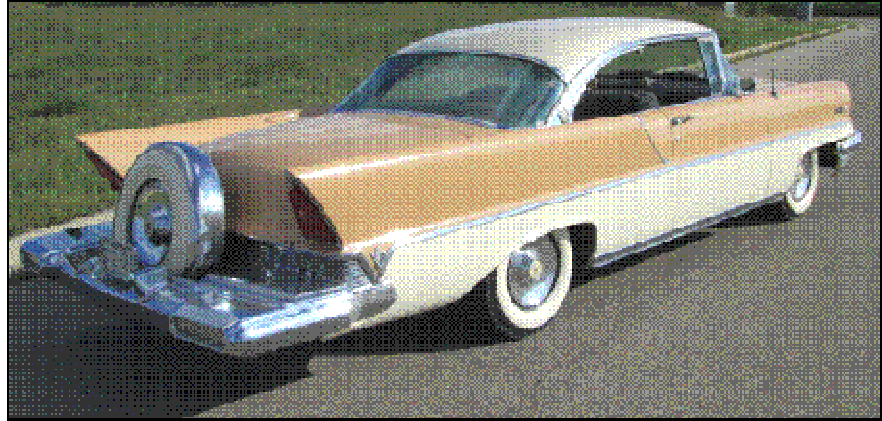


My Pride and Joy



LINCOLN: LONG, LOW, and LOVELY for 1957

By Francis Kalvoda, Willmar, MN

With the 2014 models now arriving in dealer showrooms, my pride and joy '57 Lincoln Premiere Coupe is now 57 years old. The 80,000 mile car is still wearing most of the Desert Buff and Sand factory paint. The previous owner re-finished the bottom portion of the car with a pleasing effect which matches the top. That was done in the 1990's before the car was driven to Texas and then back to Glencoe, MN by Milton Millerbernd and his wife. In 1967 Milt purchased the ten year old Lincoln for \$500 from Plowman's, the Hutchinson, MN Ford Lincoln Mercury dealer. But let me take you a little further back in time for the rest of the story.

In 1959 I was 12 years old and I had saved up enough money (\$38) to buy a new bicycle. I wanted a bicycle with a tank, a rear carrier, and a head light. Before parting with that much money, I shopped around and decided that Sears-Roebuck had the best deal on their J. C. Higgins bike. The red and white bike had all the features I wanted but had no chrome trim (kind of like many of today's cars). While I was riding my new bike in front of the Ben Franklin store in Hutchinson I saw a tan and white 1957 Lincoln two door hardtop with a continental kit drive quietly by and I thought, WOW, I hope I can get a car like that someday.

The 1959 sighting of that Lincoln remains indelible in my memory to this day! As years went by I would occasionally see the car and the same thought always ran through my head. In the early '70's I saw the car again. I talked to the owner but I was told that he intended to keep the car. At least I knew who had it

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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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Director	Bob Roth	H(763)475-1429	
Sunshine Secretary	Faythe Oberg	H(651)739-9754	
Director at Large	Dennis Owens	H(612)269-6482	

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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and where it was. A few years later I stopped at his farm. I visited with him and saw that the Lincoln was now in the barn under some cardboard and had not been used for some time, but it still was not for sale. I called Mr. Millerbernd again in the next few years just to stay in contact but my hopes were dimming of owning that lovely long Lincoln. Then in the fall of 1999, I picked up a *Tradin' Times* at a newsstand. There was a small no picture ad for a 1957 Lincoln two door with a continental kit. Could it be? The ad had a Glencoe phone number. I looked up Milton Millerbernd's name in the phone book. Same number! YES!! I called and he remembered talking to me over the decades but had lost my number. I asked him if the Lincoln was still being stored in the barn. He told me the barn had burned down but luckily the Lincoln was not in it then. He had taken it out in preparation for a road trip to Texas, which he successfully completed. That quickly answered my question about how road worthy the car might be. Within a few days of our conversation, the car I had etched into my memory some forty years earlier was mine! I believe this Premiere Hardtop Coupe has nearly every option available on a 1957 Lincoln. After a good cleanup and replacing a cracked windshield and door glass, the car has been stored and seldom driven. A severe transmission leak prevented me from driving the car, until this summer.

Since 1999 several other restoration projects have taken the time away from the neglected Lincoln. After Micki and I were married last year she asked why I never drive the '57? I told her about the transmission problem. Her solution was simple, "just get it fixed." So after the transmission leak was fixed, so were the brakes, all four shocks, the new whitewalls, the alignment, the carburetor, etc. Whenever we take the car out for a drive we get admiring glances, comments, and thumbs up. I know how they feel; that's just the way I felt in 1959 when I saw THIS lovely long Lincoln quietly driven by its proud owner.

