

NORTHSTAR NEWS

Our Pride and Joy

Our feature Lincoln this month is the pride and joy of Tim and Gay Purvis, long time members of the Northstar LCOC. It is of course, a 1937 Lincoln Model K, which they have owned for three years. Tim has always wanted to own an open K, and was actively looking for one for about 10 years. After following up a number of unsuccessful leads, Tim finally scored. While attending a GOF Zephyr show in Waukesha, Wisconsin in 1998, he overheard a group of people from the Chicago area talking about a K at Paradise Restoration in Chicago, and it was possibly for sale.



THE MAGNIFICENT 1937 LINCOLN K

Shortly after the Zephyr show, the car was back with the owner, who lived in Hinsdale, Illinois. Tim contacted the

The K has an interesting history, and has been mentioned in the Fork and Blade, the publication of the Lincoln Owners Club, and the Dashboard, published by the Greater Illinois Region of the CCCA. The car, a 1937 Lincoln K LeBaron Convertible Roadster is one of only 15 manufactured. It rides on a 136 inch wheelbase, and weighs about 5300 pounds. If it had a window sticker, the price would show at about \$4,950. The car was originally finished in Coronation Buff, which Tim calls Buckskin yellow. One of the prior owners had repainted it Avocado Green in 1981. As part

of Tim's restoration, it was totally disassembled, fully restored to better than new condition, and refinished in its original color of Coronation Buff.

The car was originally exported to San Paulo, Brazil. At that time it belonged to Comendador Sabbado D'Angello, founder of Sudan, a cigarette factory. The speedometer reads in kilometers, and was delivered without a heater or radio.

The car is equipped with power boosted mechanical brakes, which do a fairly good job of stopping a vehicle this size. As reported in the Dashboard, the newly designed K series represented the last major change for this series. There were only four standard bodies. The other seventeen body styles were all custom. The massive V12 was rated at 150 horsepower, but believed to be a slightly better performer due to slightly different cam-

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*"I had been looking for
A Lincoln
Model K
For
Over Ten Years"*

owner about the possibility of a sale. Letters, pictures, and more telephone calls followed. After the pictures, Tim and Gaye took a truck and trailer, which was filled with cash to Hinsdale and made a deal with the owner. They were successful and went home with their new K. That must have been one of the best trips back from Chicago that anyone could have.

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

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Board Of Directors - 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	

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 1494 in Inver Grove Heights, Minnesota.

Our Pride and Joy, Continued.

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shaft and automatic self-adjusting hydraulic valve lifters. A total of 977 K series cars were built in 1937. The K is equipped with a large golf club compartment, the spacious rumble seat area, and a trunk with fitted luggage. It also has a luggage rack with the add on trunk, that matches perfectly. It bears the tag, Beals & Selkirk Detroit.

Quality was the theme in 1937. Advertising revealed that each standard body contained only the best materials. Included were 60 square feet of sheet aluminum, 321 feet of form-cut lumber, 2,100 wood screws, 161 pounds of aluminum castings, and 59 quarts of paint.

Two new customs were an unusual Brunn touring cabriolet, and an elegant Willoughby Panel Brougham. Featured body builders included Willoughby, Brunn, LeBaron and Judkins. Wheelbases were 136.0 and 145.0 inches. The most popular K was the model 357 with a total of 460 units, split between the 7 passenger sedan (212) and the 7 passenger limousine (248). The rarest model appears to be the model 373 Panel Brougham, priced at \$7,050, with only 4 manufactured. Whatever K you might have, it is truly a unique possession that is to be envied by all.

FACTS AND FIGURES

1937 Lincolns

Zephyr Production Model	Price	Production
700 Coupe Sedan	1,245	1,500
720 Coupe	1,165	5,199
730 Sedan	1,265	23,159
737 Town Limo		139

All Zephyrs had 122.0 inch wheelbases, and were 210.0 inches in length. Weight ranged from 3,214 to 3,398 lbs. All were powered by a V12 Lhead engine of 267.3 cubic inches, with 110 horsepower. Bore and Stroke, 2.75 x 3.75 inches. Compression ration, 6.7 to 1.

K Production

354(A&B) 5p Sedan (least costly)	4,450	148
373 Panel Brougham (most expensive)	7,050	4
Total production all models		977

All Ks were powered by a V12 Lhead engine of 414 cubic inches, developing 150 horsepower. Bore and Stroke, 3.125 x 4.5 inches. Compression ratio, 6.38 to 1.

