

NORTHSTAR NEWS

Our Pride and Joy



Tom and Betty Lance are the proud owners of this 1949 Lincoln.

This article appeared in the September 2017 issue of Viva Carrera!, the official publication of the Road Race Lincoln Register. It was written by Tom Lance and edited by Mike Denney of RRLR. These cars are very interesting Lincolns and for the most part overlooked by serious collectors. The 1949 through 1951 Lincolns were the “bridge” between the last of the HV-12s and the all new overhead valve V8 powered Lincolns beginning with the 1952 models.

This was an all-new design for 1949, and it came in three models; a two-door club coupe, a four-door sports sedan, and a two-door convertible. The convertible was only made available in 1949. The “baby” Lincoln shared the same body as the 49-50-51 Mercury. It is powered by a flat head V8 L-head with 336.7 cu in. engine producing 152hp @ 3600 rpm. This car has a 3-speed transmission with overdrive. Power windows, seats and top using a single hydraulic pump for all functions. This model features a 121” wheelbase, 4 inches shorter than the Cosmopolitan models.

There were 38,384 vehicles produced that year. However, the number of convertibles is unknown. Researching how many 1949 vehicles are still in existence suggests 11; of which, very few are convertibles. The 9 EL series sported “frenched in headlights” and a frowning front grill for that year. The car was designed by stylist E. T. “Bob” Gregorie.

I purchased this car in 2013 from Jack Edmunds of Stratham, Georgia, and he purchased it from a Mr. Afleck of New Jersey. This car had been well cared for through the

(Continued on page 2)

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.

This Issue Contains

Feature Story	1	Directors Message	4
Club Information Page	2	North Star Board Meeting Minutes	5
Editors Message	3	Northstar Region Events	15
Trivia	3		

Board Of Directors - 2017

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Morrie's Minnetonka Ford Lincoln in their conference room. Meeting time will be 7:00 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337.

More Pride and Joy

(Continued from page 1)

85,500 miles it had when I received it. The car was black and in need of a paint restoration along with a new convertible top. The interior upholstery is a burgundy faux leather in excellent condition with the original seat coverings underneath.

I decided to have it repainted a different color than black and chose a color from the Lincoln book of what was offered that year being Huntington Gray. All removable body pieces were removed, i.e., hood, trunk, front and rear fenders and carefully stripped finding no rust then repainted. The top was replaced with a black one with burgundy piping as an accent matching the interior. The car then received all-new original carpeting throughout including the trunk.

I have enjoyed showing it at many local shows and at the unveiling of the Lincoln Heritage Museum a few years ago.

We want to thank Tom Lance for sharing the restoration of his beautiful 1949 "Baby" Lincoln. This is a rare, perfectly restored car. As Tom pointed out in his article, 1949 was the only year Lincoln used the smaller Mercury body for a convertible. The only convertible offered in '50 & '51 was the larger Cosmopolitan. The "baby" Lincoln had a 121-inch wheelbase while the Cosmopolitan's wheelbase was 125 inches.

Tom's '49 was originally black, but he chose to go with a different color. He picked an original color out of a

(Continued on page 6)



Left to right: Charles Berry, JoAnne Sergeant, Betty and Tom Lance, pictured at the 2014 Lincoln museum dedication.

Trivia from the Internet



Robert Weston Smith
Wolfman Jack
1938 - 1995

Robert Weston Smith, known as Wolfman Jack, was an American disc jockey. Famous for his gravelly voice, he credited it for his success, saying, "It's kept meat and potatoes on the table for years for Wolfman and Wolfwoman. A couple of shots of whiskey helps it. I've got that nice raspy sound."

Smith was born in Brooklyn January 21, 1938, the younger of two children of Anson Weston Smith, an Episcopal Sunday school teacher, writer, editor, and executive vice president of the Financial World, and his wife, Rosamond Small. They lived on 12th Street and 4th Avenue in the Park Slope section. His parents divorced while he was a child. To help keep him out of trouble, his father bought him a

(Continued on page 4)

Editors Message

October 2017

Gentle Readers.... In the blink of an eye, September came and went. It seems as though we were just finishing up with the great Minnesota State Fair, and now we are into October with all its fall colors. I do hope that October is a nice month, weather-wise and we get a few extra days to motor around in our older cars, before winter sets in for the duration.

We do have two very nice activities left for this year — the fall potluck and auction out at Morries in Long Lake. Please carefully read the information on the last page and give Roger Wothe a call advising him of your plans to attend and what you might be able to bring for the potluck. It has always been our best event of the year and once again we expect a full house. Morrie Wagener has added some more cars to his collection, and it will be very nice to get a look at his latest finds.