Trivia from the Internet



Will Rogers
1879 - 1935

William Penn Adair Rogers was born on November 4, 1879, in Indian Territory, an area of land that later would become known as Oklahoma. His father, Clem Rogers, was a successful rancher, cattleman and banker. The Rogers ranch and Will's birthplace still stand and is now a tourist attraction near Oologah, Oklahoma.

Known as the "Indian Cowboy" from the Cherokee Nation, Will was to become the most popular and best loved American of his time...the entertainer of kings and commoners alike. As a young man, Will became an expert

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Editors Message

October 2013

What a wonderful September we had. Early in September, some of us from the North Star Region went down to Tulsa for the Mid America show. It was a fun packed four days. From Thursday AM to Saturday night, it just kept going. If you have never been to one of the Lincoln national shows, you might want to add it to your bucket list.

Our fall car show at Luther North Country Ford Lincoln was also quite nice. A good turnout of very interesting cars, all great. This year, my nephew, Paul

Burski, volunteered to drive the Mark VII and I took the 1951 Cosmopolitan. It was a very nice day, weather wise validating our decision to swap our fall potluck with the car show. More on the nice show further in the newsletter. On the way back, about a mile from home the Mark VIII started running poorly and emitting strange sulfur like smells. It is in the care of a nearby mechanic, and a little online searching would indicate that it might be the O2 sensors which regulate the amount of fuel that gets dumped into the engine. Hopefully, it will not be too difficult to repair. With the older cars it's always one thing or twenty-nine others.

Fathie is admiring her dad's collection of "Golden Quill" awards that we have received from Old Cars Weekly over the years for our editing

and publishing the region's newsletter. We just received one in the mail this past week for this year. While it is nice to be acknowledged for my efforts, each one of you have had a hand in making this possible. Your "pride and joy" articles really do help to keep the interest going for our readers. It is



Sweet Faithie is admiring some of her Dads awards that he has received for editing and publishing the Northstar News. She wants everyone to know that all of our members are responsible for the awards and they should share equally in this honor.

really nice to see these fine stories in print so that our readers can learn about what great cars our North Star members have. I also want to thank you for your continual support with

suggestions and supportive comments that we have received over the years. You all are the best.

As we wind our way into the winter ahead, please take some time to write a story about your favorite Lincoln that we can feature in one of our forthcoming issues. Your stories are what make our newsletter what it is. And of course, along with your story, a few reasonably high resolution digital images would also be good. The digital format is best as it is easier to fit them into our columns and adjust the brightness and contrast to match our printer.

Please don't forget the fall potluck picnic in October and the November brunch. See you there.

Till next month, David, Marion and our very Sweet Fathie, the Samoyed.

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rider and "rope twirler"...later starring in wild west shows and vaudeville around the World.

He went to Hollywood in 1918 and starred in many features and shorts in silent cinema. After the advent of sound, Rogers rapidly became a top box office attraction. In 1934 he was voted the most popular male actor in Hollywood.

Will's popularity spread to other media, notably radio and the press, in which his political commentary carried much weight among citizens and politicians alike. He declined a nomination for the governorship of Oklahoma, served as mayor of Beverly Hills, and was instrumental in the election of FDR as President in 1932.

Will Rogers married Betty Blake in November 1908 after an 8 year courtship. He would say, "**When I roped her, that was the star performance of my life**". One son, actor-entertainer Will Jr., played his famous

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Directors Message by Bob Johnson

October 2013



Mary and I ventured into Tulsa, Oklahoma for hot, hot weather while enjoying the Mid America National Meet, September 4 through 7. We were not disappointed about the LCOC fellowship at this grand event. Though the meet was small with just 41 Lincolns, the people attending were the best. It is always good to see old friends and find out what has happened since our last visit. The Lincolns on display at the meet were of high quality. Robert Parker, of Tulsa Oklahoma, brought five Lincolns, including a 1962 Sedan, a 1964 Sedan, a 1971 Mark III, a 1972 Mark IV and a 1989 Town Car. All of Bob and Carol Parker's Lincolns were award winners and a joy to be able to see. Mary was able to tour their home at a Ladies Brunch on Thursday, September 5. The Parker's home is on the National Historic Register, and worth the trip all by its self. Mary and I suffered from the unpleasantness of going out into hot 100 degree weather and back into air conditioning many times during the meet. This is the first time ever that we did not have any rain for the total trip that covered 1500 miles and eight days. Thirteen North Star Members attended this meet, Paul and Deb Andahl, Richard Eilers and Gaye Purvis, Jack and Marilyn Fletcher, Dave Gustafson, Dick Koop, John and Dorothy Palmer and Steve Young.

