

Celebrating our 15th year, 180 Issues

The Leading Edge of Streamlining



Streamlining Leaders, 1935 Chrysler Airflow and 1937 Lincoln Zephyr

The 1930's was the age of Art Deco, which guided stylists to turn out very interesting examples of what was truly important to consumers of the day. Automobiles were no exception. Here we have one person's take on two of the most significant American cars produced in Detroit during this period. The Lincoln Zephyr, which through its lower price and most memorial design, drew buyers to the brand as never before and probably saved the brand from extinction. Chrysler, with its very controversial design, also was a leader in many respects, and should be remembered for the many contributions that the brand has made over time in both unique style and excellent engineering. Here we have the story of "Two Streamliners" as told by Arch Brown and first appeared in the December 1990 issue of Special Interest Autos.

It was during the decade of the thirties that the world's automakers finally became aware of the importance of aerodynamics. Among the American cars that pioneered the concept of "streamlining," as it was popularly called, four come to mind. There was, first of all, the Pierce "Silver Arrow," a gorgeous machine built for display at the 1933 Chicago World's Fair. But only five examples were produced, and they sold for \$10,000 a pop — at a time when a Ford V-8 sedan cost as little as \$560.

Then there was the Aerodynamic Hupp, But Hupmobile was already in its terminal slide by the time its streamliner was introduced in 1934, so it drew scant attention.

It was the other two that caught everyone's eye: The Chrysler Airflow and the Lincoln Zephyr. Much has been written about both of them, partly because, unlike the Pierce and

(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 - 2016

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2017
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2017
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2018
Activities Director	Jay White	H(952)432-5939	jay@jwhiteandassoc.com	2017
Director	Bob Roth	H(763)475-1429		2017
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2018
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2018
Director	Eric Chinquist	H(612)781-7622	echinquist@yahoo.com	2018
Director	Richard Eilers	H(218)393-5747	dickido@aol.com	2017

Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

The Streamliners

(Continued from page 1)

the Hupp, they were built by two of the world's major automakers, and partly because each in its own way was unique — and a very advanced automobile for the time.

Let's begin with the Chrysler, whose 1934 introduction preceded its competitor's debut by two full years.

It was engineer Carl Breer who was responsible for Chrysler's initial interest in reducing wind resistance. According to company legend, one day in the fall of 1927 Breer was watching what appeared to be a flock of geese flying in formation. Presently he realized that he had been mistaken; what he saw was not geese, but rather military aircraft on maneuvers. And the thought came to him: If the airplane is designed to encounter minimum wind resistance, should not the same principle be applied to the automobile — especially now that speeds as high as a mile a minute were becoming commonplace?

A wind tunnel was constructed at Dayton, Ohio, and there the famous "Three Musketeers" of Walter Chrysler's engineering staff, Owen Skelton, Fred Zeder and Carl Breer, conducted the research that led to the development of the Airflow.

Parenthetically, the original idea was that the Airflow would be exclusively a DeSoto. But Walter Chrysler, who took justifiable pride in his company's engineering leadership, wanted a streamliner with his name on it as well.

He ended up with four of them. That is, four series, all straight-eights, ranging in wheelbase from 123 to a whopping 146.5 inches and in engine displacement from 299 to 385 cubes. Prices started at \$1,345 and extended all the way to \$5,145, which was more than enough in those days to buy a 12-cylinder Cadillac.

The Airflow presented a startling appearance, far different from anything the public had seen before. As part of the effort to reduce drag, it was given slab sides and a stubby, rounded nose. A vee type, two-piece windshield was fitted to most models, though the largest, most expensive Custom Imperials used a one-piece curved glass windscreen — an industry "first." Rear fender skirts were standard.

The difference wasn't all on the surface by any means. Hidden beneath the body panels was a rigid, bridge-like steel

(Continued on page 6)

Trivia from the Internet



James Kern "Kay" Kyser
1905- 1985
American bandleader and radio personality of the 1930s and 1940s.

Kay Kyser was born in Rocky Mount, North Carolina, the son of pharmacists Paul Bynum Kyser and Emily Royster (Howell) Kyser. Journalist and newspaper editor Vermont C. Royster was his cousin. Kyser graduated from the University of North Carolina at Chapel Hill with a Bachelor of Arts degree. He was also senior class president. Because of his popularity and enthusiasm as a cheerleader, he was invited by Hal Kemp to take over as bandleader when Kemp ventured north to further his career. He began taking clarinet lessons but was better as an entertaining announcer than a musi-

(Continued on page 4)

Editors Message

June 2016

We are celebrating 15 years of publishing the Northstar News. It was in April of 2001, when I realized that it was necessary for our North Star Region to have a newsletter that was published each and every month and was placed in the mails in time for most members to receive by the first of each month. It should be interesting and contain information about our future activities and stories featuring our members and their beloved Lincolns. And, to make it just a little more complicated, I didn't have the foggiest idea on just how to do this.

To do a good job, it was necessary to have some desktop publishing software. Microsoft Publisher seemed to fill the bill, so that was the choice. Since 2001, we have gone through several versions, but Publisher still seems to work well for what we need to do. At the time, printing in color, due to the expense, was just not possible. So a good black and white printer, a Lexmark Optra S work group model, capable of printing 35 pages per minute, full duplex also was purchased. I also purchased an envelope feeder so we could address, bar code and print postage all in one pass. Our first newsletter was published June 2001 and totaled six pages. We have enclosed a copy of that to refresh the memories of some of our older members. While it seemed like a tall mountain to climb at the time, each month it got a little easier and easier. We added a few newer printers along

the way and increased our page count to between 16 and 18 pages each month. A few years ago, we were able to find an affordable Ricoh color printer and we have been able to run full color each month. Each month we mail out about 180 copies to our members and good friends of the North Star Club. Technology has made the

task a lot easier than it was 15 years ago. 50 years ago, 2 or 4 pages would have been a somewhat daunting task. Everything would have to be done on typewriters, no pictures and who knows how it would have been duplicated. Today, it is easy. Plus, the internet, email and our members provide a lot of interesting information to fill our pages. Our thanks to our members for all of your support these past 15 years. At my age, another 15 is probably not in the cards. Let's hope for another 4 or 5.

This issue is a bit different. The story is about two very iconic and important cars from the

1930's, a 1935 Chrysler Airflow and a 1937 Lincoln Zephyr. The Zephyr was a beautifully styled car and gave birth to the Lincoln Continental. Its sales generated enough revenue and interest in the brand to save it from going the way of Pierce Arrow and other luxury marques of the 1930's. Indeed, the Zephyr contributed greatly to the fortunes of Lincoln and Ford over the succeeding years.

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



Sweet Olga is already to get into her favorite Lincoln for her trip to the car show Memorial Day weekend at Morries. She is looking forward to seeing all her friends.

Directors Message by Bob Johnson June 2016

(Continued from page 3)

cian. He adopted the initial of his middle name as part of his stage name, for its alliterative effect.

Long before his national success, Kyser recorded two sessions for Victor in the late 1920s (Camden, NJ in November, 1928 and Chicago in early 1929). These were issued on Victor's V-40000 series devoted to country music and regional dance bands.

Following graduation, Kyser and his band, which included Sully Mason on saxophone and arranger George Duning, toured Midwest restaurants and night clubs and gradually built a following. They were particularly popular at Chicago's Blackhawk restaurant, where Kyser came up with an act combining a quiz with music which became "Kay Kyser's Kollege of Musical Knowledge." The act was broadcast on the Mutual Radio network in 1938 and then moved to NBC Radio from 1939 to 1949. The show rose in the ratings and spawned many imitators. Kyser led the band as "The Ol' Perfessor," spouting catchphrases, some with a degree of Southern American English terms: "That's right—you're

(Continued on page 5)



The weather is very fickle so far for our May flowers, frost and cold was watchword for the last 10 days, after our first 90-degree day. We sure are glad we did not rush the garden planting time, it is safe here in Shafer to plant after Memorial Day, and this year sure proved that safe planting date. It has been so cold that the grass was almost dormant. We started our car show season with our 8th Annual Memorial Day weekend car show, on Saturday, May 28, at Morris Ford Lincoln, in Minnetonka. The car show article will be in our July Newsletter.