The last day of August, I brought the MKX down to Bloomington Lincoln for an oil change and a general checkup. It had been serviced in early October of last year and driven but 800 miles since. It was Marion's car, and I think that she loved her "X" almost as much as she loved Olga and I. While Olga and I were waiting for the car, I started talking with Dave Nixon, the GM of Bloomington Lincoln about the new Continental. Dan Hietala, sales and leasing rep for Bloomington Lincoln, joined in the conversation. Both Dan and Dave Nixon thought it appropriate that I should take a Continental out for a test drive. So off we went, I behind the wheel, Dan in the passenger seat and Sweet Olga relaxing comfortably on the nice leather back seat. Eventually, we found our way to 35W

South, for a short trip down to Burnsville and back. The Continental physically is not a large car, but a heavy, well put together car. It is very quiet at highway speeds and just seems to float down the road. If you think that it is a replacement for the Town Cars of yore, you are mistaken. It is a very comfortable car to drive. The "perfect position" seats provide for an almost unlim-



Sweet Olga with her dad and the new Continental. A beautiful girl has to have a classy ride.

ited choice of seating choices. And, the seats are both heated and cooled. Plus, a flick of a switch will turn on the message feature, which could provide much comfort over long trips. It is also a fast car. It has a 3-liter V6 engine that is rated at 400 horsepower, and the all-wheel-drive system delivers all of it to the pavement. It is not a German import, but it is a very well mannered car capable of transporting its passenger's long distances in total comfort.

While they did not have one in stock in the white color and the desired equipment packages, a search of the inventory of other dealers, they were able to locate one. Within a few hours, it was at Bloomington Lincoln, and by 8 p.m. that evening, it was parked in my garage, keeping the MKT company. A few days later, Marion's MKX went on to live with her brother, Harvey Burski (also a North Star member) who lives near Duluth.

The Continental is a very interesting car, and you have to drive one to appreciate it fully. I would appreciate hearing from others who might have one and what their reactions are to this new and different model. Olga seems to be taken with it. As it is a bit lower, it is much easier for her to jump in and out of the back seat.

Till next month...

David and Sweet Olga, the Samoyed

*Directors Message by Bob Johnson October 2017**(Continued from page 3)*

large transoceanic radio, and Smith became an avid fan of rhythm and blues music and the disc jockeys who played it, including "Jocko" Henderson of Philadelphia, New York's "Dr. Jive" (Tommy Smalls), the "Moon Dog" from Cleveland, Alan Freed and Nashville's "John R." Richbourg, who later became his mentor. After selling encyclopedias and Fuller brushes door-to-door, Smith attended the National Academy of Broadcasting in Washington, D.C. Graduating in 1960, he began working as "Daddy Jules" at WYOU in Newport News, Virginia. When the station format changed to "beautiful music," Smith became known as "Roger Gordon and Music in Good Taste." In 1962, he moved to country music station KCIJ/1050 in Shreveport, Louisiana, as the station manager and morning disc jockey, "Big Smith with the Records." He married Lucy "Lou" Lamb in 1961, and they had two children.

Disc jockey Alan Freed had played a role in the transformation of black rhythm and blues into rock and roll music, and originally called himself the "Moon Dog" after New York City street musician Moon-

(Continued on page 5)

The fall season is now upon us, and our best event is now two weeks away. We will again be able to visit the best car collection in the Midwest or maybe anywhere, Morrie's Classic Car Collection Sunday, October 15. The weather here in Minnesota may not be the best all the time, but I sure will take two feet of snow over two feet of rain like what has happened in the southern part of the U.S. this year. Yes, we do have winter, but it is a lot easier to hunker down during a blizzard than to evacuate during a flood or hurricane.

Just think, we always look forward to spring, and it does make living here in the Midwest the best of all the options. We do have the option of going south in the winter, but have the best here for the summers, and that makes it ideal for us. The tundra has many advantages, and we do not need flood insurance.

Our 10th Annual Luther North Country Lincoln Car Show, on Saturday, September 9, had a very small turn out. The weather was ideal, but we only had 14 cars show up. My question is, "Where are all the Lincolns?" The word was that there were six other car shows on this day. Should we change to a brunch type activity and have fewer car shows? Please let one of our Board members know which you would attend. Bill Allen and Donna Nelson won the Best of Show with their great-looking 1978 Mark V. There is more car show information elsewhere in this newsletter.

Our Annual North Star Potluck and Auction at Morries in Long Lake, Minnesota, Sunday, October, 15th, 2017, is fast approaching — please make your plans now. We are again very fortunate to be able to visit Morries Collection in Long Lake. The collection will be open for viewing from 10:00 until noon. Our potluck lunch will follow at 12:30 with the auction at 1:30 p.m. **This event is for North Star members and immediate family only.** Please contact Bob Johnson if you have any questions. Please RSVP to Roger Wothe at 952-473-3038 or rwothe@comcast.net by Tuesday, October 10, with the names of attendees and the food items you plan to bring or ask Roger what food items are needed. Please RSVP early to help us in buying needed items for this potluck.

We had three Region members file for our October election for managers to the North Star Board of Directors for 2018; they were Jay White, Bob Roth, and Larry Sasse. The Board will take action at our October Board meeting.

Lloyd Pearson is downsizing and he gave Dave Gustafson his collection of Comments for Club files. Thank you, Lloyd, Dave now has a resource for car articles. We still need articles about your Lincolns so please help Dave.