LCOC's Michigan Region just had their renowned "Woodard Cruise". Our North Star Region is about to have our renowned annual North Star potluck picnic and auction, at Morries conference center, 2605 Wayzata Blvd (old highway 12) Long Lake, 55356, Sunday, October, 13, 10AM – 3 PM. Visitation of Morries car collection will be from 10:00AM to 12:00 Noon. Fine dining will begin at 12:30PM. The auction will take place right after we finish our dinner. **Please RSVP by Monday, October 7, to Roger Wothe, 952-473-3038 or email rwothe@mchsi.com, with how many are coming and what item you want to bring for the pot luck that we can share.** Many members have asked if they can bring guests, yes you can, but impress on them about our great host and advise them that they can look all they want, but please be respectful and not touch any of the automobiles on display. Invite a Lincoln friend to attend this picnic with you, they will see our fellowship first and then may consider being a member of LCOC. **There will be an auction, beginning about 1:30 PM, so please bring a quality Lincoln item to auction off.** Please show the courtesy to Roger by RSVP'ing early, there are certain items we must purchase in advance and your cooperation is needed. We want you to come and join in the fun, but please RSVP so that we may plan for our guests.

Our November year end lunch location has changed. At 11:30 AM on Sunday, November 10, we will venture to Sole Mio Ristorante, 1750 Weir Drive, Woodbury, 55125 for American/Italian style brunch. Brunch cost will be \$18, including tax and tip. Brunch options feature classic American with Italian favorites, egg dishes, sausages & bacon, seafood, pizza, pastas, fresh baked breads, salads fresh fruit and Pastries. This Woodbury location is West side of I494, on the Valley Creek Road exit. Look for Weir Drive.

If you want to see some beautiful Lincolns or show your own Lincoln, there is only one week left to register for the Western National Meet, Phoenix AZ October 23-27. The registration cutoff is October 9. Mary and I will be attending this meet, and I volunteered to do the meet registration, so if you need any questions answered please call me.

At our October Meeting we will be planning activities for 2014, where did this year go?

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

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father in "The Story of Will Rogers" in 1952. Will Rogers died in a plane crash near Point Barrow, Alaska with his good friend, aviation legend Wiley Post in August 1935.

At 21, a young Will Rogers left Indian Territory for Argentina in hopes of finding work as a cowboy in this new frontier. In 1902, after failing to find his dream, he signed on to tend cattle on a boat heading for South Africa. It was here that he discovered Texas Jack's Wild West Show and became an instant hit as the "Cherokee Kid" with his fancy rope tricks.

Returning home in 1904, he performed at the St. Louis World's Fair and later went with the show to New York City, making his debut at Madison Square Garden in 1905.

During the next 10 years he would climb to top billing in vaudeville, starring in the Ziegfeld

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September Northstar Board Meeting

BOARD OF DIRECTORS MEETING

September 12, 2013

Regional Director Bob Johnson called the meeting to order at Culver's Restaurant in Maplewood at 6:50 PM. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu, Bob Roth, Dennis Owens and Roger Wothe. Other Region members present were Mary Johnson, Faye Oberg, Gaye Purvis and Richard Eilers. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reported that no additional nominations for the Board have been received. The cutoff date has been moved to September 16. He reported that the Mid America Meet in Tulsa was not as large as the National Meets that we have experienced in our Region. There were forty-one cars on the field of which thirty-eight were judged. The total attendance was eighty-four.

Secretary Roger Wothe reported that the Wayzata Rotary Charity Show at James J. Hill Days in Wayzata this past Sunday was successful. There were approximately one hundred forty cars of all makes and models. Among the attendance were several Northstar LCOC members: Ray and Jeanine Nelson, Roger and Jan Lepla, Bill and Donna Allen and Bruce Freiberg. The show raised a little over \$15,000 all of which is donated to several charity organizations. Most of the income was donated by sponsors.

Treasure Harvey Oberg reported the treasury balance to be \$2,639.17 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the membership remains at about one hundred forty-five. There were no new applications this past month.

Activities: Seventh Annual Luther Car Show on Saturday, September 21, from 10:00 AM to 2:00 PM. Annual North Star Picnic and Auction at Morries in Long Lake on Sunday, October 13, from 10:00 AM to 3:00 PM. Please RSVP to Roger or Barb Wothe at 952-473-3038 or rwothe@mchsi.com with the names of persons attending and the food items you plan to bring. The Western National Meet will be in Phoenix on October 23 - 27. The last North Star Region event will be lunch at Vescio's Restaurant, November 10, at 11:30 AM.