The Year - 1937

World Events

Italy withdraws from the League of Nations. U.S. gunboat Panay sunk by Japanese in the Yangtze River. Japan invades China, conquers most of the coastal area. Britain begins 999 emergency telephone number. It was not until 1968 that the U.S. starts 911 service in New York. The dirigible Hindenburg explodes at Lakehurst, N.J., killing 36 on May 6th. Amelia Earhart and co-pilot Fred Noonan vanish over the Pacific Ocean on their Round-the-World Flight. The flight, which began in Miami, had made it around the world to Lae, in the Pacific. She was flying a Lockheed "Electra." Her last flight words by radio were "we are flying northeast." In the World Series, it was the New York Yankees vs. NY Giants 4-1. Pulitzer Prizes Drama: Moss Hart & George S. Kaufman..."You Can't Take It With You", Fiction: Margaret Mitchell..."Gone With the Wind". Academy Awards for Best Picture: The Life of Emile

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A year from now, the Region will be hosting a Lincoln and Continental Owners Club Mid-America meet. It will be held at the Treasure Island Casino, located near Red Wing, Minnesota. It is a great facility, with some wonderful areas for displaying and judging our cars. In addition, the accommodations for those who are planning to attend from out of town are first rate. Also, the close proximity to Minneapolis-St. Paul and Red Wing will make for some very interesting side trips. I managed to visit there on July 20th during the National Pontiac-Oakland meet, and talked with a number of people from out of town who were well pleased with the arrangements the Treasure Island folks had provided. I never saw so many fine Pontiacs in all my life. Fantastic examples from the 40s, 50s, and the early 60s caught my eye, and which I personally thought were some of Pontiacs best years. The Silver Streak theme, which featured a lot of chrome spread liberally over the car, seemed to be a styling high point during the early 50s. And the illuminated Chief's head, mounted on the hood, leading the way for those proud owners. Most of the early Pontiacs were powered by a venerable straight eight engine, of 120 some horsepower. Not a barnburner by any stretch of the imagination, it did provide leisurely acceleration, but would cruise all day at 65 mph. I had one, and I am sure that some of you out there also had a Pontiac somewhere in your life.

As mentioned elsewhere in this issue, there is a real need for the club members to step forward to help out with the Mid-America meet. While it is a year away, a lot of planning and up front work is required to make this a success. We hosted our last one in 1996, and it was a good meet by any standard. This one should be even better. If you have any ideas or some time that you can donate, please attend our monthly board meetings at Whitaker Lincoln Mercury. You can also give Jim French a call and work out a spot for your badly needed talents. We look forward to hearing from you. Please help us make the club better.

Our featured Lincoln this month belongs to Tim and Gaye Purvis. It is a beautiful car, now restored to perfection. It truly is a memorial to what two people with a lot of talent, some time, and money. I am sure that in future competitions it will garner many points. Do you have a Lincoln that you would like to tell us about. For every Lincoln we members own, there is a interesting story that goes with it. We would like to hear from you about it. Please give me a call, and we will do a feature on your Lincoln.

Also, if you hear of a Lincoln that is for sale, please let us know. Especially if it is an interesting one. We will try to make some space available for an ad. Let us keep these fine automobiles in the hands of those who appreciate them. -30-

Directors Message *The Competition—1937*

(Continued from page 3)
Zola; Best Director: Leo McCarey... "The Awful Truth", Best Actor: Spencer Tracy...for "Captains Courageous".

Annual earnings: Airline pilot \$8,000, US Congressman \$8,663, college teacher \$3,111, Steelworker \$422, Engineer \$2,520, Lawyer \$4,218, Waitress \$520.

Shopping List:
Mink coat \$585, wool dress \$1.95, Silk Stockings 69 cents, Men's overcoat \$10.00, Wool suit \$10.50, Tuxedo \$25.00.

Silver plate flatware, 26 piece \$4.98, Double bed sheets 67 cents, wool rug, 9x12 \$5.85.

Electric Iron \$2.00, Electric washing machine \$47.95, Lounge chair \$19.95, Grand piano \$395.

Dental fillings \$1.00, Cigarettes 15 cents, Console radio \$49.95, Kodak Box Brownie \$2.50, Gallon of Gas 18 cents. Air travel NY to Chicago, round trip \$86.31.

Actors popular in 1937, included Charles Boyer, Paul Muni,

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The cruise on July



14th around part of Lake Minnetonka and ending at the Arboretum in Chanhassen proved to be a fun event. The day was sunny and hot with hardly a cloud in the sky. Four Lincolns and four two place Thunderbirds participated. We created quite a stir and drew many admirers, especially when we made a pit stop at Culver's at the intersection of highways 15 and 19. The scenery around the lake and the houses we passed were gorgeous. I especially liked the Victorian style house when we were driving on Ferndale at the beginning of the cruise. It was huge with lots of gingerbread trim and had multi-colored siding. Great fun was had by all participants.

Your board is getting serious about the Mid-America National Meet to be held here in August of 2002. Elsewhere in this newsletter Dave has listed the Chairmen needed and we are asking for volunteers to fill the posts. If you have any spare time at all, please help us out. All positions are important and necessary to the smooth running of such an event.