The North Star Region will be hosting the 2018 Mid-America National Meet, and our hotel will be the Minneapolis Marriott West, 9950 Wayzata Blvd, St. Louis Park, MN 55426-1008. This Meet will start Wednesday, July 11, ending Sunday, July 15, 2018. The Room Rate \$129.00 is per night, A small number of King Suites are available for \$159.00, breakfast for two included in the room rate, Ask for "North Star LCOC" to get this room rate. You now can call 952-544-4400 and ask for Reservations. This meet will feature driving tours to three major car collections, Morries Classic Car Collection, Veit Automotive Museum and McDowall Collector Cars. Every night we will have dining available at our host hotel. More meet information will be available in our December issue. Please make your plans to attend now.

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

Bob and Mary Johnson...

Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

September 7, 2017

Regional Director Bob Johnson called the meeting to order at 7 p.m. at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Matt Foley, Bill Holaday and Roger Wothe. Other Region members present were Mary Johnson and Barb Wothe. Board member, Jay White, was out of the country and could not attend. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson reported that the 2017 Grand National Meet at Hickory Corners, Michigan was a success with over three hundred persons and one hundred forty-six Lincolns attending — not counting the extra Lincolns that attended the cruise Saturday. Congratulations and thanks to Mary and Bob Johnson for organizing the successful event were expressed by the group. The winner of the Lincoln raffle was Robert Blevins from Yuma, Arizona. The drawing was a 50/50 for about \$20,000. The signup for the potluck at Morrie's museum October 15, is now. Please contact Roger Wothe at 952-473-3038 or rwothe@comcast.net to RSVP and let him know what you are planning to bring to share. We are in need of an auctioneer, a greeter, nametags, cleanup crew and suggestions for a gift for Morrie. October election for managers to the North Star Region Board of Directors has three openings. As of this meeting, only Bob Roth and Jay White have applied. Any others are asked to notify Secretary Roger Wothe by September 16 to be included. Member Lloyd Pearson is downsizing and has donated his collection of *Continental Comments* to Dave Gustafson for the Region files. Bob then reviewed the planning for the 2018 Region events.

Treasurer Matt Foley reported the treasury balance to be \$2,909.81 with all bills paid.

Membership and Publications Director Dave Gustafson reported that we have two new members bringing the total to one hundred forty-seven. He desperately needs additional "My Pride and Joy" articles for the newsletter.

Secretary Roger Wothe reported that the J. J. Hill Charity car show sponsored by the Wayzata Rotary Club is the next Sunday. The event is free to the public.

There being no further business, the meeting was adjourned at 8:15 p.m. The next Board Meeting will be at Bloomington Lincoln Thursday, October 5 at 7 p.m. All members and guests are welcome and are encouraged to participate.

Respectfully submitted by Secretary Roger Wothe.

(Continued from page 4)
 dog. Freed both adopted this name and used a recorded howl to give his early broadcasts a unique character. Smith's adaptation of the Moon-dog theme was to call himself Wolfman Jack and add his own sound effects. The character was based in part on the manner and style of bluesman Howlin' Wolf. It was at KCIJ in Shreveport, Louisiana that he first began to develop his famous alter ego, Wolfman Jack. According to author Philip A. Lieberman, Smith's "Wolfman" persona "derived from Smith's love of horror films and his shenanigans as a 'wolfman' with his two young nephews. The 'Jack' was added as a part of the 'hipster' lingo of the 1950s, as in 'Take a page from my book, Jack,' or the more popular, 'Hit the road, Jack.'"

In 1963, Smith took his act to the border when the Inter-American Radio Advertising's, Ramon Bosquez, hired him and sent him to the studio and transmitter site of XERF-AM at Ciudad Acuña in Mexico, a station whose high-powered border blaster signal could be

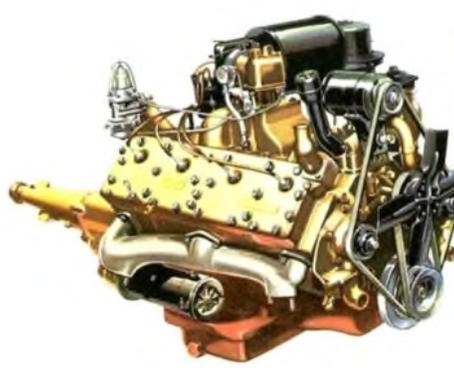
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1949 Lincoln Continued...

(Continued from page 5)
 picked up across much of the United States. In an interview with writer Tom Miller, Smith described the reach of the XERF signal: "We had the most powerful signal in North America. Birds dropped dead when they flew too close to the tower. A car driving from New York to L.A. would never lose the station." Most of the border stations broadcast at 250,000 watts, five times the U.S. limit, meaning that their signals were picked up all over North America, and at night as far away as Europe and the Soviet Union. It was at XERF that Smith developed his signature style (with phrases like "Who's this on the Wolfman telephone?") and widespread fame. The border stations made money by renting time to Pentecostal preachers and psychics, and by taking 50 percent of the profit from anything sold by mail order. The Wolfman did pitches for dog food, weight-loss pills, weight-gain pills, rose bushes and baby chicks. There was even a pill called Florex; which was supposed to enhance one's sex

(Continued on page 7)

(Continued from page 2)
 salesman book; it's called Huntington Gray. He kept the original Burgundy colored interior which is a nice contrast to the Gray.