There being no further business, the meeting was adjourned at 7:30 PM. The next meeting will be Thursday, October 3, at Culver's Restaurant in Maplewood at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

LCOC Mid America, Tulsa

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Follies...the most famous stage show in the country, possibly in the world. Rogers gentle wit, rather than his rope tricks, began to draw attention to this shy cowboy.

In 1918, Will embarked on a new career, that of a film actor in silent cinema. The classic, "Ropin' Fool", was made during this period. His first "talkie"... "They Had To See Paris"-1929 was the beginning of his steady climb in becoming one of the most successful movie stars of his day.

Will Rogers began an additional career in 1922 as a syndicated columnist. He would write his weekly "little piece for the papers" until his death in 1935. In 1926 he began writing a daily column "Will Rogers Says". He had a knack for showing the ridiculous side of current events... exaggerating the facts to the amusement of his readers.

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Twenty four hours from Tulsa was a pop hit in the early 60's, co-authored by Burt Bacharach and Hal David. It introduced Gene Pitney to the music scene and made him popular the world over.

I am glad to say that I was only about 11 hours from Tulsa and the 2013 LCOC Mid America show that was held early in September. Burnsville is about 685 miles from the Wyndham hotel which was the host site for our show. It was a very easy drive for the Lincoln MKT, which once again proved its worth as an excellent road car. With adaptive cruise control, Sirius radio, cooled seats and the twin turbo engine, the miles ahead quickly disappeared in the rear view mirror. All that and almost 24 miles per gallon made driving a joy.

Starting out about 7:30AM, some 11 hours later, I was getting out of the car in the very early evening at the hotel. The trip down was uneventful, as it should be, with only one stop for a gas fill, another for lunch and a third to stretch my legs.

Wednesday evening featured a buffet "build your own sandwich" along with a bunch of other good things for dinner. It was a great opportunity to meet some new members and greet some old friends that we haven't seen since the Bloomington Mid America in August 2012. I finally crashed at about 11:00PM and got a good night sleep.

Thursday morning began with the Wyndham breakfast buffet. Folks down there really know how to eat. Pancakes, waffles, sausages, bacon, fruit and the Southern favorite, biscuits and gravy, which is a bit too much for me. After eating, most of us boarded a bus for a tour to a couple of

car collections.

The first stop was at R. L Walker, a shop that does some custom work. They have a small, but nice collection of muscle cars and a interesting assortment of automobile related collectables.



Work in progress included a very nice fifties Ford pickup. It will be beautiful when done. Also there was a nice mini-bird that they recently picked up. It was a nice looking car the way it was, and they were a bit undecided as to what to do, drive it as is, make a real show car, or find a new home for it. It was a nice car, one that I would have truly enjoyed owning in my miss-spent youth. Now, they are just too hard on my creaky joints to enter and exit easily.

Lunch on the bus came from a local Subway. One Subway is as good as another. Nothing fancy, but it stoked the internal fires for the afternoon.

After lunch, the bus traveled just a few miles so we could visit a very unique collection of 60-70's real muscle cars, owned by Kirt Fryer. The collection was literally stacked in a really nice garage, two high. Most were Mustangs, nicely equipped with

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Rogers traveled extensively through-out his life, learning first-hand about the people and places he would write about. He thought little of editorial writers who, from the confines of their "ivory towers," could solve the problems of the world. His articles included topics of politics and politicians, big business, government, the wealthy and the poor. In all, he wrote over 2,800 daily articles.

In 1930, Will began yet another phase of his career in Radio. Between his radio addresses and newspaper columns, he reached out to over 40 million Americans a week. This was when the total population of the United States was 120 million. Over 70 years have passed since his reflection on life through the media began, but his words have the "ring" of timeless wisdom and understanding. "Well, all I know is just what I read in the papers"

Will Rogers' first weekly articles as it

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Mid America Continued...

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big block engines and four speeds.

The oldest one was a 66 model and the newest was from the early 70's before all the emission control equipment had arrived. There were a couple of very nice Mercurys there too, also equipped with a special order engine and a four



owner would be proud of this car. A magnificent example of a very worthy competitor to the other Ford products in the collection. All of the cars were in pristine condition, looking as though they have been hardly driven since

leaving the factory some 40 years ago. Most of these cars would easily bring mid to high five figures or more at any of the big car auctions. Many of these will be some of the great classics that young people of today will aspire to own in another 15 to 20 years. After running out of questions to ask the owner, we boarded the bus for the short trip back to our home away from home. Thursday evening was dinner on your own and afterwards a lot of us spent some more time in the hospitality room, socializing with other fellow travelers.

Friday morning was a repeat of Thursday. Same breakfast, but for me, more fruit than bacon and sausages. A little later in the morning, we formed a caravan for the trek out to Claremore, OK to see the Will Rogers museum. While I had read a bit about Will Rogers, the museum had a lot of interesting information that I was unaware of 'till my visit there.



