

Our Pride and Joy



One of the best known 1941 Continental Cabriolets
is owned by Harvey and Faythe Oberg

The following story first appeared in the September – October 2003 issue of Continental Comments. It is a story about perhaps one of the most widely recognized 1941 Lincoln Continentals ever to appear on any show field. It soon will be entering its third decade of ownership by Harvey and Faythe Oberg and the story of this iconic automobile truly deserves to be told once more.

We had a 1941 Lincoln Continental in our 50th Anniversary Concours that was the ninth car to register for the first LCOC National Meet in Dearborn in 1954. This cabriolet was owned by Chris Custer and his father Warren. Chris was the LCOC Regional Chairman from Bucks County, Pennsylvania, until he had a falling out with LCOC founder, Elliston H. Bell, in 1955. Today, 50 years later, this beautiful Cabriolet is again registered as No. 9, and was shown at the 50th Anniversary Concours by the proud owners, Harvey and Faythe Oberg of Woodbury, Minnesota.

I saw my first 1941 Lincoln Continental in the summer of 1941, driving down a highway just outside of St. Paul, Minnesota. I was 10 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. Well, someday arrived in 1983 when I was finally able to acquire my Cabriolet.

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

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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.

Pride and Joy continued...

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My first step was to join the Classic Car Club of America, the Lincoln & Continental Owners Club, and the Lincoln-Zephyr Owners Club and their respective regions. I ran classified ads in their publications advertising for a 1940-41 Lincoln Continental Cabriolet, and received many letters and phone calls. After about eight months of advertising I finally received a lead on a fine, complete Cabriolet that was for sale. Chris Custer and his father had purchased the car in 1952 at an estate auction in New Jersey. They had owned the car for 31 years when I purchased it in November, 1983.



The history of my 1941 Lincoln Continental Cabriolet (Serial No. H122119. Body No. 296) is that it was shipped from Dearborn, Michigan, on March 6, 1941 to Edgewater, New Jersey, a Ford depot.

An interesting item on the car is the rare and unusual Selectro-Matic carburetor choke. Only 5% of the 1941 Lincoln Continental and Custom models had this particular choke. 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 car was painted a special non-Lincoln color. The assembly plant record reads in long hand: "Paint spec color match Nitro Valspar Gray Light #3231 in baked enamel finish Jersey Grey Acme 137. The instrument panel is the same color as the body. The vent handle, brake handle, steering column, and wheels are

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Trivia from the Internet



Fred Duesenberg
1876 - 1932
Automotive Pioneer

Frederick Samuel Duesenberg, automobile builder, was born in Kirchheide, Lippe, then part of the German Confederation, a son of Konrad Duesenberg and Louise Duesenberg; Frederick's elder brother Henry Duesenberg had already immigrated to the United States, where he became a successful nursery salesman in the Midwest, and other family members followed. In 1884, following the death of Konrad Duesenberg, Louise Duesenberg moved with Frederick and his younger brother August Duesenberg to a farm near Rockford, Iowa, a rural community in the northeastern part of the state. At the age of seventeen, Frederick left high school

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Editors Message

April is here and we are all very glad that it is. January and February were a bit on the arduous side, while we didn't get overloaded with snow, the two months seemed cold and long. But now, they are just memories, fading a bit more each day. We had some very nice days this past March that I hope continue on through April and May. It would be nice to have a real spring one of these years.

With the snow gone and the roads dry, it is time to take out your favorite Lincoln out for a drive. I had the Mark VIII out twice and put about 10 miles on it driving it around Burnsville. As many of you might remember, we replaced the engine on it last year and I was able to put about 250 miles on it over two days early last November before the ice and snow set in for the duration. I hope to do another 200 miles or so in the next week and then get the new engine break in oil changed and check it up close for any leaks. It runs out really good and performs quite spiritedly when pressure is applied to the accelerator pedal. It would be nice to see Lincoln produce another Mark series car. Something about the size of a MKS, but in a two door coupe configuration. EcoBoost V6 power, perhaps with a few more horses and all wheel drive would make a nice package. As the Mark VIII did not break any sales records, I guess a Mark IX is not in the plans any time soon. Most



Olga celebrated her fifth birthday on March 21. She is all smiles as she looks at her cake and basket of spring flowers. All girls love flowers.

manufactures will not go too far out on a limb to produce a vehicle that cannot to sell in meaningful numbers and that goes for Lincoln too. The new MKC is selling well along with the MKX. An updated MKX is expected to reach showrooms later this year and should be very well received by the marketplace. The MKS, which is a large sedan and the MKT, a large cross-over have been doing poorly in the market place. Both vehicles were to fill the gap left by the Town Car, which ended production in 2011. Both the MKS and the MKT are excellent cars, but buyers have found the styling to be a bit too radical, and sales have suffered. Hopefully, both of these very fine automobiles

can be restyled to be a little more acceptable to buyers as I would really hate to see either one disappear from Lincoln's product line. These cars are very comfortable to drive for long distances and offer creature comforts and technological features which add immeasurably to the overall driving experience.