We will have no North Star June activity as there are several major local and national events for us to attend, such as the 10,000 Lake Concours d' Elegance in Excelsior MN, the 2016 All Ford Picnic at the Dunwoody Institute, the Mid America National Meet, at Dayton Ohio and the Back to the Fifties, at the Minnesota State Fairgrounds, St Paul. Specific details in our monthly activities page.

For our July Road Trip to Dick Koop's, we have added a lunch stop in Boone, IA, before we visit Geoppinger's. On Thursday at **12:45 PM, we will stop for lunch at the Saints Avenue Café, 1312 South Story St, Boone IA 50036, before going to Geoppinger's at 2:00 PM.** Again, Dick has invited us to visit his Classic Koops Car collection in Moscow Mills, Missouri, and to hold our 14th Annual Out State Lincoln Car Show at his facility on Saturday, July 23rd. Dick has also set up visits to a group of outstanding locations and restaurants. Please join us for this fun four day road trip July 21-24. You can attend those event/s that work for you; we hope to see you on this road trip. Dick will have construction going on to enlarge his car facility, but he will have plenty of space to park our cars for the car show. We are estimating close to 50 Lincoln's from over 10 states may be in attendance.

We have added a special Train Day, Saturday, August 27th, view Bill Jur-ing's, Falls Creek and Boulder Rail Road, displayed in his yard, at 3410 Owasso St, Shoreview, MN, 55126, 10 AM to 12:30PM, and then join in for lunch at a location to be determined.

The Lincoln Motor Car Heritage Foundation approved funding for doing a raffle of a 2017 Continental Sedan, coordinated by LCOC. The dates for drawing may change, due to meeting State of Michigan filing requirements.

Our latest Region Project, Blue Polo shirts for \$25 and White Baseball Caps for \$10 are now available and will be for sale at all our Region events and car shows. We ordered 24 shirts for men and 24 shirts for women, the men's shirts have a pocket.

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

Bob and Mary Johnson.....

Northstar Monthly Board Meeting Minutes

(Continued from page 4)

wrong", "Evenin' folks, how y'all?" and "C'mon, chillun! Le's dance!"

Although Kyser and his orchestra gained fame through the "Kollege of Musical Knowledge," they were a successful band in their own right.

They had 11 number one records, including some of the most popular songs of the late 1930s and early 1940s.

Unlike most other big bands of the era, which centered on only the bandleader, individual members of Kyser's band became stars in their own right and would often receive the spotlight.

Some of the more popular members included vocalist Harry Babbitt, cornetist Merwyn Bogue (a.k.a. Ish Kabibble), trombonist Bruce King, saxophonist Jack Martin (who sang lead vocal on the number one hit, "Strip Polka"), Ginny Simms (who had her own successful acting and singing career after leaving Kyser's band), Sully Mason, Mike Douglas (years before he became a popular TV talk show host) and Georgia Carroll. Carroll, a blond fashion

(Continued on page 6)

Due to scheduling, the May Board Meeting minutes were not available until after the printing of this newsletter. We have retrieved minutes from the March 11, 1997 Board Meeting and they are printed below.

The meeting was called to order by Assistant Director Dick Koop at 7:25 PM. The following Directors and members were present: Harvey Oberg, Dave Gustafson, Mavis Huddle, Tim Purvis and Jim French.

Harvey Oberg, Treasurer, reported that all known bills are paid and the region has a checking account balance of \$5,351.99. Mavis Huddle, Publications Director, presented an invoice to Harvey for printing expenses and was immediately reimbursed.

Dave Gustafson, Membership Secretary, reported that they are 87 dues paying members in the region. A membership report was presented to all persons present.

There was then a general discussion about who the next regional director would be. Jim French volunteered and his appointment was approved by all members present. Various forms were given to Jim to fill out and return to National Headquarters. Jim is to talk to Bob Gavrilesco, retiring Director, about reporting requirements and other duties of the Director. The appointment was effective immediately and Jim conducted the remainder of the meeting.

With the positive balance in the checking account the subject of another project was discussed. Several suggestions for the 70-71 Mark III were considered. This included: door pulls, aluminum sill plates and aluminum door speaker grills. Dick Koop is to look into the possibility of the sill plate.

Activities were discussed:

The March event is a brunch this coming Sunday the 16th at the Lake Elmo Inn. The April event is a brunch on the 27th at Tobies.

The May event is still in the planning stage. This is to be a cruise and overnight to Clear Lake, Iowa where we will meet our Iowa members. Mavis is to ask for a head count in the next newsletter. Members will be asked to call either Dick Koop or Tim Purvis if they would like to participate.

The June event may be a cruise to the Classic Restoration Shop in Cameron, Wi. We still need to make arrangements with the owner.

The July event may be a brunch at Clydes in Bayport, MN.

There was a general discussion that the activities seem to be on the South and East sides of the Twin Cities area. That seems to be where the present directors live and the area we are most familiar with. Mavis is to ask for suggestions for activities on the West and North sides from members in the next newsletter.

Mavis Huddle, Publications Director, has given the monthly newsletter a new look and she received several compliments from members for the new look. Keep up the good work Mavis. We need to come up with a name for the newsletter and we may have a "Name the Newsletter" contest.

The next directors meeting will be on May 6th at Wilkins with a start time of 7 PM. There being no further business the meeting was adjourned at 8:37 PM.

More Zephyr - Airflow

(Continued from page 5)

model and actress whose best-known role was Betsy Ross in *Yankee Doodle Dandy*, was dubbed "Gorgeous Georgia Carroll" when she joined the group in 1943. Within a year, she and Kyser married.

He had eleven number-one hit recordings... "Praise the Lord and Pass the Ammunition" "Three Little Fishes" "Jingle Jangle Jingle" "Old Buttermilk Sky" and "The Woody Woodpecker Song." In the late 30's and early 40's, Kyser's band appeared in seven motion pictures... "Stage Door Canteen" "Thousands Cheer" and "Carolina Blues" where the story was about the band. However, his greatest success was in radio, the media which propelled him and his Orchestra to fame with the radio show and finally television, "Kay Kyser's Kollege of Musical Knowledge." Kyser in reality had a two phase life career both different in demeanor, one in show business and another in diverse public service and religion.

Kyser was also known for singing song titles, a device

(Continued on page 7)

(Continued from page 2)

skeleton that extended the full length of the car and even up into the roof, providing what has sometimes been called "semiunitized" construction. Thus the passengers rode *within* the frame, rather than on top of it. Typically, at least in recent years, "unit" construction has resulted in substantially reduced weight. This was not the case with the Airflows, however, for they were heavy brutes, outweighing their conventionally styled 1933 counterparts by anywhere from 277 to 655 pounds.



The base series, known as the CU in 1934 and the C 1 in '35, accounted for the bulk of Airflow sales. It was offered in four body types, with the sedan far outselling the other three combined. Other styles included the Town Sedan, featuring blind quarter panels; the two-door Brougham; and the five-passenger coupe. The latter, by all odds the best looking of the lot, was fitted with a pair of fold-down jump seats, and until 1936 was the only Airflow to feature an enclosed spare tire.

In the Chrysler tradition, the Airflows were sparkling performers, and with the overdrive, a popular option at about \$35, they were relatively economical as well. An Imperial coupe was dispatched to the Utah salt flats, where it set no fewer than 72 new records including a speed of 95.7 miles an hour over the measured mile. Then to demonstrate the Airflow's safety as well as its durability, a brand new car was driven off a 110-foot cliff. It tumbled teakettle over bandbox, landing at the bottom on its wheels — whereupon it was driven off under its own power!

These were comfortable cars, partly because the seats were moved as much as 20 inches forward of their traditional loca-

tion, spring rates having been adjusted accordingly. The result was that the pitching sensation, created when the rear seat was located directly over the axle, was virtually eliminated. This particular change was as simple as it was fundamental, and other manufacturers were quick to follow suit.

