the Suretrack rear ABS computer is now working, though it turns the light on at start up. My long term goal is to restore all the real wood trim and make a custom wood trunk lining, and repair and repaint the body and use it as a regular summer driver. It is almost all original with 106k. Only the transmission has been replaced.



Dan Van Wyk's Mark VIII

The '98 Mark VIII was a replacement for my '94 Mark VIII that I traded in with 200k to get this one with 139k. I've driven it regularly for three years, and it starts easily even at -20F and averages about 27 mpg.

Both vehicles were produced near the end of their respective runs; the '71 in June or July of '71 according to part dates on various parts, and the Mark VIII in May '98. So I have a pair of bookends to the wonderful Mark series, after owning the '94 Mark VIII and two Mark VII's in between them. They've all been very dependable cars and each of them generates positive comments and looks from people. I think Dan's last sentence sums up why we like Lincolns and enjoy the Northstar LCOC.

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Having lived a lavish lifestyle in California, Wills moved back to Oklahoma City in 1949, then went back on the road to maintain his payroll and Wills Point. He opened a second club, the Bob Wills Ranch House in Dallas, Texas. Turning the club over to managers later revealed to be dishonest left Wills in desperate financial straits with heavy debts to the IRS for back taxes that caused him to sell many assets including, mistakenly, the rights to "New San Antonio Rose". It wrecked him financially.

In 1950, Wills had two Top 10 hits, "Ida Red Likes The Boogie" and "Faded Love". After 1950, radio stations began to increasingly specialize in one form or another of commercially popular music. Wills did not fit into the popular Nashville country and western stations, although he was usually labeled "country and western". Neither did he fit into the pop or middle of the road stations, although he played a good deal of pop music, and was not accepted in the pop music world.

He continued to tour and record through the 1950s into the early 1960s, despite the fact that Western swing's

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More Fall Potluck

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Our host, Morrie Wagener was presented with this interesting piece of artwork depicting an early race car and driver.



Col Ed Myhre, ably assisted by his son, working the crowd to get the best prices for the auction items.

After the meeting, it was time for the auction. Many interesting items were donated, and once again, Col Ed Myhre did his very best to wring top money out of the crowd. He worked hard and the results showed. Over \$700 was added to the club treasury at the end of the auction. We want to thank Ed for his service to our North Star club these past ten years. Ed has made the auctions a lot of fun, and his efforts have added much to our gatherings over the years. We hope that your health will permit you to come back once again next October and perform your masterful duties for us. In appreciation for his services, the club presented Ed with a gift card, a

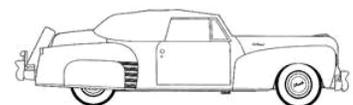
North Star region grille badge and a lapel pin.

We also want to extend our sincere thanks and appreciation to Morrie and his staff who gave up their Sunday and opened up the museum for us to tour. They are all truly great car guys who do a fine job of explaining the interesting details of the cars in the collection.

The day was picture perfect and we had some good looking cars in the parking lot for our viewing enjoyment. One of the more interesting was Gary Kollofski's 1955 Chevrolet with the open hood. When running, it sure didn't sound like any 1955 Chev 265 cubic inch V8. If you got up close, low and behold, there was a Lincoln HV12 installed in place of the 265 block. It was really well done, and would warm the hearts of any Lincoln owner. The only thing better, would to have seen the V12 installed in a really nice 55 Bel Air four sedan, with V12 emblems beneath the rear taillights in of the original Chev V8 emblems. That would be cool.

We also want to thank Roger and Barb Wothe for their efforts in coordinating our best event of the year. Their behind the scenes work in assembling all the basics, including the soft drinks, paper items, utensils that are necessary for serving the food and enjoying the day is greatly appreciated. And they have been doing this year after year.

It was a great day, full of fun and fellowship, bringing out the best in our membership. There just can't be a better way to spend a Sunday afternoon.



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popularity, even in the Southwest, had greatly diminished. Bob could draw "a thousand people on Monday night between 1950 and 1952, but he could not do that by 1956. Entertainment habits had changed."

On Wills' return to Tulsa late in 1957, Jim Downing of the *Tulsa Tribune* wrote an article headlined "Wills Brothers Together Again: Bob Back With Heavy Beat". The article quotes Wills as saying, "Rock and Roll? Why, man, that's the same kind of music we've been playin' since 1928! ... We didn't call it rock and roll back when we introduced it as our style back in 1928, and we don't call it rock and roll the way we play it now. But it's just basic rhythm and has gone by a lot of different names in my time. It's the same, whether you just follow a drum beat like in Africa or surround it with a lot of instruments. The rhythm's what's important." The use of amplified guitars accentuates Wills's claim; some Bob Wills recordings from the 1930s and 1940s sound similar to rock and roll records of the 1950s.