Please check out the activities page of the newsletter. The CCCA garage tour will be on Saturday, April 25, starting out at Roger Wothe's collection in St. Louis Park. As always, this tour is fun. See you there.

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

(Continued from page 3)

to earn his living as a windmill repairman and discovered that he had a flair for mechanics.

In the closing years of the nineteenth century, the bicycle business was booming across the nation, and in 1897, after three years of success with windmills, Duesenberg opened his own bicycle repair shop. He took in his brother "Augie" as his partner, and Augie too demonstrated mechanical ability. "Fred" Duesenberg enjoyed riding bicycles in local races, and he began designing and building his own. In 1898 he set a world record for the two-mile race on a bicycle he had designed and made himself; his time of four minutes twenty-four seconds was unbeaten for fourteen years.

Around the turn of the century Duesenberg moved his business to Des Moines. There he also designed and built motorcycles, but the advent of the motorcar made him eager to try his hand at automobile mechanics. To learn the trade he moved to Kenosha, Wisconsin, in late 1902 to become a mechanic and test driver at the Thomas B. Jeffery Company, which

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Directors Message by Bob Johnson

April 2015



everyone that enjoys a Lincoln.

We need Pride and Joy articles from you about your Lincoln, please write an article now, Dave does not have any on hand, please help us and Dave out!

The activity for April will be on **Sunday, April 12**, when we are at our Sunday Brunch at 11:30 AM at Dangerfield's Restaurant, 1583 1st Avenue East in Shakopee, MN. Jay says the food is the best at a decent price with great choices for everyone. Come on out and enjoy the day with your friends from the Lincoln club and bring someone new to enjoy our fellowship. Please RSVP to Jay White by Wednesday, April 8th, at cell 612-599-3219 or email jay@jwhiteandassoc.com

Car show season begins with our 7th Annual Memorial Day weekend car show, at Morris Ford Lincoln, Minnetonka, Saturday, May 23, 10:00AM to 2:00PM The purpose of this car show is to give all Lincoln lovers in this area a chance to show their Lincoln cars. This is a Free Show. We have dash plaques, door prizes, free lunch and peoples choice awards for Best of Show. Please invite all Lincoln owners to bring their Lincoln's to this show, it is our best way of showing our beautiful Lincoln's.

Our Sunday Brunch on March 15th at Sole Mio Restorante, Woodbury, was attended by 24 members who were able to enjoy the atmosphere and some really good food. We were able to meet and greet new members, George and Cheryl Harvotich, who drove a very nice Lincoln MKT to our event. Our door prize was won by Bob Roth, a beautiful John Walcek Lincoln Poster. We have been there before and everyone enjoyed the company of many friends that are in our great region.

At our March Meeting we approved making a list of recommended local Lincoln restoration and repair shops for our region members use. I'm asking you, our North Star Region members to recommend who you want us to promote in a section of our newsletter that will help our members find reliable and competent businesses (located in Region) to work on our fine Lincolns. Please submit vendor/supplier information to Bob Johnson by the middle of April and we will see if we can also put it in our 2015 region directory. Please list all contact information, and type of service performed. Please write a brief review about the business that you are recommending.

We still have about 10 members to renew their 2015 North Star Region membership. Please save Dave the extra work of having to send out reminders about your renewal being late, **Send Your Renewal in ASAP**. We need Dave to spend his time on our newsletter, not having to worry about late renewals. The other reason is the information you provide is used in our 2015 Region Directory and we would like to publish it as early as possible.

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

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made a popular car called the Rambler. After two years he returned to Des Moines, where he worked briefly as a machinist. He then became superintendent of the machine shop at the city's newly established Iowa Automobile and Supply Company.

Duesenberg was attracted to the growing sport of auto racing, and in 1905 he entered his first race at a fair in Mason City, driving his first car, a used Marion; he won handily. Duesenberg was ambitious and personable, and he became friendly with a leading Des Moines attorney, Edward R. Mason, who also shared an interest in the growing automobile industry. Impressed by Duesenberg's mechanical know-how, Mason decided to become an automaker and established the Mason Motor Car Company in late 1905, with Duesenberg as chief engineer. Duesenberg, with the assistance of his brother, began designing and building cars in earnest; his first, the Mason runabout, was introduced

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

March 12, 2015

Regional Director Bob Johnson called the meeting to order at the Morris Ford Lincoln Dealership, Minnetonka at 7:05 PM. Board members present were Bob Johnson, Dave Gustafson, Bob Roth, Jay White and Dick Eilers. Other regional members present were Gaye Purvis, Mary Johnson, and Matt Foley. The minutes of the previous meeting and the agenda were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson went over the 2015 activities and highlighted our 12th Annual Outstate Car Show in Sioux Falls SD and the Mid America Meet at the new Lincoln Car Motor Museum in Hickory Corners MI on August 5 – 9, 2015. Information for both Meets will be posted in the *Northstar News*. Saturday, June 27, will be the 50th wedding anniversary celebration for Bob and Mary Johnson at their home in Shafer MN, family, friends and North Star Region members are invited, Bob asked that we RSVP by May 20th for catering numbers.