Seats were 50 inches wide, providing the sedans with ample space for six adults — an unusual feature at the time. Also contributing to passenger comfort was Chrysler's practice of elevating the front seat a few inches off the floor, permitting fresh air from the cowl ventilators (and warm air from the optional heater) to circulate evenly throughout the car.

Chrysler's six-cylinder cars retained their conventional styling — which was evidently a good thing, at least from the stockholders' perspective. For although the Airflows received generally favorable reviews — Britain's *The Motor*, for instance, was "impressed by their graceful and attractive appearance" — the radical styling was not well received by the public. Model year figures show that in 1933, the year before the Airflow's introduction, sixes accounted for 55 percent of the Chrysler Division's production. The following year, with the advent of the Airflow, 69 percent of all new Chryslers were the conventionally styled six-cylinder jobs. Meanwhile DeSoto, whose 1934 production was confined to the six-cylinder Airflows, took a terrible bruising. At a time when most of the industry was scoring substantial sales gains — as much as 128 percent in the case of GM's Oldsmobile Division, for instance — DeSoto's volume was off by nearly 39 percent.

In the meantime, over in Dearborn Edsel Ford was looking for a way to keep his Lincoln Motor Company viable. His father, the irascible Henry Ford, had appointed Edsel president of the Ford Motor Company in 1919, but the old man had never even pretended to relinquish even a modicum of control over the organization.

(Continued on page 7)

Zephyr/Airflow continued.

(Continued from page 6)

copied by Sammy Kaye and Blue Barron. When the song began, one of the band's lead singers (usually Babbitt) sang the title phrase, and then the first verse or two of the song was performed instrumentally before the lyrics resumed. Several of his recordings spawned catch phrases, such as "Praise the Lord and Pass the Ammunition." His group also had a major hit with the novelty tune, "Three Little Fishes". It sold over one million copies, and was awarded a gold disc by the RIAA.

"Kay left a strong recording legacy in American popular music, including his 'Kollege of Musical Knowledge,'" said Babbitt. "I'm very fortunate and proud to have been an integral part of that band and that legacy." Some of the band members, including Babbitt and Kabibble, noted that Kyser was difficult to know personally. "Kay was a businessman," explained Babbitt. "We all liked him and liked what he stood for. He was first class. It's sad to say, but there are an awful lot of people who don't remember Kay Kyser."

During the Swing Era, Kyser, Hal Kemp and Tal Henry often

(Continued on page 8)

(Continued from page 6)

At Lincoln, however, it was a different story. Henry Ford had once declared that he had "no use for any car that has more spark plugs than a cow has teats," and he permitted Edsel almost total freedom in running the Lincoln operation.



But the market for the big Lincoln, whose 1935 prices began at \$4,200 - about \$1,800 higher than Cadillac's - had very nearly dried up. Production that year came to just 1,411 units, a thousand fewer than the previous season's already dismal total. Edsel was well aware that there were limits to his father's tolerance, and he realized that Lincoln's only hope of salvation would be the introduction of a more moderately priced automobile, one that would compete against Cadillac's LaSalle.

Meanwhile, at the Briggs Body Company Dutch-born John Tjaarda, with the encouragement of his employers, had designed a streamlined, rear-engined automobile, powered by an aluminum V-8 and employing an automatic transmission. This car was shown at the 1934 Century of Progress Exposition in Chicago, where it drew rave reviews — with just one reservation. The rear engine was just too different, too controversial for the public's tastes. Front-engined prototypes followed, and Edsel Ford expressed an interest in building the streamliner as a companion car for the big K-Series Lincoln. Ultimately it was decided that in order to clearly identify the new car as a Lincoln, a V-12 engine should be used; so a new powerplant was developed for the purpose. Diminutive as 12-cylinder engines went, at 267.3 cubic inches its displacement was nearly 17 percent less than that of the

new Buick Century.

Based upon Ford rather than Lincoln technology, the new engine used a single block casting — most unusual for a V-12. Exhaust ports were routed through the block, in the Ford tradition, and connecting rods were actually interchangeable between the V-12 and the V-8. Cylinder banks were set at a 75-degree angle to one another.

The automatic transmission and certain other of the prototype's features were abandoned due to cost considerations (and perhaps in deference to traditional Ford practices), and a sharply pointed prow was adopted, with the result that apart from Tjaarda's graceful teardrop shape, the final product bore little outward resemblance to the car that had been displayed at Chicago. Tjaarda's lightweight, integral body- and frame construction was retained, however. And by November 1935 the new car was ready to come to market as the 1936 Lincoln Zephyr.

It was, everyone agreed, a beauty. The New York Museum of Modern Art called it the "first successful streamlined car in America." There were two body styles initially: two- and four-door sedans, each with ample room for six-passengers. Prices were \$1,275 and \$1,320. No other manufacturer was producing a 12-cylinder car at anywhere near that figure in 1936, though in 1932 the Auburn Twelve had sold for as little as \$975.

Lincoln built 14,994 Zephyrs that year — most of them in the four-door style. The factory even turned out 908 right-hand-drive sedans for the export market. Production nearly doubled during the 1937 model run, by which time a three-passenger coupe and a town limousine had been added to the line. Prices were cut, the coupe selling for a time at just \$1,090 — though that figure was later raised to \$1,165.

Perhaps more than most automobiles, the Lincoln Zephyr had great

(Continued on page 8)

More Zephyr/Airflow

(Continued from page 7)

performed in or near New York City, making possible a reunion of North Carolina musicians. Later, after retirement, Kyser and Henry got together to share music world memories.



Professor
Kay Kyser of the
Kollege of Musical
Knowledge

During the late 1930s and early 1940s, Kyser's band appeared in several motion pictures, usually as themselves, beginning with the successful *That's Right - You're Wrong* (1939), *You'll Find Out* (1940), *Playmates* and *My Favorite Spy*. Some of the films built a plot around the band. *Around the World* (1943) fictionalized the band's international tours of military camps, and *Swing Fever* of 1943 supposed that Kyser was blessed with a hypnotic eye. In *Carolina Blues* (1944), Kyser

(Continued on page 9)

(Continued from page 7)

strengths offset by enormous weaknesses. On the plus side, in addition to its good looks, the Zephyr boasted an engine that was one of the smoothest to be found anywhere. The car would cruise easily at 75 miles an hour, and had a top speed of at least 90. Its ride was comfortable, despite its conventional I-beam axle and archaic transverse springs. And under normal driving conditions the owner could expect between 15 and 18 miles to the gallon in highway travel.

But on the downside, crankcase ventilation was inadequate and sludge tended to build up in the V-12 engine, particularly if there was a lot of stop-start driving. Passing the exhaust ports through the engine block helped in warming up the engine on a cold morning, but — like the Ford V-8 — the Zephyr sometimes tended to overheat and develop vapor lock. Mechanical brakes were used, per Henry Ford's dictum, and oddly enough the Zephyr's binders provided less lining area than those of the Ford — even though the Ford was the lighter of the two cars by some 600 pounds.

The recession of 1938 hurt sales throughout the auto industry, though the Lincoln Zephyr was affected less than most makes. Hydraulic brakes were finally adopted in 1939, and a major restyling was undertaken for 1940. The bore was enlarged that year, then expanded again for 1942. Meanwhile, in 1940 the Zephyr-based Lincoln Continental had appeared, drawing rave reviews as one of the handsomest automobiles ever to come out of Detroit. And in the postwar world the Lincoln Zephyr reemerged, virtually unchanged, as the unhyphenated Lincoln.

In the meantime, Chrysler, having been disappointed in the Airflow's 1934 model year sales of 11,239 cars, undertook a facelift which provided the 1935 models with a more conventional frontal appearance. But the Airflow still failed to catch on; production sank to 7,751 units, which amounted to just 19 percent of the Chrysler Division's

total output for the season.

Modifications for 1936 included a built-in trunk, permitting easier access to the luggage area. But nothing helped; not even the partial economic recovery being experienced at the time. Only 6,275 Airflows were built that year, followed by 4,600 during the 1937 model run — the latter figure representing just 4.3 percent of the Chrysler Division's total production for the year. There was no point in continuing the battle. The Airflow was every bit as advanced an automobile as its makers claimed, but the public simply didn't accept it.