Riding along with me were John Walcek, Tim and LaVonne Howley. We had a great time visiting along the way out to the museum. The museum was very well done. The quality of the exhibits and artifacts on display was the very best. There was a video shown to us upon our arrival which chronicled the life of Will Rogers, noting his accomplishments along the way. Starting out with little,

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speed. An out of place Ford Galaxie hardtop off in a corner, it seemed a bit out of place until you checked further. It was a special order also with a 4 speed and a 427. Few are know to exist today. A lone Camaro was in plain sight, equipped with a 4 speed and a big 454 block. Even a Ford



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appeared in The New York Times, Sunday, December 24, 1922... "The Allied Debt Conference broke up last week in London... It's getting harder every day for Nations to pay each other unless one of them has some money... Why don't somebody lend Germany the money so they can pay France what France owes England, so England can pay us the money to lend to Germany to pay France?... It only needs somebody to start it."

Will's daily telegrams and weekly articles to the New York Times became so popular that they appeared in more than 500 American newspapers everyday. H.L. Mencken once called Will Rogers "the most dangerous man alive" because of the power of his political comments.

When I die, my epitaph, or whatever you call those signs on gravestones is going to read: "I joked about every prominent man of my time, but I

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Mid America Continued...

(Continued from page 7)

he earned a great deal writing syndicated columns for newspapers, radio broadcasts and movie appearances.



Will Rogers beloved typewriter



He was a rich man by standards of the day. He was also a champion of aviation, encouraging all who could to embrace this new way to travel. Unfortunately, it led to his demise at the relatively young age of 55. There is a saying that goes something to the effect, "there are a lot of bold pilots and there are a lot of old pilots, but not so many old, bold pilots". I guess that Wiley Post, who was flying the plane that Will Rogers was in on that eventful day of August 15, 1935, was not that old at 37. But, maybe too much on the bold side as the Lock-

heed Vega he was piloting crashed near Point Barrow, Alaska while taking off in heavy fog. Two amazing lives cut short. We can only wonder how our country may have been changed, if these two very interesting individuals had lived another twenty or thirty years.

A group picture was taken outside in the front of the museum by John Walcek. It should be in one of the forthcoming issues of Continental Comments. Be sure to look for it.

After the museum tour, we stopped for lunch at Hammett's restaurant in Claremore. The food was very good and so was the service. Prices were what you would expect from a small town, sort of out of the way. We tend to think of prices in terms of the larger metropolitan areas, where it is hard not to see \$15 or so for a lunch ticket. After stuffing ourselves, John Walcek, the Howleys and yours truly got back in the MKT and ventured out to see the birthplace of Will Rogers, located in Oologah, OK, out in the middle of nowhere, about 25 miles or so from Claremore. It was a nice drive with further possibilities to continue to visit with Tim, LaVonne and John.



The Rogers home was very well preserved. I am sure that it didn't look much different from the time that

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Still More Mid America

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never met a man I didn't like." I am proud of that, I can hardly wait to die so it can be carved and when you come 'round to my grave you'll find me sitting there proudly reading it. He was also quoted as saying "If there are no dogs in Heaven, then when I die I want to go where they went."

In the spring of 1926, the popular magazine *Saturday Evening Post* sent Rogers to Europe to write a series of articles as a "Self-Made Diplomat to His President". It was on this trip that he began to earn the title "Good Will Ambassador" or "American Ambassador to the World".

Will Rogers would talk with many of the greatest dignitaries of Europe and "get their angle" so that he could report it to the folks back home. Included were meetings with the King of Spain, the Prince of Wales, and then dictator of Italy, Benito Mussolini.

At home, Rogers, spoke out often about Washington's refusal

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Will Rogers occupied it. The grounds were well maintained and one of the out buildings had a video display of Rogers life.



Tim and LaVonne Howley with John Walcek

There were only a couple of other people there at the time, beside our foursome. The home and barn were fenced in and chickens were roaming free, along with a family of goats and a burro or two. John sat down on one



of the benches, and one of the baby goats jumped up on the bench and wanted a measure of affection from John. It was a Kodak mo-

ment. The inside of the home was also interesting. Furnished with period furniture, we of a modern age tend to forget just how folks lived

back then. In spite of it's simplicity, life was good for the occupants of the Rogers home.

On our way back to Tulsa, we searched for one of the remaining parts of Route 66. We did manage to find it and eventually locate one of the points of interest, the Blue Whale, which is a roadside attraction located in Catoosa, OK, and one of the most recognizable icons on historic route 66.