Bob Johnson discussed publishing names of North Star Region suppliers and vendors, who we recommend and promote in a section of our newsletter that will help our members find reliable and competent businesses (located in Region) to work on our fine Lincolns. It was agreed to do this project, and more information will be in newsletter.

Bob Johnson reported for Treasurer Harvey Oberg that the treasury balance is \$3,966.74 with all bills paid. Harvey said that two more Grille badges were sold.

Membership and Publications Director Dave Gustafson reported that about 10 Region members have not paid 2015 dues. He stated that he still needs a "My Pride and Joy" article for March. The renewed membership is approximately one hundred thirty-five.

Secretary Roger Wothe is on vacation in Arizona for the month of March.

Jay White presented a music video featuring Adam Levine and a Black Continental Convertible, it shows that Lincoln's are still hip.

Jay went over possible dates for Saturday morning breakfast club car show dates, he will be contacting members to set up show dates.

Activities: The March activity is a Sunday brunch; we will venture to Sole Mio Restaurant on March 15 at 11:30 AM, 1750 Weir Drive, Woodbury, for American/Italian style food.

The meeting was adjourned at 8:15 PM. The next Board Meeting will be at Dagerfield's Restaurant, Shakopee, 10:30 AM, April 12, before our Sunday Brunch.

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

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in the summer of 1906. With a two-cylinder engine, a top speed of forty miles per hour, and a \$1,350 price tag, the Mason quickly acquired a reputation as one of the best cars on the market. A stripped-down version, rechristened "the Goat," won a series of well-publicized auto races over the next four years, with Duesenberg often at the wheel. By 1910 company ads proclaimed the Goat as the fastest speed car in its class, though by this time Duesenberg, suffering from crippling arthritis in his hands, could no longer drive in races.

Renamed the Mason Automobile Company in 1908, the firm acquired Fred Maytag, the washing machine maker, as an owner a year later, after Mason decided to sell out, and moved to Waterloo as the Maytag-Mason Motorcar Company. That partnership lasted for four years. In 1912 the company entered several Duesenberg-built Mason cars, powered by their newly built four-cylinder engines, in the second annual

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Sweeping changes in store for LCOC

In an exclusive to the Northstar News, Bob Johnson, Executive Vice President of the Lincoln Continental Owners Club announced major changes are planned for the LCOC. To quote Bob Johnson, "The future lies ahead!"

The LCOC, long an important club and gathering place for Lincoln owners to celebrate the joy of Lincoln ownership and enjoy the companionship of good friends, will be transitioning from its present state to a totally "on line" club, living in the world of "Virtual Reality".

As presently organized, the LCOC has a membership of about 2,700, most of which reside in the continental United States. There are also Regions or local clubs which provide local events/activities for LCOC members located within the bounds of these regions. Members elect directors and, in turn, directors elect club officers which meet annually to develop plans to manage the clubs. The club schedules three annual meets each year, during which time, club members gather together for a few days of fellowship and to exhibit their Lincolns in a concours environment and receive awards for the best Lincolns on the show field.

The problems which face the LCOC are shared by many of the organizations like ours. With changes in the social order, younger people are not as interested in the collection of gas guzzling behemoths, so beloved by their grandparents. With a large percentage of our membership now in their eighth decade, it is becoming unrealistic to expect large attendance at our three annual LCOC meets. We believe that it is now time to implement changes which enable our be-

loved club to continue into the future, and at a considerable cost savings.

The three shows which the club holds each year, the Eastern, the Mid-America and the Western national show will be replaced by three virtual shows. Members who want to participate will email in a set of 20 digital photos, covering all parts of their car, to the Chief Judge. The Chief Judge will collect the photos and forward them off to the automated judging center, which is composed of high speed scanning systems and specialized designed software running on multiple core processors. The system can analyze the scanned photos and can accurately assign grade points (100 point system) and score to 1/10 of a point, if necessary. Much of this equipment and software was developed by Mark Wheeler of Cornerstone Registration, who manages club memberships for many clubs and believes that as many as fifty percent of the clubs will be moving to the virtual meets within 5 years. At the completion of the automated judging process, the final results will be returned to the Chief Judge for a review before the trophies are printed. Bob Johnson has made arrangements with Kathy Kiefer, who owns MLP Specialties in St. Paul, MN to manage the trophy program for LCOC. Kathy has acquired an industrial strength 3D printer which will literally print any one of our beautiful trophies in just a few minutes using almost any material known to mankind, including the very rare but beautiful unobtainium. No longer will trophies have to be shipped around the country for meets. Winners will receive their trophy directly from MLP. In addition, with the new program, all

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Indianapolis 500 race; their best time was a ninth-place finish, but the brothers' cars attracted attention. The following year Duesenberg and his brother left the company and moved to St. Paul, Minnesota, where they established a shop under their own name that built automobile and marine engines. Beginning in 1914 they tried again at Indianapolis over the next three years, entering cars powered with their specially constructed engine known as the "walking beam." Though they had a crack driving team headed by Eddie Rickenbacker, who would later become a noted flying ace during World War II, the Duesenbergs failed to achieve the top Indy prize during these years, but cars with Duesenberg engines did win a number of other auto races around the country.