Driving Impressions - When Editor Dave Brownell asked for a Comparison Report pitting a Chrysler Airflow against a Lincoln Zephyr, we expected to have no difficulty in finding a suitable Zephyr. The Airflow, we thought, might present a problem, for it had been some time since we had seen a well-restored example.

Exactly the opposite proved to be the case. With the help of the WPC Club, we learned almost immediately that Lon Normandin, the Chrysler-Plymouth dealer in San Jose, had a fine 1935 Airflow Series C1 on his showroom floor. But the Zephyr eluded us. Our neighbor, John Cavagnaro, used to have a fine '36 sedan, but that one is back on the East Coast now. Lincoln Zephyr authority Dave Cole has a similar car, but Dave lives 300 miles south of here. There were two or three blind leads, and we were commencing to become discouraged, but finally, at the 1990 Palo Alto Concours d'Elegance we found Rico Ghilardi with this lovely 1937 Zephyr coupe.

(Continued on page 9)

*Zephyr - Airflow continued**(Continued from page 8)*

*has to replace his lead singer (Carroll) who has run off to get married. Caught in a jam, he reluctantly hires the daughter of a powerful defense plant owner, played by Ann Miller. Two of the band's best-known performance appearances were in 1943 when they appeared in the wartime films *Stage Door Canteen* and *Thousands Cheer*, both of which were produced to boost the morale of troops and their families.*

*Kyser also appeared as a light comedian; he acted with (and was billed above) John Barrymore in John Barrymore's final film *Playmates* (1941). Kyser is the dupe in a scam where Barrymore pretends to teach him how to act in Shakespearean drama. Kyser's personal performing style was enthusiastic and comical. Unlike most band-leaders of the time, Kyser danced and sang with his band, as illustrated during the group's performance of "I Dug a Ditch" in *Thousands Cheer* and other film appearances.*

After the war, Kyser's band continued to record hit records, including two featuring Jane Russell as vocalist.

*(Continued on page 10)**(Continued from page 8)*

The question may arise: How come we paired a 1935 model with a '37? Ideally, we should have pitted a '36 Airflow against a Zephyr of the same vintage. But of course we had to take what we could find. In setting up these comparisons, it's obviously necessary to use two cars that are located within a reasonable distance of one another, and that's not always easy to do. But the truth of the matter is, the 1935 Chrysler Airflow Eight is virtually the same car, apart from the grille and a few other minor details, as its 1936 counterpart. Similarly, the 1937 Lincoln Zephyr was carried over from 1936 with only very minor differences. So the comparison is a fair one.

We met at the Normandin dealership, a place with a fascinating history that will be worth telling someday. Lon's great grandfather founded the business in 1875. At that time, he was selling buggies of his own manufacture, and one of great grandpa's vehicles is on display in a gallery above the showroom.

Then the automobile came upon the scene, and — with Lon's grandfather in charge this time — Normandin's became a Franklin agency. (In fact, when the Chrysler Airflow was moved out of the showroom for our photo session, its place was taken by a 1915 Franklin that had been sold to its original owners by Normandin's. Incredibly, the old Franklin remained in the same family until 1988, when Lon was able to buy it back at an estate sale!) Meet manager Paul Normandin, who hosted our visit, represents the fifth generation of the Normandin family to be active in the business.

The early history of Normandin's Airflow is clouded in obscurity. When Lon bought it in 1985 it was in boxes, having been disassembled many years earlier by an owner who expected to restore it. But somehow the restoration had never even been started, a not unfamiliar story in this hobby.

Lon hauled the pieces back to the Normandin shop, not even knowing whether

all the components were present. He was fortunate. Apart from a few minor pieces, such as the knobs that are supposed to open the two-piece windshield (items that Lon is still searching for, by the way), it was all there. A complete mechanical and cosmetic restoration followed, so the old Chrysler drives like a new car, and it looks almost as good as it runs.

Rico Ghilardi is a veteran Ford salesman. He's supposedly retired now, but he still spends some time at San Bruno Ford, taking care of his old customers. His Lincoln Zephyr was restored a number of years ago, but it's still a remarkably sharp looking automobile.

We were fortunate to be able to contact Bill Schmidt, of Saratoga, California, a long-time Lincoln aficionado who had owned Rico's car many years ago and was responsible for its restoration. It was back in 1962 when a friend told him of seeing the Zephyr, rotting away on a lot in Vallejo. Bill checked it out, finding the coupe to be literally no more than a hulk. It had neither engine nor transmission, and Bill theorizes that it must have been a desert car, for all the rubber parts had been fried in the sun until they were brittle. But of course dry desert air causes no rust, so the Zephyr — with a straight, solid body — was an ideal subject for restoration.

Schmidt recalls that his worst problem in restoring the Lincoln Zephyr had to do with the engine. At first he was unable to find the correct V-12, so a Ford V-8 was substituted temporarily. A few years later a '37 Lincoln Zephyr engine was located, so Bill rebuilt it using new old stock parts throughout, and installed it in the car.

Schmidt owned the Zephyr until the mid-1970s. A succession of owners followed, until Rico Ghilardi purchased it in December 1988. Bill Schmidt's cosmetic restoration, completed something like 25 years ago, still looks remarkably good, and the V-12 engine runs as smoothly as it ever did.

(Continued on page 10)

Still More Zephyr/Airflow

(Continued from page 9)

It's All Up to You features vocals by Frank Sinatra and Dinah Shore, although Kyser's participation in this recording is disputed, record label showing Axel Stordahl as conductor. Kyser had intended to retire following the end of the war, but performance and recording contracts kept him in show business for another half decade. During this time, Kyser made a cameo appearance in a *Batman* comic book. Kyser was first to introduce the new sonic audio process called the 'sonovox', a singing electronic voice triggered by music. The Sonovox would be used by Jingle Companies such as PAMS and JAM Creative Productions, and said jingles would be used in heavy rotation by rock radio stations such as WABC, WMEX, WXYZ, KONO, WKDA, and WHIZ.

In 1949 and 1950, "Kay Kyser's Kollege of Musical Knowledge" aired on NBC-TV. In addition to Kyser, the TV show featured Ish Kabibble and vocalists Mike Douglas, Sue Bennett and Liza Palmer, plus The Honeydreamers vocal group and the dance team of Diane Sinclair and Ken

(Continued on page 11)

(Continued from page 9)

Visually, there's some similarity between our two feature cars — at least to the extent that both were aerodynamically advanced for their time. But under way it's quite another matter. In advertising the Airflow, Chrysler took justifiable credit for its comfortable ride — the result, in large measure, of the forward location of the engine. Inevitably, the arrangement had its downside, for it placed the heavy straight-eight engine directly over the front wheels, contributing to the Airflow's relatively heavy steering.

As a matter of fact, our Comparison-Report Chrysler outweighs our Lincoln Zephyr by 614 pounds. Admittedly, coupes are typically lighter than sedans, but even if we had used a four door Lincoln Zephyr for this comparison, the difference would have come to 459 pounds. Small wonder that the Zephyr is significantly easier to steer than the Airflow.

Just one more observation regarding the Airflow's steering: It has a surprisingly short turning diameter, 37 feet, a full seven feet shorter than the Lincoln Zephyr.

Both cars seem to "track" well; both handle hard cornering without heeling over excessively, and both offer a comfortable ride — though the Chrysler appears to hold the edge in that respect. The Airflow is evidently better insulated, for its doors close with a deep "thunk," and on the road it is substantially quieter than its competitor.

Another, equally noticeable difference has to do with low-end torque. The Zephyr's V-12 needs to rev over at a fairly brisk pace in order to flex its muscles adequately, while the Airflow's straight-eight is a stump-puller, displaying tremendous power at very low engine revs.