My painting project on the 1974 Mark IV is finally drawing to a close. I have the painting done so I have been polishing and shining. Doesn't look too bad even if I do say so myself. Till next month...

Jim French

Board of Directors' Meeting

The meeting was called to order at Whitaker Lincoln-Mercury at 7:05 PM by Regional Director Jim French. Board members present were Jay White, Dave Gustafson, Harvey Oberg, Tim Purvis, Jim French and Bob Gavrilesco. Other members present were Faythe Oberg and Bob Johnson. The minutes of the previous meeting and the agenda of this meeting were approved.

Director's Reports

Regional Director Jim French reported that he has heard nothing further from Treasure

In 1937, the demand for Lincoln's and their running mates was greatly diminished. Due to the great depression and all of the economic woes of the period, few people had the means to purchase expensive, custom crafted automobiles. Those of means, often opted for "off the shelf" Cadillacs, Packards, Zephyrs, and other near luxury cars that were considered less ostentatious. Many of the great marquees were fading fast due to low sales. Competition for the Lincoln K consisted primarily of Cadillac, the large Chrysler Crown Imperial, Packard, Pierce Arrow, and Duesenberg.

Cadillac featured a smart new radiator grille and hood design. Plush interiors were also offered. The Cadillac 60 came with a 346 cubic inch engine. The eight's had all steel new bodies equipped with the hypoid rear axle in which the pinion was two inches below the centerline of the ring gear. All eight's came with a dual downdraft Stromberg carburetor. The choke used with the carburetor became fully automatic. Cadillac featured a wide range of models and prices, which overlapped the model offerings of Lincoln, including both the Zephyr and the K. The 60 series came with a 135-hp engine. These models had a 124-inch wheelbase. All Series 65-70 models shared the same engine as the 60 series, but were 7 inches longer. The 75 Series V8 had a 138-inch wheelbase. All Cadillac V12s looked like the 75s. The 12-cylinder engine turned out 150hp, had a 30-gallon gas tank, and a 154-inch wheelbase.

Island for next year's Mid America Meet. Jim has received several compliments on the newsletter and Tim Howley has asked to be included in our newsletter mailing.

Assistant Director and Joint Club Events Coordinator Jay White announced the joint tour with the MiniBirds Club around Lake Minnetonka to lunch at the Arboretum on Saturday July 14th.

Treasurer Harvey Oberg reported a treasury balance of \$4,089.23 with all bills paid.

Membership and Publications Director Dave Gustafson has mailed applications to thirty

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Lincoln and the Competition in 1937

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Robert Montgomery, Fredric March, Ralph Bellamy and who could forget the picture Topper with Roland Young. Actresses include Luise Rainer, in the Good Earth, Alice Brady, in Old Chicago, Claire Trevor in Dead End, and Andrea Leeds in Stage Door.

On March 1st the US Army received the first of its order of 13 B-17 bombers. These four engine bombers could cruise at 256 mph, at an altitude of 30,000 ft. The B-17 was to be the main US strategic bomber in Europe during World War II.

Songs: Sweet Leilani, from Waikiki Wedding, Whispers in the Dark from Artists & Models, They Can't take that away from me from Shall we Dance?, George Gershwin of course, and hat Old Feeling from Vogues of 1938. Other unforgettable movies, The Old Mill, Little Match Girl, Man Without a Country, Snow White and the Seven Dwarfs, Way Out West, and Damsel in Distress.

Information from the Internet.

Cadillac offered 27 body styles for the year, ranging in price from \$1,445 for the 4 passenger 60 series Sport Coupe to the V16 Imperial Sedan at \$7,550. Cadillac sold 45,223 units for the year, which included LaSalle. Very few of the senior Cadillac cars were sold.

For 1937, Chrysler offered four lines of cars, the Royal Six, Imperial Eight, Custom Imperial Eight and the Airflow Eight. The conventional looking cars used some new distinctive features...hoods hinged from the rear and opening from the front. The cars used all steel roofs with a larger luggage area. A drip molding over the doors was used for the first time. The only car in the K class might be the Custom Imperial Airflow, which cost \$2,575. It featured a straight eight engine, 320 cubic inches, developing 130hp. Equipped with overdrive, it was a good highway cruiser. Some 37 of the Custom Imperial Series C11s were sold in 1937. Overall, Chrysler sold 107,872 this year.

Packard, like Cadillac offered a wide range of models and prices in 1937. Prices ranged from \$795 for the Packard 6 to \$5,900 for the LeBaron All Weather Town Car. Packard had the best model year, with a production run of 109,518 units, which I am sure, were due to the low priced Packard 6 and the 120 models. Packard offered three types of power plants, which included the 100hp six cylinder engine, in their low priced model, the 8 cylinder models, of 120hp, which was used in the 120 Series, and the Super Eight's, which featured a 135hp straight eight engine. Super Eight's rode on long wheelbase chassis of 127, 134 and 139 inches. The Packard 12s developed 175 hp at 3200 RPM. These cars featured two wheelbases of 132 and 144 inches, and had 40 gallon gas tanks.