During this period Duesenberg built a series of six- and eight-cylinder in-line racing boat engines that attracted wide attention. Impressed with Duesenberg's skill, the Chicago

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Pride and Joy continued...

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the same color as the body." The original color was medium gray, fine metallic. The original owner of my custom painted car was Albert M. Barnes, a wealthy investment banker from Mendham, New Jersey. He died in 1952, and the car was then sold to a Morristown, New Jersey, auto dealer, and then was auctioned off. In 1954, the car was repainted green/grey; new tires and a new top were installed. This was all that had been done to the car since 1941, and it ran great.

After purchasing the car in 1983, I drove it for three years. Very little maintenance was required, and it performed well. Then, in the fall of 1986, I decided to have the car totally restored. After 18 months, it came back to me looking just great--back to its original Jersey Gray color. Truly a dream come true!



The Gray Ghost sports the same registration number, number 9 at the 50th LCOC meet as it did at the first.

My Lincoln always scores high at national meets. Best of Show, First Place in Class, and a occasional second place. I say this to prove that one can have a high point car; drive it to National Meets and win. It does take a lot of preparation between shows and also just prior to showing, but the rewards of driving and winning are

great! The engine compartment with polished aluminum heads and intake is hard to keep polished, but the effort is certainly worth it.



Harvey and Faythe Oberg with the Gray Ghost.

I have noticed many automobiles are being trailered to and from National Meets. I do understand the reasons for this, and they are all valid to some degree. But, my feeling is "Drive that Classic, Trailers are for horses".

The following letter first appeared in the Classic Car magazine and was authored by Chris Custer, who owned the "Grey Ghost" prior to Harvey and Faythe Oberg.

The first Grand Classic was held July 12, 1953, at Washington Crossing Park. New Jersey.

Rather than my daily driver, a 1938 Cadillac Series 75 Convertible Sedan, I chose to take my dad's 1941 Lincoln Continental Cabriolet which he had recently purchased at an auction.

Arriving at the show grounds. I gave the Lincoln a final dust off, and then took off with my camera to photograph as many of the cars as I could. I shot almost all of them, except my dad's.

The first trophy I won with this Lincoln Continental was at this first Grand Classic. It scored 56 points,

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businessman J. R. Harbeck contracted with the brothers to manufacture the Duesenberg Patrol-Model Marine Engine for international military and Coast Guard use. This venture was so successful that Harbeck had a new plant built for them in Elizabeth, New Jersey. At the newly created Duesenberg Motors Company, the brothers assembled a team that included other noted engine specialists--the mechanic Ernie Olson, the engineer Cornelius van Ranst, and the engineer and race driver Tommy Milton--and for several years they produced both marine and automobile engines. Following U.S. entry into World War I in 1917, the team turned its attention to designing aircraft engines for the newly formed U.S. Army Air Service.

But the Duesenbergs continued to design cars in their spare time, and by the end of the war they were ready to return to automobile production. They bought out Harbeck and created a new company, the Duesenberg Automobile and Motors Corporation. After a brief stint in Newark, New Jersey, the company

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1939 Continental



The One and Only - 1939 Lincoln Zephyr Continental

Lincoln's 1939 Zephyr Continental prototype set the stage for design history

From Hemmings Classic Car, October, 2007, by George Mattar.

Although Henry Ford normally gets the credit for the great cars from Dearborn, there are several models that his only son, Edsel, dreamed of and saw completed. Edsel's visionary influence would go on to shape the evolution of the company and its designs. It was he who convinced his father to replace the Model T with the Model A and after that car's success, Henry relented and made sure no products left a Ford factory without Edsel's approval. One of the cars he approved was the Lincoln Continental, designed by Eugene "Bob" Gregorie, Jr.

Actually, the Lincoln Continental of the 1940s was the result of evolution from the Lincoln Zephyr. When Ford's styling department was formed in 1935, Edsel named Gregorie, just 27, as chief stylist. He wasted little time in proving he had the right stuff for the job. He transformed the 1934 "Century of Progress" World's Fair show car into what would be the 1936 production Lincoln Zephyr.

Edsel had plenty of guidance to offer to Gregorie in designing his

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More Pride and Joy

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which doesn't sound impressive until I tell you that 60 was the max, and the highest point scorer was 57.25 (for Sam Bally's 1928 Bentley 4-1/2 Liter Tourer). I took a first in the Lincoln Continental Class, and was even happier when the car was awarded Badge No. 3 for a National First Prize Winner, what would become colloquially known as the Senior Badge.

Over the years, the Lincoln Continental won its class in dozens of shows, including four more Grand Classics. It was always driven to shows, never trailered. As time went on, a ground-up restoration came into vogue. It became apparent that the Lincoln Continental could not compete. I gave the car back to my father, who drove it until he died. Then I brought the car down to my new home in Frederick, Maryland, where I had hoped I could one day get enough spare dollars in hand to do a restoration. Struggling with opening a new car dealership on a shoestring budget made me realize that putting her in the hands of a new loving owner would be the wiser thing to do.