Both cars have smooth clutches that require only moderate pedal pressure. Both are easy to shift, though we'd have to give the edge in that respect to the Lincoln. There's a lot of play in the Chrysler's linkage, and the synchronizers are not quite as effective as those of its competitor. To

some extent this may reflect the respective conditions of the two cars, but based upon past experience we'd say that Lincoln did a better job with its synchronizers than Chrysler, in any case, we quickly got the hang of the Airflow's transmission and were able to shift it without difficulty.

Since the Lincoln has mechanical brakes while the Chrysler uses hydraulics, we expected to find a big difference in stopping power — particularly since the Zephyr's lining area is a bit skimpy, (smaller, in fact, than the '37 Ford V-8 85). In a longer, harder test, no doubt the Chrysler would have had the advantage, particularly in terms of fade resistance. Certainly over time the mechanicals would need more adjustment. But in our brief drive we'd have to say that the binders in both cars did their job well. Years ago we owned a Ford with cable-controlled brakes similar to those of the Zephyr. They worked well enough but they made a groaning sound that we found annoying. No such problem here the Lincoln's brakes were as quiet as those of the Chrysler.

As the years creep up on us, seating comfort becomes increasingly important. Both of these cars deserve high marks in that respect, though the edge clearly goes to the Chrysler, which seems to offer better support to the lower back. Wide, three-abreast seats were a major selling point for both the Chrysler Airflow and the Lincoln Zephyr back in the 1930s. And deservedly so.

That's all to the good, but the luggage compartments in both cars must have been designed by a chiropractor bent on expanding his practice. In the case of the Chrysler, the storage space can be reached only from inside the car. (The same is true, by the way, of the 1930's Zephyrs.) It almost takes a contortionist to hold the rear backrest aloft while the suitcases and other gear are stowed away. The Zephyr coupe is different, but no better. One has to lean far forward grab the 50-pound spare wheel and tire pull it upright and then ease it down toward the bumper. It's a task that

(Continued on page 11)

Zephyr/Airflow continued

(Continued from page 10)

Spaulding. Ben Grauer was the announcer during the first season. Always the businessman, Kyser reunited his band especially for this series and just as quickly disbanded it when the show ended.

After a four-year hiatus, the "Kollege of Musical Knowledge" was revived by Tennessee Ernie Ford, prior to the launching of his own NBC program, *The Ford Show*, which ran from 1956 to 1961.

Kyser and Ginny Simms co-starred in "Niagara to Reno" (described as "an original comedy") on CBS radio's *Silver Theater* April 6, 1941.

Kyser converted to the Church of Christ, Scientist sometime between 1944 and 1946, despite the fact his mother had been the first female pharmacist in his home county. Nevertheless, he had become interested in Christian Science when conventional medicine did not relieve his problems with arthritis. It was this arthritis which is often cited as one of the reasons Kyser retired from performing in 1950.

In the early 1960s, several members of the Kay Kyser team (including Kabibble and

(Continued on page 12)

(Continued from page 10)

would be physically impossible for many people.

On the other hand, once access has been gained, the Zephyr coupe's luggage space is nothing short of cavernous. That of the Airflow is much more limited, and the same would be true of the Lincoln Zephyr sedans.

We don't indulge in high-speed driving with these older cars, so we had opportunity to compare the two different overdrives. The Zephyr uses the Columbia two-speed axle, while the Airflow employs a first generation Borg-Warner unit. These early B-W jobs don't have the "kick-down" of the later models, which enable the driver to shift back to conventional high simply by flooring the accelerator. So it's advisable for the driver to look alive, lest he find himself sailing down a steep mountain grade without the ability to engage his engine to help with the braking.

Personally, we enjoy using an overdrive. We like the quiet that results from reduced engine rpms, and of course we appreciate the extra gas mile-

age. Our favorite setup is the later Borg-Warner with the "kick-down" switch. But between the earlier B-W used in our Comparison Report Chrysler and the Columbia unit, we'd feel a little more secure with the Columbia.

And so, we come to the bottom line. Let's say it's the mid-thirties again, and we're about to purchase one of the streamliners of that era. Which to choose?

There's no clear, hard-and-fast answer. The lady at our house would pick the Zephyr, hands down, first because of its graceful lines (admittedly, a matter of individual taste, but one that was widely shared), and second because of its easier steering. But the driver who values lots of torque, either for mountain travel or simply to minimize down-shifting, or the individual who places a premium upon maximum comfort and minimum noise would doubtless be happier with the Airflow.

Both were highly advanced designs for their time. And both, in our view, represented stellar values in the medium-price range.

1937 Lincoln Table of Prices, Weights and Production			
	Price	Weight	Production
Lincoln Zephyr V-12, 122" w/b, 267.3 c.i.d.			
Coupe-sedan, 6-passenger	\$1,245	3,329	1,500
Coupe, 3-passenger	\$1,165	3,214	5,199
Sedan, 4-door, 6-passenger	\$1,265	3,369	23,159
Town Limousine, 6-passenger	\$1,425	3,398	139
Lincoln Model K V-12, 136" w/b, 414.8 c.i.d.			
Sedan, 5-passenger, 2-window	\$4,450	5,492	48
Sedan, 5-passenger, 3-window	\$4,450	5,522	136
Coupe, 5-pass. (Willoughby)	\$5,550	N/a	6
Convertible victoria (Brunn)	\$5,550	5,346	13
Conv. roadster (LeBaron)	\$4,950	N/a	15
Coupe, 2-pass. (LeBaron)	\$4,950	5,172	24
Lincoln Model K V-12, 145" w/b, 414.8 c.i.d.			
Sedan, 7-passenger	\$4,750	5,697	212
Limousine, 7-passenger	\$4,850	5,647	248
Non-coll. Cabriolet (Brunn)	\$6,550	N/a	10
Semi-coll. Cabriolet (Brunn)	\$6,750	5,646	7
Brougham, 7-passenger (Brunn)	\$6,750	5,681	28
Touring Cabriolet (Brunn)	\$6,950	N/a	10
Conv. Sedan (part.) (LeBaron)	\$5,650	N/a	12
Convertible Sedan (LeBaron)	\$5,450	5,547	37
Sedan Limo, 7-pass. (Judkins)	\$5,950	5,732	27
Berline, 2-window (Judkins)	\$5,650	5,622	47
Berline, 3-window (Judkins)	\$5,750	5,682	19
Touring, 7-pass. (Willoughby)	\$5,550	N/a	7
Limousine (Willoughby)	\$5,850	5,801	60
Sport Sedan (Willoughby)	\$6,850	N/a	6
Panel Brougham (Willoughby)	\$7,050	N/a	4

(Continued from page 11)

Simms but not Kyser) reunited to record an album of new versions of Kyser's greatest hits.

In the 1970s, Kay ran the film and television department of the Christian Science Church in Boston. He was a Christian Science practitioner, teacher, and lecturer. In 1983 he was made President of the First Church of Christ, Scientist, Boston, a one-year position. He referred to it as "honorary," joking: "I haven't been elected Pope or anything..."

Kyser and Georgia Carroll remained married until his death. They had three children. He died in Chapel Hill, North Carolina.

Kyser was inducted into the North Carolina Music Hall of Fame in 1999.

The University of North Carolina at Chapel Hill is custodian of a large archive of documents and material about Kyser which was donated by his widow and made available to the public on April 8, 2008.

From the internet..



For Sale - Some Great Lincolns

Vannessa is a 1977 Mark V. Dark Cordovan with Cordovan Leather inside. 19,000 miles. 460 engine and drive train perform as new. Complete cosmetic and mechanical refresh. \$13,500



Marilyn is a 1977 Continental Convertible (Andy Hotton conversion) Cinnamon Gold with White Leather. 23,000 miles \$35,000. 460 engine, runs and drives perfectly. You would look good behind the wheel this summer.

Jenny is a 1977 Continental Coupe. Dark Red with Red Leather. 71,000 Miles \$10,000. Runs and drives super good, has 460 engine. Has Continental Kit.



Big Red is a 1977 Continental Convertible. Red with White Leather interior. 75,000 miles \$22,000. Lots of mechanical refresh work completed, excellent driver, 460 engine. Paint and chrome are very good, convertible top is new. Interior shows some wear and a few small items need repairing.