Wills' style influenced performers Buck Owens and Merle Haggard and helped to spawn a style

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More Board Minutes

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are some problems with posting pictures, he will work to solve problem.

We have 100 persons RSVP for our Annual North Star Potluck and Auction at Morries in Long Lake, Sunday October 11th, It looks like all tasks are taken care of. Roger and Barb Wothe had purchased and took all needed items to Morries before departing for Montana.

Bob Johnson reported for Treasurer Harvey Oberg that the treasury balance is \$2202.87 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have about 145 members, with four new members this month, Teejay and Lela Doyle, Dan Van Wyk, Gary Kollofski and Andy Strange. He stated that he still needs a "My Pride and Joy" articles.

Secretary Roger Wothe is on vacation in Montana.

Activities: Our next event is on Sunday, November 8, 11:30AM, Dangerfields Restaurant, 1583 1st Avenue East, Shakopee, MN. We were there this last spring, and everyone had such a good time and felt we should end our year there too. It should be nice enough to take out one of the classic Lincolns for the last run of the year. The 2016 activity schedule was discussed and our January event will be at the Roasted Pear on January 10, 2016, at 11:30 AM

The meeting was adjourned at 8:15 PM. The next Board Meeting will be at Dangerfield's Restaurant, Shakopee, 10:30 AM before our Sunday brunch.

Respectfully submitted by Secretary Roger Wothe from notes supplied by Bob Johnson.

More Bob Johnson

(Continued from page 4)

please plan on attending this beautiful Lincoln Museum on the campus of the Gilmore Car Museum. In 2016 the Foundation will begin a drive to raise 1.5 million dollars for an endowment to provide for long term operation and maintenance of the building.

New member Dan Van Wyk, has completed a Facebook page for the Northstar LCOC. We can post activities, pictures, ask questions and just enjoy Lincoln topics. New media technology may help us to attract younger members, or just attract more members. Go to <https://www.facebook.com/northstarlincolns>. Jay White said there are some problems with posting and is working to resolve the problem.

Our next event is on Sunday, November 8, 11:30AM, and will be at Dangerfield's Restaurant, 1583 1st Avenue East, Shakopee, MN. We were there this last spring and it was such a good experience that many members suggested that we return. This is one of the best brunches in the area, and at a very reasonable price. This will be our last event for the year, so let's wind up the year with a good turnout. If the weather is nice, bring one of those classic Lincolns along for the ride. We are still working on the 2016 Activities Schedule and we already have several great places to go to. If you have a recommendation, call or email Jay White. We are invited to view Mike Fiterman's car collection this winter, watch for more details in future newsletters.

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

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*of music now known as the Bakersfield Sound. (Bakersfield, California was one of Wills' regular stops in his heyday). A 1970 tribute album by Haggard directed a wider audience to Wills' music, as did the appearance of younger "revival" bands like Asleep at the Wheel and the growing popularity of longtime Wills disciple and fan Willie Nelson. By 1971, Wills recovered sufficiently to travel occasionally and appear at tribute concerts. In 1973 he participated in a final reunion session with members of some the Texas Playboys from the 1930s to the 1960s. Merle Haggard was invited to play at this reunion. The session, scheduled for two days, took place in December 1973, with the album to be titled *For The Last Time*. Wills, speaking or attempting to holler, appeared on a couple tracks from the first day's session but suffered a stroke overnight. He had a more severe one a few days later. The musicians completed the album without him. Wills by then was comatose. He lingered until his death on May 13, 1975.*

From the internet

For Sale All Good Lincolns



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

For Sale: 1987 Lincoln Formal Town Car. Retractable convertible top over driver's compartment, division window, TV, bar, many amenities for the three rear passengers seated on blue leather interior. Less than seven



thousand miles on this two tone blue 20 inch stretch luxury Lincoln built by Cameo Coach. Pre Hemming's price for Northstar Lincoln members, \$9987. Francis Kalvoda, Willmar MN 320-235-5777, fjk@charter.net.



Ken Sampson is offering two cars for sale.

1948 Continental Cabriolet RestoMod. Needs to be finished. Steve Kastl was the former owner-builder, who passed away a few years ago. The car features a Cadillac 500 V8 with a TH400 transmission. Many more changes. This is a well-built car and runs out very well. \$9950/best offer.