I was lucky to find the perfect owner, Harvey Oberg. A number of people wanted the car, but he was the only one who said that trailers were made for horses, and he preferred being behind the wheel. Harvey accomplished what I hadn't been able to do. He now has many years of trophies in his collection, all of them won at shows to which he has driven.

Badge No. 3 makes Harvey's Lincoln Continental the oldest Senior car extant in CCCA, I'm kind of proud of that, and I know Harvey is too.

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moved to Indianapolis and began production of a new car, the Duesenberg Eight. A prototype introduced at the New York Auto Salon in November 1920 was not especially attractive, but its revolutionary four-wheel hydraulic brakes, developed by Lockheed for airplanes, attracted wide attention; up until this time cars had only cable-operated mechanical brakes, and most of them acted only on rear wheels. The early versions of the Eight, also known as the Model A, were not popular, however, because--despite their name--they had only four-cylinder engines; within a year, however, both racing and passenger versions of the car were being produced with a powerful eight-cylinder Duesenberg design known as the single overhead camshaft Straight 8. A Straight-8 Duesenberg racer with hydraulic brakes set a lap record of 83.2 miles per hour in the 1921 French Grand Prix; the record remained unbroken for more than ten years.

Auto racing was now a craze in the United States, and the Duesenbergs were eager to make championship racers as well as passen-

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LCOC Changes continued...

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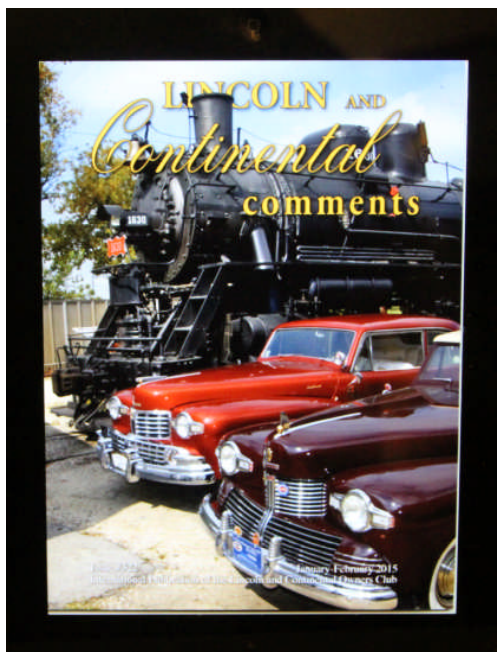
of the existing "traveling" trophies will be retired and new recipients will be furnished a 3D copy, which they may retain forever. The printing process is so good, that even experts are unable to differentiate between the original and the printed copy. The cost savings with our new trophy program are significant, on the order of \$10,000 per year.



Stratys professional 3D printer will now produce all LCOC trophies.

Another major change will be discontinuing the printed version of our beloved "Comments" magazine. Comments will be published digitally and transmitted electronically directly to our members. As part of our membership fee, each member will receive a specially designed iPad type device, with a high resolution screen size of 9 by 12 inches. The device will be able to download and store all past issues of Comments for your own personal reference library. Want a printed copy, WiFi connectivity allows you to print directly to any nearby printer. This tablet will also provide our members with a wide array of new services, not even imaginable a year ago. Members will also be provided with access to Lincoln club message boards, up to the minute news about the latest products and developments

from the Lincoln Motor Car Company, including special offers available only to LCOC members. On line car corrals will feature Lincolns of all ages for sale by our members, with full descriptions and pictures in color. Classified ads will also be available with information updated in real time as needed. The iPad device will also provide information from the LCOC Regions. iPad users can select which Regions information they wish to receive and it will be delivered to their device as soon as it becomes available on line. The tablet device also has a GPS chip in it, so where ever you go with it, it will display a calendar of whatever is going on in the old car world near you. No more missing out on an interesting car show or swap meet, with the LCOC tablet, you are covered. Just open the application, pick the event and the map will help you find your way.



New LCOC tablet device displaying the January February Comments cover.

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ger cars. This divided focus often led to manufacturing delays, and the brothers, who did not have strong business skills, were losing potential customers because they were unable to address the situation. In the early 1920s, however, this was not yet a serious problem. Their chief competitor during this period was a Los Angeles-based automaker named Harry A. Miller, and the two firms fought to bring the public the latest technical advances. This intense rivalry produced a golden age in automotive engineering as Miller and Duesenberg brought increasingly faster cars to the track. In 1924 Duesenberg finally achieved first place at the Indianapolis 500 with a modified version of the Straight 8, and similar wins were posted in 1925 and 1927.