Laverne and Bessie are 1979 Mark V Collector Series. Laverne is Diamond Blue with Dark Blue cloth interior. All main options including moon roof. Runs and drives OK, 81,000 miles \$2,800. Needs tires and a few parts, most of which are available. Bessie is Midnight Blue with a Dark Blue Cloth interior. 82,000 miles \$2,200. Great interior, nice chrome, Moon Roof. Runs and drives OK. Laverne and Bessie should be bought together, their needs and strengths match nicely. Pair is priced at \$4,500.

Not shown, but also available is a 1970 Cadillac Fleetwood Brougham. Green with a black and tan interior. Rare working sunroof. Excellent driver, working A/C. Shows and runs very well. 87,000 miles, \$11,000.

For more information and pictures, call Perry Bush at 920.729.4981 or 920.205.1295 Email: pab1063@new.rr.com. Call today, as these cars need new homes now.

For Sale All Good Lincolns



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



For Sale: 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, they 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.



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

Ken Sampson is offering two cars for sale.

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



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

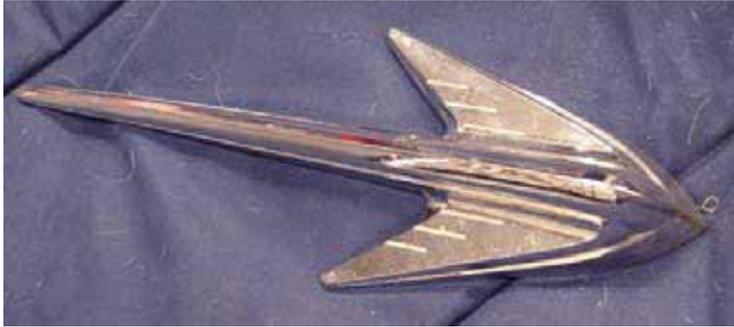


You May Be Interested in these Items for Sale



Mark VIII file photo

For Sale: 1998 Mark VIII, 65K miles, no winters, Bright Toreador Red Metallic, light tan leather, ready to enjoy and show, \$9500. Charles Hanson, 320-596-2210.



Inquiring Minds Need To Know.

Upon the hood of one once great automobile did this hood ornament adorn? You give us the answer, and we will send you something of value, which you will be able to cherish forever. Email your answer to David Gustafson, Northstar News. First right answer wins. Feel free to guess. Email: davidwgustafson@att.net

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

Call Ted Anderson at 763.561.8143



Northstar Region grille badges are now available. To obtain yours, contact Harvey Oberg at 651.739.9754

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



1994 Lincoln Town Car Executive with rare Light Santa Fe Metallic Clear Coat and matching leather interior, 113K miles, full power, moon roof. Second owner for past 16 years. Always garaged and never driven during the winter. Asking \$9,500. Call Richard Magnier at 651.351.2855. Email: milliemoonlight@usfamily.net

Now Available - Lincoln Caps and Shirts
Mens shirts with pockets, Ladies without.
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

- May **8th Annual Memorial Day weekend car show, Saturday, May 28.**
Morries Ford Lincoln, Minnetonka, MN 10:00AM to 2:00PM
Board meeting at 1:00 PM
- June **LCOC Mid America National Meet, June 16-20, 2016**, at Dayton Ohio
10,000 Lake Concours d'Elegance, Sunday June 5th, in Excelsior MN.
10am - pm. For details check www.1000lakesconcours.com or Randy Guyer at randyguyer@cloud.com or 612-759-8790. Beside new entries, all vehicles that participated in the last two Concours are eligible to attend.
2016 All Ford Picnic, Sunday, June 5, at Dunwoody Institute (College) Lyndale and Dunwoody Ave, Minneapolis. Sponsored by the Twin City Early Ford V8 Club and the Mini Birds of Minnesota. Contact Steve Seidl at 763.574.6954 or Dave Trucksess at 952.431.1738.
MSRA "Back to the 50's" June 17 – 19, 2016
- July **Maple Grove Days Car Show, Saturday, July 16, 2016**
14th Annual Out State Lincoln Car Show, July 21 – 24, 2016. Featuring a driving Tour to Dick Koop's, Moscow Mills, Missouri. Call or email Bob Johnson for more information. 651.257.1715 email: arborbob41@aol.com.
- August **Lincoln Motor Car Museum, Second Annual Lincoln Homecoming, Hickory Corners, MI. August 10-14, 2016.** All Lincoln, Ford, Mercury and Edsel owners Are invited to participate. Hosted by the Road Race Lincoln Club.
LZOZ-Central GOF Central Chapter Meet, Lincolns on the Mississippi. August 18, 19, 20, 2016, Red Wing, MN. Contact Bruce Nichols 608.225.5600, or email: brucebanjo@yahoo.com. On line registration forms available in April at lzo.org
Train Day, Saturday, August 27th, view Bill Juring's, Falls Creek and Boulder Rail Road, displayed in his yard, at 3410 Owasso St, Shoreview, Mn, 55126, 10 AM to 12:30PM, then on to lunch at a to be determined location.
- September **9th Annual Luther North Country Lincoln Car Show, Saturday, September 17, 10 to 2 PM.**
LCOC Western National Meet, September 7-10, 2016, Denver, Colorado, Hosted by the Rocky Mountain Region.
- October **Annual North Star Potluck and Auction at Morries in Long Lake, MN, Sunday, October, 23, 2016.**
Eastern National Meet, October 12-16, 2016, Attitash Mountain Resort, Bartlett, NH.

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

Morrie's Minnetonka Ford Lincoln, Spring 2016 All Lincoln Show Saturday, May 28, 2016, 10:00AM to 2:00PM

Join us for our Northstar Spring car show. Bring your favorite Lincoln, old or new and plan to spend a nice spring day visiting with many of your old friends and making some new ones too.

Again, All Lincolns are welcome, regardless of age or condition. We will even be glad to see a Mercury or two. We are an equal opportunity Lincoln Club. Lunch is planned and the Northstar club will be furnishing dash plaques and door prizes. See you at Morrie's Minnetonka Ford Lincoln on May 28, 13400 Wayzata Boulevard. Just before Hwy 494. Invite anyone you know who owns a Lincoln to join us at this show.

Test drive a new 2016 Lincoln while you are there.

Sunday, June 5, 10,000 Lakes Concours d'Elegance, Excelsior MN

10AM - 4PM. Check web site 10000lakesconcours.com or contact Randy Guyer at 612.759.8790.

Sunday, June 5, 2016 All Ford Picnic, Dunwoody Institute, Lyndale and Dunwoody Avenues, Minneapolis, MN. Gates open at 10:00AM. All years of Ford, Mercury, Edsel and Lincolns welcome.

Back to the Fifties, June 17 - 19, Minnesota State Fairgrounds, St. Paul, MN

Maple Grove Days Car Show, Saturday, July 16th, 2016. Bring your Lincoln for a show and tell and try to interest others in our club and brand. More details in the July newsletter.

July 21 - 24, Northstar LCOC 14th Out State All Lincoln show, Moscow Mills, MO. Four day road trip to Kansas City, MO and St. Louis, MO and points in-between. For more details, see the two page supplement in the June newsletter or call Bob Johnson, 651.257.1715. email: arborbob41@aol.com.

Lincoln Motor Car Museum Second Annual Homecoming, Hickory Corners, MI. August 10-14, 2016, all Lincoln owners, and Ford, Mercury and Edsel owners are also invited to participate in the Sunday car show. Hosted by the Road Race Lincoln Register.

NORTHSTAR NEWS

Our Pride and Joy

Our feature Lincoln this month is the pride and joy of Faythe and Harvey Oberg.

"I saw my first 1941 Lincoln Continental Cabriolet in the summer of 1941, while driving down a highway just outside of St. Paul, Mn. I was ten years old at the time and the beautiful body lines made such an impression on me that I vowed someday I would own a car just like that". For Harvey Oberg, that someday arrived in 1983.