Built in 1972 as an anniversary gift, the Blue Whale quickly evolved into a local summer hot spot and family travel destination. People wanted to fling themselves off his tail, slide down his water coated fins and poke their heads out of the holes in the whale's head. Folks stopped by to picnic, swim, or fish. So began what became one of the best loved icons on Route 66.

As it was a warm day in Tulsa, we all welcomed the chance to spend some time in a cool room, off our feet, and having the opportunity to refresh ourselves before another buffet dinner and auction.

Dinner Friday night was good. Southern style, plenty of food and many went back through the line for seconds. The auction went well, with some interesting stuff bringing good prices. Unfortunately, no one brings anything relating to 1951 Lincoln

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to acknowledge the extent to which the populace was suffering from the Depression. In 1931, paying his own expenses, Rogers organized a tour to 50 different cities to assist the Red Cross's efforts to feed the hungry,....nor did he forget the situation of Native Americans. As, a Cherokee indian, he said, "I am a Cherokee and it's the proudest little possession I ever hope to have".

He and Charles Lindbergh were invited on a goodwill mission to Mexico by Ambassador Dwight Morrow in 1927. Upon Lindbergh's arrival in Mexico, Will commented, "In France and America they like to tore up the plane to carry away souvenirs. Here hundreds took it up on their shoulders and carried it to the hanger. Here instead of being in this country. By describing his experiences as he flew from country to country bombarded with ticker tape the streets were two inches thick with flowers". This meeting with Lind-

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Even More Mid America..

(Continued from page 9)

Cosmopolitans, so I usually go home empty handed from LCOC auctions. This in itself, is often not a bad thing. Afterwards, the hospitality suite was open for some more visiting.



1934 K entered in the Custom Class.

Saturday morning came all too early. TV weather reports were talking about the day being in the mid-90's with humidity not to far behind.



Diane Phelan with her award winning Mark, driven down from Winnepeg.



Paul and Deb Andahl's Versailles

Chief Judge John Talbourdet made the right call when he asked for judging to begin an hour earlier than the normal 10:00AM due to the ex-

pected blistering hot sun on the show field. With only about 40 some cars to be critically examined, the judging was finished early. Even so, the temperatures were in the high 90's, and the asphalt parking lot almost felt like it was starting to melt. Every car was of top quality. I would suspect that the judges had a difficult time picking the best of the best with the high quality of the cars being shown.



Bill Nawrot and his very nice Town Car

With the judging over, John Walcek and Tim Howley wanted to go into Tulsa to line up some of our cars by a couple of classic landmarks. About 15 cars participated in this extra tour, and we went to our first stop, the classic Route 66 sign on an pedestrian overpass on the famed highway. John Walcek got some great shots of our cars (individually) parked with the overpass sign in the background. A bit further down, was the Route 66 Village park, where John had the cars line up for another classic shot. The *Meteor* was a named passenger train operated by the St. Louis-San Francisco Railway (a.k.a. SLSF or "the Frisco"). It ran overnight between Oklahoma City and St. Louis via Tulsa.

Frisco locomotives No. 4500, 4501 and 4502, three of twenty-five Northern class Baldwin 4-8-4s built

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bergh in Mexico served to increase Will's interest in flying.

Will began to write more and more about the development of aviation in this country by describing his experiences as he flew from country to country, he was able to inform the citizens back home to the need for more governmental support for the development of commercial and military aviation in the U.S. In the United States, Rogers often traveled by U.S. mail carriers with a stack of mail bags on his lap...once sticking postage stamps on himself so he could fly as air mail. Called the Patron Saint of Aviation, Gen. Doolittle recalled, "he was our only spokesman". For his service to aviation, Will Rogers was inducted into the "Aviation Hall of Fame" in 1977.

A chance meeting in 1935, with an old friend and fellow Oklahoman, pioneer aviator Wiley Post, would lead Rogers on his final journey. Post

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Last of the Mid America, I Promise

(Continued from page 10)

for Frisco during World War II were designated for use on the *Meteor*. These locomotives were delivered in a distinctive zephyr blue, white and gray paint scheme with "Meteor" spelled out across the tender in bold red lettering. These three passenger engines also saw service pulling the *Texas Special*. In 1948, Frisco 4501 still in its Meteor livery pulled President Harry S. Truman's whistle stop tour train through his home state of Missouri.



The Landmark Route 66 Arch.

When the *Meteor* was converted to use diesel locomotives, No. 4500 was re-painted into Frisco's standard black with gold striping and lettering and assigned to passenger trains such as the *General Wood* and the *Will Rogers*. Engine No. 4501 resides at the Museum of the American Railroad, in Texas. The restored Engine No. 4500 resides in Route 66 Station Park, also known as Route 66 Village, in Tulsa, OK.