Despite success on the racing-car circuit, the Duesenbergs' financial problems were growing because of increased competition as well as delays in passenger car production. In 1926 a wealthy automaker named Errett Lobban Cord, who had made a fortune with a medium-priced car called the Auburn, of-

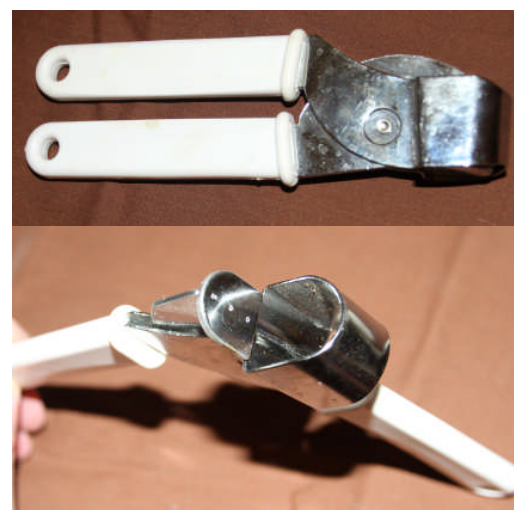
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The new tablet device will be your end all source for all information relevant to Lincoln automobiles. LCOC is working with Tim Howley and other valued resource people to obtain every sales brochure, price list and technical manual to scan and upload to the master database. Bob Johnson is contacting various magazine and news sources to secure publishing rights to reprint road tests and other reviews done over the years in the print media. So, if you have a 1963 Continental Convertible, you would just do a search on your tablet and you would have instant access to copies of the sales brochures, color charts, factory service manuals, production figures for that model year and any review/road tests for that model. Also available will be any article that has ever appeared in Comments for that year and model car. Entering in the serial number will show the ownership history beginning with the delivery to the dealership. Any of this information may be printed out on your printer as needed. Need a part to keep your classic on the road, key in the part number and the device will search out any vendor who might have what you need, along with a firm price quote.

Bob Johnson believes that the sky is the limit on the various types of services that can be made available to our membership through this new technology. He also feels that with the adoption of this new technology we will be able to significantly grow the club and enjoy a greater retention rate of our new members. If you consider yourself an early adopter of technology, be one of the first to reserve your place in line now. Contact

Bob at 651.257.1715. Advance payments may be made by credit card or Pay Pal. He plans that the club will fully begin transition to the new services by **April 1, 2025**.

What is this?



Recently, Marion and I were going through a box of kitchenware that we have had since my mother's passing some time ago. We looked at it for quite a while and were unable to come to any conclusion as to what this item might be used for. We have searched various image sections and kitchen ware sites on the internet, but to no avail. There is no printing on it anywhere, not even a country of manufacture.

We even asked Olga what she thought it might be. She thought it might be used for making treats and that might be as good as any.

Most of you are smarter than we are when it comes to this kind of stuff. If you really know what it is, please email us at davidwgustafson@att.net and the first right answer that we receive will win a prize. Not this hokey kitchen tool, but something of value.

Hope to hear from you soon.

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ferred the Duesenbergs advice and a proposition. He suggested they drop the Duesenberg Eight/Model A and instead create a world-class luxury passenger car that would rival Bugatti and other big-name European autos. Financed by Cord, the Duesenbergs gradually withdrew from auto racing and now focused on creating the stylish new Model J.

The earliest version of the Model J, an elegant, low-slung convertible nearly twenty feet long boasting aluminum trim and a powerful Straight-8 twin-cam engine under the hood, was unveiled at the New York Automobile Salon in December 1928 and created an immediate sensation. Orders poured in despite its initial \$8,500 price tag, and Cord masterminded its production by subcontracting with the Lycoming Aircraft Works in Pennsylvania to make the chassis; the Duesenbergs' plant was responsible for the 250-plus horsepower engine. Running up to 116 miles per hour, the Model J--along with its super-charged sibling, the three-ton Model SJ, which could reach 140 mph--offered a unique

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The 1939 Zephyr Continental

By Harvey Oberg and Brian Carlson.

Thank you for purchasing the North Star Region grille badge, commemorating the 75th anniversary (1939=2014) of the Lincoln Zephyr Special Convertible Coupe, Conti-



1939 Custom Zephyr Convertible a prototype which led to the 1940 Continental.

ental cabriolet prototype #1.

In 1939, Edsel Ford asked his Director of Design E.T. "Bob" Gregorie to design a one-off car from him, to use at his Palm Beach, Florida winter home. Based on the 1939 Lincoln Zephyr convertible coupe, Bob and Edsel collaborated on the design cues that would become hallmarks of future Continentals – low bodywork with extended hood, sparse chrome trim, and a large roof C-pillar. Starting with only design sketches and a 1/10th scale model, the car was fabricated in the Lincoln plant in Detroit rather than the Dearborn design studio. The attachment of the spare tire on the rear of the trunk came about to expedite completion of the car. Due to the inability to put it anywhere else tastefully, since it wouldn't fit in the trunk, they elected to do what several builders in Europe were already doing, helping to give it a continental European flair.

Completed in February 1939, the "Lincoln Zephyr Special Convertible Coupe" was shipped to Edsel's winter

residence, where it met with great acclaim. Based on the reaction, Edsel decided to build the car in limited production within the Zephyr series for 1940, christening it the Continental.