THE AWARD WINNING 1941 LINCOLN

Harvey's 1941 was shipped from Dearborn, Michigan on March 6th, 1941 to Edgewater, New Jersey. The car was painted a special non Lincoln color to

maintenance was required and it performed well. Then in the fall of 1986, he decided to have the car totally restored. After 18 months, it came back looking great, and back to it's original Jersey Grey color. Harvey

had his dream come true.

Since his Lincoln came out of restoration in May of 1988, Faythe and he have driven it to all the national meets that they have attended, at least two per year. One was over 900 miles one way.

The Lincoln has always performed well, except for a few minor problems along the way such as a flat tire, a carburetor float that developed a crack, etc. They have always looked forward to their driving trips, and considered them to be a rewarding challenge.

"As a young boy, I always admired the beautiful lines and graceful shape of the 1941 Lincoln Continental Cabriolet"

match Nitro Valspar Grey Light in baked enamel finish Jersey Grey Acme 137. The original owner was Albert M. Barnes, a wealthy investment banker from Mendham, N.J. Mr. Barnes died in 1952, and the car was sold to a Morristown, N.J. auto dealer, and then auctioned off. After Harvey purchased the car in 1983, he drove it for three years. Very little

Some interesting things: On July 12th, 1953 Chris Custer, who owned the car at that time, attended the first Classic Car Club of America Grand Classic at Washington Crossing Park, New Jersey and this 1941 Lincoln was awarded Senior Car Badge No. 3 - the lowest number known to exist in the CCCA today. There were four Senior car awards that year. Then in October of 1954, Chris attended the first Lincoln Continental Owners Club National in Dearborn, Michigan, and this car was the ninth to register. (Harvey has registration plate No. 9 from that event)

(Continued on page 2)

Welcome to the new Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. This is the first issue of the "new look", please let us know what you think and how we can improve this newsletter.

This Issue Contains

Feature Car of the Month	1	Monthly Meeting Minutes	4
Club Information Page	2	Directors Message	4
Editors Message	3	Preview of Coming Attractions	5
The Year, 1941	3		

Board Of Directors - 2001-2002

Title	Name	Phone Numbers	email & FAX
Director	Jim French	H(651)451-6730	jwfrench2@juno.com Fax(775)599-2828
Asst Director	Jay White	H(952)432-5939	jaywhite1@prodigy.net
Activities Director	Tim Purvis	H(651)459-6176	
Projects Director	Bob Gavrilesco	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson	H(952)435-1919	Fax(952)898-5230 (home)
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

All Members and guests are welcome to attend the Board Meetings which are held the second Wednesday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I494 in Inver Grove Heights, Minnesota.

Northstar LCOC is your club. We respect your ideas and opinions concerning the operation of the club, and the planning and scheduling of all events and activities. We encourage your input. Please call or write any of the directors listed above. Let's make this the one of the best car clubs in the Twin Cities.

Our Pride and Joy, Continued.

(Continued from page 1)

Other Interesting items on the car is the rare and unusual Selectro-Matic carburetor choke. Only 5% of the 1941 Continental and Custom models had this type of choke. This consists of a special intake manifold, and a special carburetor with an electric magnet solenoid that is mounted directly behind the carburetor. A dual control button location on the instrument panel allows the driver to choose which choke control he wishes to use, either automatic or manual.

The 41 has always scored high at national meets, best of show, first place in class, and on occasion a second place. Harvey is proof that you can have a high point car, and drive it to national meets and win.

It takes a lot of preparation between shows and also just prior to showing, but according to Harvey, the rewards of driving and winning are worth it. The car has never been trailered. Thanks to Harvey and Faythe Oberg for their help on this article.

FACTS AND FIGURES 1941 Cabriolet

Price	\$2778.00
Weight	3,860 lbs.
Wheelbase	125.0 in
Length	210 in
Production	400
Engine	V12 Lhead, 292 cubic inches 2.88 x 3.75 bore & stroke

The Year - 1941

In 1941, women can expect to reach the age of just over 68 years while men can expect to live to an average age of nearly 63 years. The median salary was \$1,400, and a loaf of bread costs 12 cents. A pound of butter goes for 43 cents, a dozen eggs, 37 cents and a quart of milk costs 16 cents.

In 1941 "I hear a Rhapsody" tops the hit parade, followed by "Amapola", "Marie Elena", White Cliffs of Dover" and "Chattanooga Choo Choo".

Popular singers include Frank Sinatra, Bing Crosby, Dinah Shore, Connie Boswell, Tony Martin and Perry Como.

Big Bands are Charlie Kunz, Harry James, Freddy Martin, Tommy Dorsey, Glenn Miller, Artie Shaw, Count Basie, Duke Ellington and Benny Goodman.

Movies of 1941 are 'How Green Was My Valley'. Walter Pidgeon and Maureen O'Hara are in the lead

(Continued on page 4)

Editors Message

Welcome to the new look of the Northstar News, the monthly newsletter of the Northstar Region of the Lincoln and Continental Owners Club.

These last few weeks, I have learned more than I really wanted to know about desktop publishing and putting to good use the many features contained in the modern personal computer.

Our goal is to try to bring our members a monthly publication with news of our events and articles of interest to spark even greater interest in the Region, and increase participation at our monthly events.

Most of our members really enjoy their Lincolns, and drive them as much as they can, given the weather conditions here in the Twin Cities area (miserable winters, hot and humid summers). Harvey and Faythe Oberg take their 41 Continental Cabriolet out frequently, from early spring to very late fall, relishing the time spent cruising down the highway. Their fine Lincoln is featured on the front page. We plan to have at least one of our members cars on the front page each month.

Please let us know what features are important in the newsletter. We will try to make it happen. Please contact any of the directors listed on page 2, or call, write or fax me directly.

On May 19th, the club held their 2nd annual all Lincoln car show at Whitaker Lincoln Mercury in Inver Grove Heights. Some 25 Lincolns were in attendance, along with their proud owners. The long distance trophy went to a lovely 1956 Lincoln Premier coupe, owned by Jack and Joyce Simler, who drove down from Alexandria. It was a good show with fine examples from the late 30s through the 80s. Due to some advance newspaper coverage, and an advertisement by Whitaker Lincoln-Mercury, some non-member cars turned out for the show. It was good seeing new faces and new cars and hopefully, we can sign up some more members.

Each month, on the second Wednesday, we have a Northstar Region board meeting. All interested members are urged to attend and express their views regarding the operation of the club. It is your club. You pay the dues, and we value your input in making the club better. New ideas for club projects and events are always welcome. Let's hear from you now.

That's about it for this month. The driving season is here. Take your Lincoln out, roll down the windows, turn up the radio, and enjoy the day. It truly is a great way of relaxing.

-30-

Thanks so very much

In any organization there are a number of jobs that just are not a lot of fun. Treasurer, secretary, membership secretary, and newsletter publisher-editor to name a few. For the past 5 years, Mavis Huddle has done a great job churning out our newsletter on a monthly basis. Through storm, computer failure, and other obstacles, she managed to furnish us with a monthly missive that was both interesting and entertaining. Mavis took over after the untimely passing of Dick Larson, continuing on with his folksy style which we all have enjoyed. Thanks Mavis for all your hard work.

We also want to thank club member Daniel Vandeberg, who appears from time to time at our events with his camera and takes some great pictures to help us remember the day.

Let us not forget Chuck Whitaker, and his fine staff at Whitaker Lincoln-Mercury for their great hospitality during the Lincoln show on May 19th. All present that day appreciated the refreshments and food that was served up by our hosts. Thanks too, for the fine door prizes that were donated by Whitaker Lincoln-Mercury.

Directors Message



As you may know, Mavis Huddle, our newsletter editor, has been having some health problems lately. With this issue Dave Gustafson has agreed to take over the newsletter publication. I wish to offer a big thank

you to Mavis for her years of service to the club and wish her all the best. The entire club appreciates her efforts on our behalf.

We had a small but loyal turnout at Toby's in April. About 18 people came out. The weather was absolutely perfect, as were the cars. Always a good time, good food and great company.