Above, the "Invincible" 337 cubic inch flat head engine which powered all Lincoln automobiles from 1949 through 1951. Taking the place of the HV-12 engine, it produced 152 horsepower, weighed in at 900 pounds and came from the Ford F8 heavy duty truck line.



The Lincoln V8 "Invincible" motor residing in the engine bay. In spite of the size, there is plenty of room to work on things under the hood.



The "one year only" dash of the 1949 Lincoln. Many thought it was a bit busy looking and it was changed significantly for the 1950 - 1951 models.



Buried in Tom's engine compartment is the 337 cubic inch flathead V8, an engine that weighs close to 900 pounds. There is some evidence that a revised V12 was planned for the '49 EL Lincolns, but probably because of all the upheaval at Ford in those days, the V12 was stillborn. So the Lincoln engineers went to the truck division; who, in '48, had introduced the big 337 V8 for heavy trucks. The Lincoln boys refined the engine for use in the big Lincolns; it's a very good power plant.

The 1949 Lincoln interior is unique — it was a one year only dash board. It was completely redesigned for 1950 and 1951. Apparently, some customers found the function buttons under the dash confusing, often referred to as Wurlitzer organ controls. However, many folks think it's a very cool and unique design. Tom's car has the standard 3-speed with overdrive transmission, but you could order the car with the General Motors Corp. produced Hydra-Matic; which Lincoln used through the 1954 model year.

(Continued from page 6)

drive. "Some zing for your ling nuts," the Wolfman would say.

That sales pitch was typical of Wolfman Jack's growling, exuberant on-air style. In the spirit of his character name, he would punctuate his banter with howls, while urging his listeners to "get naked" or "lay your hands on the radio and squeeze my knobs." Part of the persona was his nocturnal anonymity; listeners from coast to coast had no idea how to recognize the face behind the voice that said things like "Wolfman plays the best records in the business, and then he eats 'em!"

XERB was the original call sign for the border blaster station in Rosarito Beach, Mexico; which was branded as *The Mighty 1090* in Hollywood, California. The station boasted "50,000 watts of Boss Soul Power." That station continues to broadcast today with the call sign XEPRS-AM. XERB also had an office in the rear of a small strip mall on Third Avenue in Chula Vista, California. It was not unlike the small broadcast studio depicted in the film *American Graffiti* (which was filmed at KRE in Berkeley). It was located only ten minutes from the Ti-

(Continued on page 8)

E. T. "Bob" Gregorie, master of design...

It's said that you can't have a rational debate with a crazy person. Maybe this axiom didn't exactly apply when it came to Henry Ford, but it's probably way too simplistic to insist that by the time E.T. Gregorie made his acquaintance, Ford the Founder was simply up in years and, therefore, a bit set in his ways.



E. T. "Bob" Gregorie
1908 - 2004

In those years, Ford could have taught the most egomaniacal, plumed-hat dictator a thing or two about how to be a tyrant, and people like that have a nasty habit of sending the messenger to the gallows--or worse--if they don't like what the messenger has to say. As we'll see, "Bob" Gregorie was lucky enough to have a buffer, a protective go-between, but Gregorie still goes down as the guy who had to prove to Henry Ford that his cars were dirt-dull and convince him there was a better way. The 1949, Ford has long been hallowed as the car that saved the company, but without Gregorie's creativity and, more importantly, his nerve, there may not have been a company to save.

Unlike many of his peers, Eugene Turenne Gregorie was a scion of considerable wealth. Born in 1908, he was raised in Cedarhurst, on Long Island. His father was a very successful investor and

his mother an acclaimed painter. He attended exclusive private schools in Virginia, and summered with his family on the docks of the Long Island Sound and the Chesapeake Bay, intently eyeing all manner of yachts and ketches. He began to sketch what he saw and gradually added fillips of his own.

By 1926, he was a staff designer at Elco, the boat builder in Bayonne, New Jersey. He then moved to Cox & Stevens, marine architects, based in New York City. Gregorie, like his father, was also fascinated with cars, and in 1928, he visited Brewster & Company on a whim with a few sketches in hand. They grabbed him. Officially, he was a car designer, just in time for Brewster's fortunes to fall hard with the rest of the world economy.

Intelligently, Gregorie reasoned that when cars were designed, the big manufacturers would be doing most of the work. Making another dynamite first impression, he landed a slot in Harley Earl's studio at General Motors, but the Depression shortly claimed his position. His contacts and reputation, while rapidly built, paid off sooner than he'd expected:

He was offered a position as a body designer at Lincoln in early 1931. One of the first people he met at the Lincoln plant in Detroit was Edsel Ford. The only son of Henry Ford would become Gregorie's inspiration, creative mentor and, for a while, his defender.