With the images all captured for posterity, it was time to head back to the hotel to cool off a bit in preparation for the awards banquet later that evening. On my way back to the hotel, I checked the outside temperature and it was 100 degrees. It was a hot day in Tulsa. Cold factory air is a must have for driving around on days

like these.

The awards banquet was nicely done. Another chance to enjoy the company of our fine members, It was also nice to share in their joy first hand, when they were called up to receive their awards. Space limitations, keep us from publishing the awards, but they will appear in one of the next issues of Continental Comments. We can add that everyone from the North Star Region who exhibited went home with an award. It was a great night for good people and nice cars.



The Classic Meteor with a Classic Lincoln, what a great combination.

I managed to get going for the trip back home about 7:30AM and headed North up US highway 169 toward Kansas City. Few cars were on the road on Sunday, making the first leg of the trip up to Kansas City fairly fast and easy. I Stopped North of Kansas City at Cameron, Missouri for some gas and McDonalds finest. Back on the road it was again easy going till about 20 miles South of home, where Highway 35 was down to one lane going Northward. All in all, I still made it home by about 5:00PM, a tribute to the great road manners of the Lincoln MKT. It was a nice way to spend five days. I look forward to Rockford and the Mid America LCOC next September.

(Continued from page 11)

planned to test the commercial viability of carrying goods from the U.S. to Asia by flying over Alaska and Siberia and invited Rogers to join him. Upon take-off from a small Eskimo hunting and fishing camp near Barrow, Alaska the small craft lost power and crashed into a nearby lagoon, killing both Rogers and Post instantly. He was working on his final weekly article at the time of the crash...ironically, the last word he ever typed was "death".

Will Rogers Memorial. The memorial sits on a 20 acre hilltop in Claremore, Oklahoma. Rogers purchased the land in 1911, planning to build a home there after retirement from show business. Mrs. Rogers later donated the land for a lasting memorial to her husband. In 1944 Will's body was moved from a holding vault in California to the memorial. Mrs. Rogers was later buried beside him in 1944.

From the internet...

North Country Lincoln Fall Car Show

Our fall classic Lincoln car show was held on Saturday, September 21st, at Luther North Country Ford Lincoln, Coon Rapids, MN. It was a beautiful fall day, in the morning, the weather was a bit on the cool side, and warmed up as the day went by. Most of us were glad that we moved our fall car show up a month from October to September as we have a much better chance of having a dry day.



Tom Brace showed this very beautiful 1937 LeBaron Coupe. And won first place, best of show.



Gil Bage easily won the long distance award, driving down from Lockport, Manitoba in his 1997 Lincoln Town Car.

There were a few very nice Lincolns on hand for the show and a lot of even nicer old friends. It was a great day to get together and spend a few hours visiting and talking about

our favorite Lincolns and perhaps some future acquisitions.

In celebration of John Palmer's 70th birthday (which was on September 23, for those of you that keep track of those things), Dorothy Palmer brought us some absolutely to die for cup cakes from their home down diner and bakery, Lou's of Barnum. If you are ever travelling up to Duluth, get off 35W at Barnum, stop at Lou's and get a treat to take with you. Their bakery is one of the best.



Harvey and Faythe Oberg won second place, best of show with their 1941 Cabriolet.

Shortly after 11:00AM, it was announced that lunch was served. North Country served up a terrific buffet lunch of broasted chicken, mashed potatoes, coleslaw, baked beans, rolls and some cookies for dessert. The chicken was very good and I saw a few members go back for seconds. We all want to thank North Country for their fine hospitality for providing lunch for our members.

Shortly before 2:00PM, near the end of the show, numbers were drawn for door prizes. Everyone who stayed won a prize. It was great having more prizes this fall, as everyone went home with a memento of the day.

(Continued on page 13)

Fall Show Continued

(Continued from page 12)

Tom Brace won the top door prize, a \$189 complete car detailing certificate graciously donated by North Country Ford Lincoln. North Country Ford Lincoln also provided us with several oil changes, back packs and tote bags to give away.



Jim and Anna Taplin, proud owners of this 1957 Lincoln Premiere. A third place winner.

We had 25 Lincoln's attend our fall car show. While we have had more cars at some of our past shows, we have never had the variety and quality that were on display at this show.



Paul Burski and Roger Wothe admiring the engineering effort needed to fit this Corvette LT1 engine into Charlie Johnson's 1967 Lincoln.