1983 Mark VI. Dark Walnut color, saddle tan velour interior. Exceptionally clean, never out during the winter months, only driven during summer months. No rust ever. Maintenance records available. This is a nice running car that needs nothing but a new owner. \$4,450/best offer. Contact Ken at 612.418.4047



What is it? Let us know the make, model and year of the classic car that this ornament belongs to, and we will send you something nice. First clue, it is not a Lincoln, that would be too easy. The first person to let us know by email, wins. Make a good guess, you may be lucky. Email: davidwgustafson@att.net

You May Be Interested in these Items for Sale



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



For Sale: 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.

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: 1968 Lincoln Continental 4 dr Sedan. Green with green cloth interior and nice green vinyl top. Needs engine work and TLC. Stored in my garage for years. Bring a trailer and \$1500.
Bob Schmidt, Willmar, 320-235-4106



For Sale - 1989 Lincoln Signature Series Town Car. Well equipped with all available accessories including sunroof. Spotless leather interior, 70,000 miles. Never driven in winter. Asking \$7,500, but wants to sell and is open to offers. Contact Skip Nolan at 320.260.7547 This is a great car for shows and tours. Call Skip Today!



Preview of Coming Events

- November **Year End Sunday Brunch** at Dangerfield's in Shakopee , November 8th 11:30 AM
Board meeting at 10:30 AM
- December There are no North Star events/activities planned for December. Please set aside some time to spend with old friends and relatives and enjoy the festivities of the holiday season. While our classic cars are important, there are other things, especially at this time of year that truly deserve your undivided attention.
- January **Sunday Brunch, Roasted Pear, Brooklyn Park, January 10th** at 11:30 AM
North Star board meeting at 10:30 AM
2016 LCOC National Board meeting, Tampa, Florida, January 13- 16
- February **CCCA Potluck/Auction, Firefighters Museum**, 664 22 Avenue NE, in Minneapolis on Saturday, (***Date to be determined***) at 5:00 PM. *Board Meeting at 4:00PM*
- March To be determined. See future newsletters.
- April To be determined. See future newsletters.
- May **8th Annual Memorial Day weekend car show, Saturday, May 28.**
Morris Ford Lincoln, Minnetonka, MN 10:00AM to 2:00PM
Board meeting at 1:00 PM
- June **LCOC Mid America National Meet, June 16-20, 2016**, at Dayton Ohio
- July **Out State Lincoln Car Show** Location and date open. We are open to suggestions, let us know your preferences.
- August **Lincoln Motor Car Museum, Second Annual Lincoln Homecoming**, Hickory Corners, Michigan. **August 10-14, 2016**, all Lincoln owners Ford Mercury and Edsel Owners are invited to participate. Hosted by the Road Race Lincoln Club.
Maple Grove Days Car Show, Saturday, August 20, 2016
- September **9th Annual Luther North Country Lincoln Car Show, Saturday, September 10, 10 to 2 PM.**
LCOC Western National Meet, September 14-18, 2016, Denver, Colorado, Hosted by the Rocky Mountain Region.

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



Our Last Brunch for 2015
Sunday, November 8, 11:30AM

Dangerfields Restaurant
1583 1st Avenue East, Shakopee, MN

We were there this last spring, and everyone had such a good time, everyone said that we should end our year there too. It will be a great day, with a little sunshine and maybe, just maybe nice enough to take out one of the classic Lincolns for the last run of the year.

Sun Newspapers rated Dangerfield's amongst the top restaurants in the Twin Cities area. Their brunch menu is quite extensive, with great choices for everyone. Come on out and enjoy the day with your friends from the Lincoln club.

Prior to the brunch, there will be a North Star Board Meeting at 10:30 AM



Our First Event of 2016
Sunday Brunch at the Roasted Pear
9690 Colorado Lane, Brooklyn Park.
Sunday, January 10, 2016

Join us Sunday, January 10, at 11:30AM at the Roasted Pear for our very first North Star event for 2016. Meet with your friends and talk about what a great year 2015 was and how much fun we will have in 2016. Come and talk with your board members and offer suggestions for 2016. Door prizes for those who attend. Please RSVP by January 6th to Bob Johnson, 651.257.1715 email: arborbob41@aol.com or Jay White, 952.432.5939, email: jay@jwhiteandassoc.com

Board meeting at 10:30AM, all members are invited to attend and learn about our governing process.