Ford, the company, was already losing momentum because of a product lineup that was aesthetically stale in too many ways. The Model T's design speaks for itself. Ford had no in-house styling staff when the T's run ended, so the Model A's basic body crafting was farmed out to Murray, but Edsel had full oversight of that process. When the 1932 Ford was developed, Edsel contracted the design work to Briggs, again under his direct control.

Gregorie, meanwhile, had performed

(Continued on page 10)

North Country Fall Lincoln Car Show

(Continued from page 7)

juana-San Diego border crossing. It was rumored that the Wolfman actually broadcast from this location during the early-to-mid-1960s. Smith left Mexico after eight months and moved to Minneapolis, Minnesota, to run station KUXL.

Even though Smith was managing a Minneapolis radio station, he was still broadcasting as Wolfman Jack on XERF via taped shows that he sent to the station. Missing the excitement, however, he returned to border radio to run XERB, and opened an office on Sunset Boulevard in the Los Angeles area in January 1966. The Wolfman recorded his shows in Los Angeles and shipped his tapes across the border into Mexico, where they would then be beamed across the U.S. It was during his time broadcasting on XERB that Smith met Don Kelley; who became his personal manager and business partner for more than 20 years. It was Kelley who saw the potential for Wolfman Jack to become more than a radio personality. Kelley started to work on a strategy to transform Smith from a cult figure to a mainstream entertainer in film, recordings and television. He promoted Smith to

(Continued on page 9)

Our fall Lincoln car show at Luther North Country Ford Lincoln was held this past September 9. This was our tenth year at North Country — the weather was the best ever, with temperatures in the mid-70s and with a slight breeze to make the day perfect. But, where were all our beautiful Lincolns? Alas, we had just 14 Lincolns in attendance. In prior years, with high winds, cold temperatures and on and off drizzle, we have had twice as many attend. Some say that there were other car shows that we were competing against. What should we do next year? Another weekend perhaps, as this was the first weekend after Labor Day and maybe the following weekend would be better. Or would another type of activity be better, a driving tour somewhere or a brunch? Please let us know, and we will make whatever changes to our event schedule to please the greatest number of members.

Those that came had a great time. North Country provided a nice lunch which included hot dogs and several different types of pizza. All good. Sweet Olga was watching everyone quite closely, just hoping that a small slice of pepperoni or maybe part of a hot dog would be passed her way. She is just a shameless beggar and works very well at it.



Donna Nelson and Bill Allen
First place award winners.

After lunch, our members circulated from one fine Lincoln to another, carefully checking each one out. We may not have had quantity at this show, but the quality was bar none. And there was much socializing too. It is always nice visiting with our members because as a group, North Star members are some of



Brian Carlson
Second place award winner.

the

most interesting people out there.

At 2 p.m. we presented people's choice awards, and it was the year of the 1978 Continental. Our First place award was presented to Bill Allen and Donna Nelson, from Prior Lake and their beautiful 1978 Mark V. Second place was presented to Brian Carlson, from Oakdale and his 1978 Mark V. Third place went to Tony Peil, Minneapolis, driving a 1968 Black Continental Sedan. Long distance award went to John and Dorothy Palmer, residents of Barnum; who own one of the best looking 1978 Continental Town Car that we have ever seen. Can you imagine that John and Dorothy get up at the crack of dawn just to drive over 100 miles to come to our car shows, I wish that more of our members had that kind of dedication. Lincolns of note on display were previous winners of North Star Car of Year Award winners, Harvey and Faye Oberg, Woodbury with their 1941 Conti-

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More Fall Car Show...

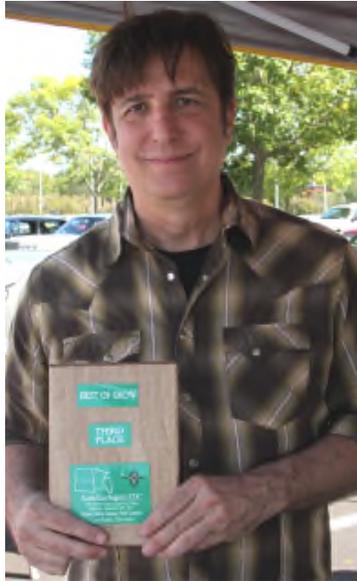
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the major media and formed enduring relationships with key journalists.



In 1971, the Mexican government decided that its overwhelmingly Roman Catholic citizens should not be subjected to proselytizing and banned the Pentecostal preachers from the radio, taking away 80 percent of XERB's revenue. Smith then moved to station KDAY 1580 in Los Angeles; which could only pay him a fraction of his former XERB income. However, Smith capitalized on his fame by editing his old XERB tapes and selling them to radio stations everywhere, becoming one of the first rock and roll syndicated programs (as the tapes began to age, they were eventually also marketed to oldies stations). He also appeared on Armed Forces Radio from 1970 to 1986. At his peak, Wolfman Jack was heard on more than 2,000 radio stations in 53 countries. He was heard as far off as the Wild Coast, Transkei, on a station based there, Capital Radio 604. In a deal promoted by Don Kelley, The Wolfman was paid handsomely to

(Continued on page 10)

(Continued from page 8)
 mental Cabriolet; Roger and Barb Wothe, Wayzata with their 1942 Continental Cabriolet, and Al and Kathy Longley, Dayton with their 1958 Continental convertible. We especially thank them for taking the time to show these beautiful Lincolns even though they were not eligible to win any awards.