Here is list of all of the Lincoln's at the show and who won awards; Shown for the first time, a 1937 Lincoln K LeBaron Coupe, Tom Brace, St Paul, First Place Best of show; 1941 Continental Cabriolet, Harvey and Faye Oberg, Woodbury, 2nd Place, Best of Show, 1957 Lincoln Premiere, Jim and Anna Taplin, Champlin, Third Place Best of Show; 1997 Town Car, Gill Bage, Lockport, Manitoba, Long Distance Award, first time shown; 1939 Zephyr Coupe, Lloyd and June Pearson, Edina; 1942 Continental Cabriolet, Roger and Barb Wothe, Wayzata; 1947 Continental Cabriolet, Bob Gavrilescu, St Paul; 1947 Continental Coupe, Brad Yoho, Stillwater; 1951 Cosmopolitan, Dave Gustafson, Burnsville; 1955 Lincoln Capri, John and Dorothy Palmer, Barnum; 1956 Mark II, Jeff Eisenberg, Plymouth; 1964 Continental Convertible, Charlie Johnson, Long Lake; 1967 Continental Convertible, John and Sue Coyne, Plymouth; 1969 Mark III, Bill Juring, Shoreview; 1971 Mark III, Ray and Jeanine Nelson, Princeton; 1974 Continental Town Coupe, E Gene Kelly, Woodbury, New member, first time shown; 1978 Mark V DJB, Brian Carlson, Oakdale; 1979 Town Car, Carole Yoho, Stillwater; 1989 Mark VII Convertible, Bob and Mary Johnson, Shafer; 1994 Town Car, Richard and Mary Magner, Stillwater; 1995 Mark VIII, Paul Burski, Lakeville; and a 1999 Continental Sedan, Roald and Rosalee Storvick, Austin. Members without Lincoln's who visited the show were Bill Holiday, Monticello; Rich and Deb Labandz, Amherst Junction, Wisconsin, Bill and Donna Allen, Prior Lake and Karl and Sharon Flick, Apple Valley.



Bob Johnson presenting NC General Manager with the North Star commemorative plaque acknowledging their hospitality.

We want to thank Mike Swoboda, General Manager, Sean Devine and Luther North Country, Ford Lincoln for inviting us to their Lincoln dealership and hosting this event by providing the location, lunch and door prizes. Please let them know you appreciate their efforts in hosting this type of car show.

Our thanks to every member who brought a beautiful Lincoln to this car show.

Offered for Sale, Some Great Lincolns



For Sale. 1958 Lincoln Convertible.

With 2 '58 parts cars. 93K miles, motor runs well, re-built transmission. Good condition.

Owned by former member Murvel Waite in Eau Claire, WI. Asking \$20,000. Contact Mark Waite at 715.832.8690. Let's keep this car in the North Star Region.



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 it's 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.



Three nice cars for sale;

1977 Mark V, Excellent Black Diamond exterior, white leather, 49K miles. Runs, drives like new. Stainless exhaust, lots of new parts and recent maintenance, \$7500.



1978 Town Coupe, Triple Dark Jade with Leather and CB. 52K miles, could use paint, lots of touch ups, but 100% solid body and still shines well, runs terrific, \$5900.



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

October **Annual North Star Potluck Picnic and Auction**, Morries, Long Lake, Sunday October 13, 10 – 3 PM More information on the back page. If you are going, you must RSVP.

Western National Meet, Phoenix AZ October 23-27 Last chance this year to attend a great meet. See some of those great Lincolns from the Western part of the country.

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.

The Months Ahead. If you have any ideas for a great place for brunch or some other activity that our members would enjoy, contact your board soon. We are going to be making plans for some exciting events for 2014 and we would like you to share your ideas with us. Send us an email, telephone call, a note in a bottle or a carrier pigeon. Whatever works best for you. We want to hear from you as long as it does not involve chartering a private jet to Europe. This is your club, we want what you want.

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

FALL NORTHSTAR LCOC PICNIC

Sunday, October 13th, 10:00AM to 3:00PM

Morrie's Conference Center

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

Our Annual Region Pot Luck Picnic and Auction, will be held on **Sunday, October 13**. Roger Wothe has made arrangements with Morrie Wagener to again use his training and conference center located slightly West of Long Lake on old Highway 12. *We will be able to view Morrie's Car collection for two hours only, 10:00 AM to 12:00 PM.* Our pot luck picnic lunch will be served about 12:30; PM. We will again have an auction that will be held after the picnic, so please bring something automotive related, and better yet, with a Lincoln name on it. Be sure to come early if you want to view Morrie's Car collection. Please RSVP to Roger at his home 952-473-3038 or email rwothe@mschi.com, no later than October 7. When doing the RSVP, please let Roger know what you will be bringing for our pot luck, he may have some suggestions on what is needed. Spend a great Sunday with friends and talk about the great activities we had this past year.



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.