This car has a lot of differences from the 1940-41 Continental Cabriolet. Some of them include:

- vent windows
- 1939 fenders, headlights, and hub caps
- No lower body trim
- No rubber stone guards on the front of the rear fenders
- No spare tire cover
- Double (inboard and outboard) white sidewall tires
- One-off Eagle Gray paint

Thank You

We would like to thank those who attended the "Celebration of Life" for Nan, and for the many cards of condolences that we have received. Also, the generous donations to the North Side Life Care Center in Nan's memory are very much appreciated.

It is satisfying to her family that she was able to attend 51 of 53 grandsons' football games at UMD over the past four years. This let us travel each weekend from September through November.

After our last game in Arkansas this past fall, she mentioned how very much she was looking forward to returning to our "club" events.

We are fortunate to have a very caring family of car club friends. Again, thank you all so very much. The Bob Roth Family.

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combination of elegance and speed. Known generically as the Duesenberg, it was offered in a variety of body styles, from long limousines to snappy roadsters, designed by leading coach builders and stylists. The Duesenberg quickly became synonymous with luxury, glamour, and high style, both as a must-have mode of transportation and as a necessary accessory for jet-setters in a pre-jet age. During the 1930s, as the nation suffered through the Great Depression, Hollywood movie stars became its biggest customers, and its understated advertising slogan, "He drives a Duesenberg," brought to mind images of famous owners like Clark Gable and Gary Cooper.

In early July 1932, while driving a Duesenberg SJ from New York to Indianapolis, Fred Duesenberg lost control of the car on a mountain road near Johnstown, Pennsylvania; his speed was later estimated to be no more than thirty-five miles per hour, though observers noted that the car tires were nearly bald. The car rolled over, and Duesenberg was knocked unconscious. He was taken to a Johns-

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1939 Lincoln Zephyr Continental

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dream car. His vision was influenced by the distinctive automobiles he saw in Europe--vehicles with long hoods, short trunks and spare tires mounted on the back. He called these "continental styles." In September 1938, Edsel returned to Dearborn with a "continental" car in mind. Fortunately, Gregorie was already thinking along the same lines. A year later, Gregorie sketched a prototype from a 1939 Lincoln Zephyr. Taking this car, he lowered and lengthened the hood, removed the running boards and added a spare tire on the rear. Edsel approved the clay model and the project was sent to Henry Crecelius of Lincoln Body Engineering.

There, Gregorie selected a 1939 Lincoln Zephyr body as the basis for the new design; he chose a convertible sedan to take advantage of the chassis bracing. The Zephyr's floor pan, wheelhouses and basic body panels were used, but inserts were placed in the front fenders, stretching them a foot. Another foot was added to the hood, but the rear of the car didn't differ much from the original Zephyr design. Most body panels were hand-formed with liberal amounts of solder and lead--in the end, the car weighed nearly 5,000 pounds. Power came from Lincoln's 267-cu.in. V-12, equipped with a three-speed manual transmission. The first prototype, H-74750, was sent to Florida in the winter of 1939, where Edsel was on vacation. There, his two oldest sons, Henry II and Benson, drove the car near Palm Beach. People were so impressed with the car that Edsel received 200 orders almost immediately.

Despite it having a water leak prob-

lem, Edsel phoned Gregorie during his vacation to have him start building a second prototype, with some changes. Our feature car, owned by Bob Anderson of Houtzdale, Pennsylvania, is that second prototype, known as the "engineering car." It was built as a 1940 prototype on the same 125-inch wheelbase as the unit-body Zephyr and Edsel's personal car; the hood and front fenders were lengthened by only eight inches. The doors were moved further forward and the interior room increased. The trunk on the second prototype stood a little taller to increase luggage space. Most of the other parts were standard-issue for 1939 Lincoln Zephyrs or Mercurys. The standard Zephyr door handles, hubcaps and "teardrop" tail-lamps were used. Inside, a huge circular speedometer and odometer housed all gauges. There were two ashtrays and a lone cigarette lighter, but no radio, heater or other accessories. Even the steering wheel was a standard Mercury part.

The engineering car, painted black with a tan leather interior, was completed in June 1939. The Lincoln engineering staff drove the car that summer for testing and to refine the mechanical features planned for the 1940 production models. Edsel gave the vehicle to Gregorie in late September 1939 for his personal use. In fact, Bob has the ultimate piece of documentation for his prototype--the original 1939 Michigan registration in Gregorie's name, with his signature, a gift from Gregorie's widow, Evie.

The first car was ordered dismantled. A document dated October 9, 1939, gives the reason for disman-

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town hospital, where he appeared to be recuperating from spinal and shoulder injuries; after several weeks he developed double pneumonia, which resulted in his death.

Fred Duesenberg was married to Isle Denny; the couple had one son. Following his brother's death, Augie Duesenberg maintained an interest in the company but continued his career with other manufacturers as a designer of race-car engines. For many years he was a notable presence at major racing events, including the Indianapolis 500. He died in 1955.

The Duesenberg automobile was manufactured until 1937, when declining demand for the luxury car, caused by the ongoing depression, forced Cord to end production. By the time of its demise, however, the Model SJ, introduced only a few months before Fred Duesenberg's death, had become widely hailed as the best car ever built in the United States. Many car buffs believe that this is still true.