Tony Peil
Third place award winner.

We want to thank Sean Devine, Matt Casper and North Country Ford Lincoln for inviting us to this Lincoln dealership and hosting this event by providing the location, lunch and several oil changes for door prizes. Please let them know you appreciate their efforts in hosting this car show.



This very fine 1967 Continental sedan belongs to Tony Peil.



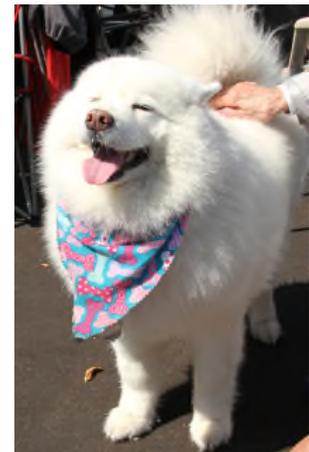
Dorothy and John Palmer, recipients of the Long Distance Award.



Bill Allen's 1978 Mark V, a very pretty car it is.



Brian Carlson's 1978 Mark V, about as close to perfect as you can get.



Gregorie continued...

(Continued from page 9)

join WNBC in New York in August 1973, the same month that *American Graffiti* premiered, and the station did a huge advertising campaign in local newspapers stating that the Wolfman would propel their ratings over those of their main competitor, WABC; which had "Cousin Brucie" (Bruce Morrow). The ads proclaimed, "Cousin Brucie's Days Are Numbered," and thousands of small tombstone-shaped paperweights were distributed that said, "Cousin Brucie is going to be buried by Wolfman Jack." After less than a year, WNBC hired Cousin Brucie, and Wolfman Jack went back to California to concentrate on his syndicated radio show; which was carried on KRLA-Pasadena (Los Angeles) from 1984-1987. He moved to Belvidere, North Carolina, in 1989, to be closer to his extended family. In the 80s, he did a brief stint at XEROK 80, another border blaster station that was leased by Dallas investors, Robert Hanna, Grady Sanders and John Ryman. Ryman then moved Smith to Scott Ginsburg-owned Y95 in Dallas, Texas. Ryman and legendary programmer Buzz Bennet rocketed the station to fame.

(Continued on page 11)

(Continued from page 7)

a minor miracle by penning a hurry-up export-market replacement for the Model A; which was too large to comply with British tax and licensing laws. The Model Y, as it was called, had a wonderfully shaped grille that came to a point at the bottom. Edsel loved it and told Gregorie to update the Deuce. The 1933 Ford was really an up-sized Model Y, but it was a styling smash. In Gregorie, Edsel Ford had his Harley Earl, the gifted company man around whom Ford styling would coalesce and find its identity.

Edsel Ford, very unlike his old man, had a real thing for European cars and their looks. He commissioned Gregorie to design cars for his own use with lines reminiscent of the European designs, but based on Ford production chassis, and called them "continentals." Edsel also received the nod to redo the awkward appearance of a critical new car for Ford, the Lincoln-Zephyr; which in its original incantation from Briggs by way of John Tjaarda, looked tail-heavy. Gregorie rescued it with a clean, prow-first frontal treatment.



Gregorie's overwhelming styling success, the 1936 Lincoln Zephyr.

Gregorie's personality harmonized with Edsel Ford (son of Henry Ford), and their close relationship combined with his own professional skills in automotive design led to him becoming the head of Ford's design department in 1935. Gregorie was a designer of the 1936 Lincoln-Zephyr; which had a design concept based on the 1934 Pioneer Zephyr streamliner train, also referred to as the Burlington Zephyr. The 1936 Lincoln-Zephyr car was called "the first successfully streamlined car in Amer-

ica" by the Museum of Modern Art in New York. Gregorie was ultimately given the accolade of being the "grand old man" of Ford car design.

At age 27, Gregorie was rewarded by Edsel with a vice presidency of Ford, overseeing all design work. To build a staff, Gregorie created a design school for trade students inside Ford; which produced a generation of stylists and product planners for the company.

Coming off the success of the 1937 Ford, Gregorie was assigned to replace the Lincoln Model K; which had existed with little change since 1931. Over a Lincoln-Zephyr blueprint, he hand-sketched a two-door cabriolet. Edsel Ford was thrilled. The production car became the first Lincoln Continental, a car that almost certainly would have never been built at Ford without Gregorie's gift of taste and Edsel's protective persuasiveness. Gregorie's encores were the first Mercury, the 1940 Fords, and their radically wider replacements the following year.



Gregorie designed 1939 prototype of the Lincoln Continental. One of the most beautiful cars ever produced.

In 1938 Edsel Ford wanted a "special little sports car" for pleasure driving at his estate in Florida for the winter of 1939. Gregorie is known to have told biographers that in September 1938 it took him less than an hour to sketch the first Lincoln Continental using as a template the 1936 Lincoln-Zephyr blueprints.