Pierce Arrow sold 166 cars during the 1937 model run. It was a shame, because the Pierce was a truly handsome automobile. The quality and attention to detail were second to none. It deserved a better fate. Prices ranged from \$3,295 for the 8-cylinder model to \$4,995 for the V12 7 passenger Limousine model. These were large cars, weighing between 5,600 lbs and 6,200 lbs, with wheelbases of 138, 144 and 147 inches. Powerful cars, the 8 was rated at 150 hp and the V12, a large displacement motor was 185 hp. Also good highway cars, they had free wheeling and came with overdrive transmissions.

The very rich found comfort in Duesenberg. No more expensive American automobile could be found, and that was the cause of its downfall. In the throes of the great depression, few could afford an automobile whose chassis alone cost \$10,000, and with the custom body of your choice drove the price up to \$16-18,000. Those that could come up with the sticker price were afraid of being seen in such an expensive machine. Large, heavy cars, with wheelbases between 142 and 153 inches, one even had a 178-inch wheelbase. Power came from the 32 valve DOHC straight 8 engine, often supercharged, which developed up to 320 hp. They were FAST, capable of 104 mph in second gear. Only a few were sold in 1937.

Directors Reports Continued

people who live in our region and belong to the national but are not members of the North Star Region. We have three new members bringing the total to about ninety-five.

Activities Director Tim Purvis has contacted Frank Warner for a possible visit to his facility to view his automobiles sometime in September or October. Tim will invite the Upper Midwest Classic Car Club to join us. Dr. Richard Gray will again be hosting a gathering of interesting cars to raise foodstuff for a food shelf organization on Saturday July 14th.

There was a discussion of job responsibilities for the 2002 Mid America Meet. So far there has been a commitment made for the following positions
Co-Chairpersons; Jim French and Jay White
Field Marshal: Tim Purvis

Banquet: Faythe and Harvey Oberg

Trophies: Bob Johnson

Publicity: Dave Gustafson

Finance: Bob Gavrilesco

The following positions need to be filled. :

Chief Judge

Registration

Club Merchandise

Hospitality

Anyone interested should contact Jim French.

There being no further business, the meeting was adjourned at 8:02 PM. The next meeting will be at Whitaker Lincoln Mercury on Wednesday August 8th at 7:00 PM.

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

Preview of Coming Attractions

The following are the scheduled club events, please call Tim Purvis at (651) 459-6176 for information and directions.

- Aug 5 Cadillac - LaSalle - Oldsmobile Car Show & Swap Meet.
Held at Jim Lupient Oldsmobile, 7100 Wayzata Blvd in Golden Valley , MN
8:00 AM - 3:00 PM.
- Aug 11 15th Annual New London to New Brighton Old Car Run
Cars leave New London, MN at 7:00AM, lunch stop from 11:00 AM –1:00AM at Buffalo High School, Buffalo, MN. Arrive at the finish line 3:00 PM—7:00PM, at the New Brighton's Long Lake Park at the Stockyard Days Festival, New Brighton, MN.
- Aug 18-19 26th Annual Antique & Classic Car & Boat Show
9:00 AM—6:00 PM Treasure Island Resort & Casino, Red Wing, MN
Display of over 100 antique and classic boats, including runabouts, row boats, cabin cruisers, canoes and kayaks, wooden sailboats, and other exotic boats. Also, antique outboard motors, and model boats from the Edina Model Yacht Club.
- Aug 19 St. Cloud Pan-Towners 26th Annual Car Show & Swap Meet
7:00 AM - 3:00 PM Benton County Fairgrounds, St. Cloud, MN
- Aug 26 18th Annual Fall All Ford Show and Swap Meet
9:00 AM - 3:00 PM Twin City Ford Assembly Plant, St. Paul, MN
- Sept 2 34th Annual Twin Cities Collectors Car Show
Open at 8:00 AM. Aquatore Park in Blaine, MN
- Sept 8 Cadillac LaSalle Club—Camp Tanadoona Car Show
10:00 AM - to 3:30 PM at Camp Tanadoona, 3300 Tanadoona Drive, Excelsior, MN All monies raised will go to help support Camp Fire Boys and Girls and Camp Tanadoona. admission includes a burger and potato salad lunch.
- Sept 29-30 31st Annual Midwest Fall Swap Meet & Antique Auto Show
8:00 AM - 4:00 PM both days. At the Minnesota State Fairgrounds Speedway, St. Paul, MN. Hosted by the twin Cities Model 'A' Ford Club & the Capital City Chapter of the AACA.