Our second annual car show at Whitaker Lincoln on May 19th was a resounding success. throughout the show about 25 older Lincolns came and went. One car even came from as far away as the Alexandria area. Most cars were from our membership but about one-third were from people outside the club. Proves the power of advertising. Chuck Whitaker placed several banner ads in both the Minneapolis and St. Paul newspapers. Thank you, Chuck. We were also on line with the Minnesota Car Club Association. The dealership also provided a bar-b-que lunch and some of the door prizes. The club brought the dash plaques and more of the door prizes. At

least 8 or 10 membership applications were handed out to potential new members and I hope they all join.

The body repair and paint job on my Mark IV is progressing nicely. the front fenders over the tires have had the rusted areas repaired and have been repainted. I have also painted both doors and rear quarter panels, one panel at a time. This has been a trim off paint job. The sides were completed just in time for the car show. I still have the hood and trunk lid to sand and refinish. At some point in the previous life of the car, someone had repainted it, but for some strange reason the second coat of paint all cracked and there was gray primer showing through. I have had to sand off much of the second coat of paint, apply a coat of black primer and then apply a fresh coat of black acrylic enamel. That is why I am only doing one panel at a time. Doing one panel at a time breaks the job down into manageable pieces. I can finish one panel and admire my work before starting another panel. That skating rink of a hood is going to be a real challenge. I will probably need a gallon of paint for it alone. The trunk lid is kind of small, but critical to the overall appearance of the car. I have to admit, the car looks good so far. I hope to get the whole car done this summer.

Jim French

Board of Directors' Meeting

The meeting was called to order at Whitaker Lincoln-Mercury at 7:04 PM by Regional Director Jim French. Board Members present were Dave Gustafson, Harvey Oberg, Jay White, Jim French and Roger Wothe. Other members present were Faythe Oberg and Dan Vandenberg. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Jim French reported that he had received calls from three non-members

wanting to take part in our show. It was discussed and the board agreed that "For Sale" signs will be allowed, we will not place ads in the newspapers and a calling committee of Jim, Jay and Harvey will remind members of the show. Jim has ordered thirty dash plaques, will get door prizes and ask Whitaker to furnish some.

Secretary Roger Wothe reported that the roster is in process of being printed and will be sent out next week. Roger also passed around catalogs of windbreaker jackets and will obtain

(Continued on page 5)

(Continued from page 3)
roles. Also popular are 'Sergeant York' featuring Gary Cooper and Walter Brennan, 'The Maltese Falcon' with Humphrey Bogart as Sam Spade and Mary Astor, 'The Lady Eve' starring Barbara Stanwyck and Henry Fonda, and Walt Disney's animated 'Fantasia'.

On March 7th, New York City records an 18.1 inch snowfall. It is the third largest on record. On the 16th, a blizzard that hits North Dakota and Minnesota causes 60 deaths. On May 1st, General Milles introduces "Cheerios" breakfast cereal to America. In a marketing stumble they initially call them "Cheerioats".

Breakfast is changed forever. On October 27th, the "Chicago Daily Tribune" states that war with Japan is "impossible". In an editorial the Tribune declares that "She cannot attack us That is a military impossibility. Even our base at Hawaii is beyond the effective striking power of her fleet."

While it becomes increasingly difficult

(Continued on page 5)

*(Continued from page 4)
to find any stories not related to the way, a monumental event takes place in the Black Hills of South Dakota. On October 31st, the Mount Rushmore monument is finally finished. Honoring Presidents Washington, Jefferson, Lincoln, and 'Teddy' Roosevelt, it is completed at last, by Gutson Borglum's son James. The senior Borglum had died eight months before, without seeing the final results of his years of toil.*

On November 1st, the Rainbow Bridge opens to traffic across the Niagara River. Situated a short distance below the spectacular falls, the elegant structure joins Niagara Falls, New York with her counterpart in Ontario, Canada. On the 26th, a Japanese carrier force secretly leaves base and moves east. Its destination...Pearl Harbor! On December 7th Pearl Harbor is utterly devastated by a Japanese assault. Information from the Internet.

Preview of Coming Attractions

The following are the scheduled club events, please call Tim Purvis at (651)459-6178 for information and directions.

- June 3 18th Annual Spring All Ford Show and Swap Meet
9:00 AM - 3:00 PM Apple Valley Ford, 7200 W. 150st Apple Valley, MN.
- June 3 22nd Annual All ford Picnic and No Trophy Car Show
11:00 AM - 3:00 PM at the Twin Cities Ford Assembly Plant.
Free Admission. All Ford powered vehicles welcome.
- June 8-9 AACA Central Division National Spring Meet, Rochester, Minnesota hosted by the Minnesota Region, Olmsted County fair grounds.
- June 10 Tour of ELMER'S in Fountain City, Wisconsin. Meet at the Point Restaurant North of Hastings at the intersection of Highways 61 and US 10 at 9:00 AM and leaving there at 10:00 AM. This is a change in date from the last newsletter. A Northstar LCOC event.**
- June 22-24 28th Annual Minnesota Street Rod Assn Back to the Fifties
Minnesota State Fairgrounds, St. Paul, MN.
- July 14 (Tentative) LCOC Picnic at the Landscape Arboretum with Mini-Bird Club.
- May 21 Mississippi Dunes Country Club, tire kicking at 11:00 AM, brunch

Directors Reports Continued

a sample of the one selected.

Treasurer Harvey Oberg reported the treasury balance is \$4,619.64, with all bills that have been received paid.

Membership Director Dave Gustafson reported that the membership remains at about ninety-two.

Projects: No new sales since last meeting.
Activities: The tour to Elmer's in Fountain City, Wisconsin is changed to June 10th, meeting at the Point Restaurant north of Hastings at the intersection of Hiways 61 and US 10 at 9:00 AM and leaving there at 10:00 AM.

Dan Vandenberg reported that White Bear Lincoln-Mercury would like us to have a show at the Dealership. The board agreed and Dan will follow up.

There being no further business the meeting was adjourned at 8:27 PM. The next meeting will be at Whitaker Lincoln-Mercury on Wednesday June 13th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

NORTHSTAR NEWS

Northstar LCOC
308 Brandywine Drive
Burnsville, MN 55337

*This Newsletter Printed
Especially for*

NORTHSTAR NEWS

Lincoln and the Competition in 1941

In 1941 the market for luxury automobiles continued to grow smaller. Gone from the scene were the magnificent chariots of the 1920's and 30's. Pierce Arrow, the Packard V12's, Cadillac V16's with the Fleetwood bodies, Cords and Dusenbergs to name a few.

Lincoln was the last manufacturer to offer a engine larger than a V8. Continental became a separate model instead of a Zephyr in 1941. Production increased to 850 coupes and 400 cabriolets. Gone was the Series K, and it was replaced with long wheelbased Zephyr custom models. 355 sedans and 295 limousines were assembled and shipped.

The Cadillacs of 1941 had a fresh face featuring a complex, egg crate grille with the central section most prominent. This remained a Cadillac styling tradition into the 1970s. Taillights were enlarged, with one of them neatly concealing the gas filler cap. All

Market Share 1941

Cadillac	59,572
Chrysler	141,000
Lincoln	
Continental	850
Zephyr	20,094
Custom	650
Packard	72,855

Prices

Cadillac	\$1,345 - \$4,045
Chrysler	\$995 - \$2,795
Lincoln	\$1,478 - \$2,865
Packard	\$927 - \$5,599

models used the 346 cubic inch V8, which was rated at 150 bhp at 3400 rpm. Most Cadillacs could achieve 100 mph.

Chrysler restyled all of their cars in 1940, and carried over much of this same look into 1941. The most interesting new model for the year was the unique Town and Country station wagon, with "clamshell" rear doors. Chryslers were powered with either 6 cylinder (241.5 cubic inches) or 8 cylinder (323.5 cubic inches) L-head engines. Fluid Drive with Vacamatic Transmission was also offered.

Packard's new look was the Clipper, with flowing fenders, hidden running boards, a tapered tail, and a narrow grill. Also available were the One Tens and One Twentys, One Sixty (Super Eight) and the Custom Super (One Eighty) as the top model.