As Jim Farrell, a writer about Ford design history, summarized: "Gregorie's primary attribute was he could translate what Edsel Ford wanted into three-dimensional designs. ... He could sit and sketch while

(Continued on page 11)

(Continued from page 10)

Wolfman Jack started his recording career in Minneapolis, MN while working at KUXL Radio in 1965 with George Garrett. Garrett would help record the album "Boogie With The Wolfman" by Wolfman Jack & the Wolfpack on the Bread Label. The title tracks "Wolfman Boogie Pt. 1/ Wolfman Boogie Pt. 2" was released as the first single and was written by Garrett and T.Caire. Garrett was also responsible for engineering, producing and assembling the band. A second single, "New Orleans" was also released. In 1973, he appeared in director George Lucas' second feature film, *American Graffiti*, as himself. His broadcasts tie the film together, and Richard Dreyfuss's character catches a glimpse of the mysterious Wolfman in a pivotal scene. In gratitude for Wolfman Jack's participation, Lucas gave him a fraction of a "point" — the division of the profits from a film — and the extreme financial success of *American Graffiti* provided him with a regular income for life.

He promoted Clearasil and Olympia beer in radio and TV commer-

(Continued on page 12)

Medora, ND



Above: Don and Donna Peterson, Teddy Roosevelt, Deb and Paul Andahl getting ready to attend the showing of the Salute to Theodore Roosevelt at a local interpretive center. Rumor has it that it may be Karl Flick impersonating Teddy.

The 40th anniversary Medora, North Dakota car show brought in model A Ford Club members from North Dakota and Minnesota. North Star Lincoln club members included Don and Donna Peterson, Winona, and Paul and Deb Andahl with their Mark V from Bismarck.

What are the odds that their two cars would be parked side by side in the original unrestored class. It was a couple of hours before we realized we knew each other, having only met once before. In visiting, Don mentioned they were going to attend the Theodore Roosevelt salute... we stated we were going as well. We arrived at the theater and as luck would have it our seats were next to their seats. What a coincidence!! After the presentation, we asked President Roosevelt if he would take a picture with us. As you can see, he graciously obliged us. We said our goodbyes. As President Roosevelt said he would not have become President had it not been for his experiences in North Dakota.

Gregorie continued

(Continued from page 10)

Edsel talked in his office.

The Ford engineers were amazed that Gregorie could talk about the mechanical abilities of an automobile as well as he could design a car. Gregorie attributed this ability to his naval architecture experience.

This was Gregorie's creative zenith at Ford, but it didn't last. His health ravaged by constant battles with his father, Edsel Ford died in 1943. Gregorie went off to briefly create a private consultancy, but returned to the now-teetering Ford empire at the personal request of Edsel's son and corporate heir, Henry Ford II. One of his more noteworthy later projects actually predated World War II. Edsel had wheedled approval from his father for a mileage-making straight-six, introduced in 1941. A project to build a "small" postwar Ford was stillborn, along with a gorgeous concept for a 1949 Lincoln Continental. Gregorie also found himself in competition with George W. Walker, a consultant hired by "Whiz Kid" Ernest Breech, to design the make-or-break 1949 Ford. Walker's concept was chosen, by the barest of margins.



One of Gregorie's last projects — the all new 1949 Mercury.

Gregorie then moved to Florida and returned to his roots, designing yachts. His foresight was affirmed when Ford did introduce a small six-cylinder car, the Falcon, in 1960. Gregorie died in 2004.

Kudos for Great Service

(Continued from page 11)

cials in the 1970s. In the 1980s he promoted the "Rebel" Honda motorcycle in television commercials.

Listening to Wolfman Jack's broadcasting influenced Jim Morrison's lyrics for "The WASP (Texas Radio and the Big Beat)" song. He is also mentioned in the Grateful Dead song, "Ramble On Rose": "Just like Crazy Otto/Just like Wolfman Jack/Sittin' plush with a royal flush/Aces back to back." Robert Smith died of a heart attack in Belvidere, North Carolina, on July 1, 1995.

Smith had finished broadcasting what would be his last Wolfman Jack radio broadcast, a weekly program nationally syndicated from The Hard Rock Cafe in downtown Washington, D.C., originating on XTRA 104.1 FM (WXTR-FM). That night he said, "I can't wait to get home and give Lou a hug, I haven't missed her this much in years," referring to the concluded promotional tour for his new autobiography. "He walked up the driveway, went into hug his wife and then just fell over," said Lonnie Napier, vice president of Wolfman Jack Entertainment.

From the internet...

Last month, your editor received emails from two of our members who received excellent service from two of our business partners, Bloomington Lincoln and Libson Truck and Car of North Minneapolis. Here are their comments.

"I was going to call you yesterday, but didn't get home from Grand Rapids, Michigan, until after 8 p.m. Took first place with my 1993 Cadillac Allante; which was nice. The car ran great all the way up and back.

My real reason is to let you know I got my 2014 Lincoln MKZ Hybrid car repaired by Bloomington Lincoln after I left the Memorial service for your wife, Marion. Called the 800 Lincoln concierge service and the car was picked up by 1:20 that same day. I rode with the driver that picked up the car to Bloomington Lincoln. Greg Holbrook was the service adviser and was a class act. Really likes his job and his enthusiasm was contagious. Remember this was not a scheduled appointment. I told him the issue was the transmission and it "limping and bucking" starting about two blocks from the church where the memorial service was being held. Greg immediately had his top hybrid technician check the car out, and it was determined that it was a bad coil and not the transmission. Very similar symptoms.



*Gregg Holbrook
Bloomington
Lincoln, Service
Adviser*

You can imagine a car trying to operate on just three cylinders and how it would perform. They immediately ordered the part from a warehouse in Minneapolis and had it fixed and out the door by 4 p.m. the same day. They even replaced the spark plug in that cylinder thinking it may have been dam-

aged from the misfired coil. How's that for great service! The whole staff there was just great. Not a single negative. The North Star region has a real gem for a Lincoln dealership in their backyard. If time and space permit put this in your next newsletter." *From Dick Koop.*

"Good morning, Dave !! First I want to say you have my sympathy regarding Marion.

Next, I want to say a good word about Libson Twin City Truck and Car Service. It is owned by a LCOC member, Jeff Eisenberg.



I took my 1964 Lincoln Continental to him recently and they put a new CVR, did some electrical wiring and redid the Differential; which is a Limited Disc Type. I just want to say that they did a fantastic job and these guys know what they are doing. I am very happy and want to recommend their service to anyone who would like some repair work done. They are located at 1218 Central Ave. NE in Minneapolis. Thank you, Dave, and I would like this note to be put in your newsletter. *The other Bob Johnson in SW Minnesota."*

We want to thank both Dick Koop and "The Other Bob Johnson for letting us know about their good experiences with Bloomington Lincoln and Jeff Eisenberg's Libson Truck and Auto service. We hope that our members look to these two firms for their future needs. They support our club and, in turn, we should give our support to them.

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. \$9,450
Call Rolland Toenges 952 938-6200 or email: rptoenges@aol.com



Travel in comfort, Arrive in style.

FOR SALE: 2011 45 ft Tiffin Zephyr, one owner, non- smoker, \$249,500, 36,000 miles. All serviced ready to get out of MN for the winter.

Call or text Roger 218-966-7640 for more information and more photos.



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: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, it just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612.269.6482 to talk more about this Mark and the price.

You May Be Interested in these Items for Sale

Wanted.... Car club badges and patches. New and Used. Call Harvey Oberg, 651.739.9754

Wanted... NOS exhaust resonator for a 1974 Lincoln Town Car. Part Number D4VA5E272AA
Call Vaughn Ebbighausen at 218.736.4049 or email vemsp294@gmail.com

For Sale - 1965 Lincoln Continental Convertible



This beautiful fully-restored 100 point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218.389.6189 or 218.380.3239.



1994 Lincoln Town Car Executive loaded with options. The car has two air bags, keyless entry, air suspension, moon roof, four wheel disk brakes, cassette tape player and 1-1/8" white wall tires. Second owner since 1999. Car gone over by Lincoln dealer. Rare gold color with matching interior. Must see to appreciate. Asking \$9,500. Call Richard at 651.351.2855.



Northstar Region grille badges are now available. To obtain yours, contact Bob Johnson at 651.257.1715.

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without pockets.
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by: Bob Johnson
651.257.1715, email: arborbob41@aol.com

Preview of Coming Events

October **Annual North Star Potluck and Auction** at Morries in Long Lake, MN,
Sunday, October, 15th, 2017.

November **Year-End Sunday Brunch at Dangerfield's** in Shakopee.
Sunday, November 12th, at 11:30 AM

Know some other event that may be of interest to members of the North Star Region? Let us know and perhaps we can work it into our event schedule for this year. Do you have a special burger place that we can cruise to some evening? Tell us about it — maybe we can do it. Good friends and nice Lincolns make for some fun times.

The all new 2018 Lincoln Navigator, available shortly at your nearby Lincoln dealer.



The all new Lincoln Continental, now at your local Lincoln dealer.



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 Pot luck and Auction

Sunday, October 15, 10:00 AM to 3:00 PM
Morrie's Conference Center
2605 Wayzata (Old Hwy 12) Boulevard, Long Lake, MN

We will be able to view Morrie's Car collection for two hours only — 10:00 AM to 12:00 PM. Our potluck lunch will be served about 12:30 pm. We will again have an auction that will be held after we eat, so please bring something automotive related, and better yet, with a Lincoln name on it. Please RSVP to Roger at his home 952-473-3038 or email rwothe@mchsi.com no later than October 10. When you RSVP, please let Roger know what you will be bringing for our potluck, 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. Due to space conditions, this event is limited to North Star members and their immediate family. No exceptions please.



*****Our Last Brunch for 2017*****
Sunday, November 12, 11:30 AM

Dangerfields Restaurant,
1583 First Avenue East, Shakopee, MN

We have been to Dangerfields before and everyone had such a good time, we thought it would be nice to go there again. 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.