From the internet...

More 39 Zephyr...

(Continued from page 12)

ting prototype No. 1 as being "of no further use." Rumors have circulated for years a third prototype was built, intended for Benson and Henry II, but they're just that--rumors.

Gregorie drove the second car until 1941, when he sold it for \$800. By that time, he had modified it so heavily that the car could hardly be recognized. Sometime during World War II, the Lincoln made its way to southern California. There, the car was used to drive clients of an aircraft company to meetings. Later, a fire-fighter bought it and, while building a house in Woodland Hills, he reportedly jammed building materials into the one-of-a-kind car.

In 1952, the car was sold for \$125 to Ralph Ball of Tarzana, California. Unfortunately, in 1956, another car plowed into the Lincoln, heavily damaging the car's left side and putting Ralph into a wheelchair temporarily; he then put the car in storage.

In 1959, Lincoln and Continental enthusiasts heard about the car and tried to buy it for a club restoration project that did not materialize. However, Lincoln and Continental Owner's Club member Jesse Haines was eventually able to buy the car and had it shipped to Ambler, Pennsylvania, in April 1963. He began a restoration, but never completed the project. Around 1972, Bob, the current owner, began hounding Jesse to sell the car and, in 1977, succeeded in his quest. He brought the car home to Houtzdale in what he described as "derelict" condition.

Bob, a lifelong Ford and Lincoln enthusiast, had other priorities and put the prototype Lincoln into storage until 1999, when its restoration began

in earnest. Bob spent years sourcing Lincoln N.O.S. parts, and so had many at his disposal. "The car had had a V-8 installed while it was in California. It was missing an engine and transmission when I got it, but I had a V-12 and transmission, so it worked out."

The elder Anderson does not profess to be a mechanic by any means, but dove right into the project anyway. He and his sons, Todd and Bob Jr., did much of the work themselves, including rebuilding the V-12. They lavished attention on every detail--even polishing the aluminum cylinder heads.

The Andersons' restoration efforts paid off and, when the car was first shown at the Amelia Island Concours d'Elegance in March



Bob Gregorie

2002, it wowed the crowd and won First in Class. During that trip, Bob arranged to meet with Gregorie, who had not seen the car in 60 years. The 94-year-old designer reminisced about the car he designed during a ride. "He was thrilled to get a ride in the car with me and he was like a kid at Christmas. His eyes lit up and it certainly was a thrill for me," Bob says. "It was great for both of us. To get a chance to meet the designer of the prototype and give him a ride was absolutely great." Gregorie died nine months later, on December 1, 2002, but his legacy lives on in the generations of Lincoln Continentals derived from his original design.



You May Be Interested in these Items for Sale

The space on these two pages is provided as a service to our readers who wish to place ads for automobiles, parts and other treasured parts that they wish to find new homes for. In an effort to keep our pages fresh, we will publish your ad for a period of three (3) months.

After that period of time, we will delete it unless we hear from you that you wish to have it continue for another three issues.



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.

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



Just in time for the Spring driving season

1977 Lincoln Continental Mark V for sale. 18,000 miles, two owners, \$15,500. Fresh, quality, repaint in original Dark Cordovan Metallic; matching leather interior. Undercarriage and engine bay are super clean, portions repainted. All bright work is straight, smooth, polished, beautiful. Everything works including the clock that keeps time and ice cold A/C from original unmodified R-12 system. New tires, belts, battery, complete true dual exhaust, much more.

The full story with pictures can be found on thelincolnforum.net at

<http://www.thelincolnforum.net/phpbb3/viewtopic.php?f=15&t=46235>

Please call Perry Bush at 920-205-1295 or email pab1063@new.rr.com

Preview of Coming Events

- April **Sunday Brunch, April 12**, Dangerfield's Restaurant, 1583 1st Ave E, Shakopee,
at 11:30 AM *Board meeting at 10:30 AM*
Saturday, April 25, CCCA annual garage tour. See page 16 for all the details.
- May 7th Annual Memorial Day weekend car show, Morries Ford Lincoln,
Minnetonka, MN **Saturday, May 23**, 10:00AM to 2:00PM. Board meeting at 1:00 PM
- June **Saturday, June 27th**, 50th Wedding Anniversary, Mary and Bob Johnson's home, Shafer,
MN. Just come and enjoy the moment, food and refreshments will be served under a
tent. Our family, friends and the North Star Region members are invited to this grand
celebration. We will have a special area for Lincoln parking.
Board Meeting at Morries Ford Lincoln, Thursday June 4th at 7:00PM
Eastern National Meet, June 10-14, 2015, at Concordville, PA 10,000 Lakes Concours
d'Elegance, Sunday June 7, Excelsior Commons on Lake Minnetonka, 10 am to 4 PM.
Car classes thru 1971, information at www.10000lakesconcours.com
MSRA "42nd BACK TO THE 50s", June 19-21, 2015, Minnesota Fairgrounds, St Paul
- July 12th Annual Outstate Classic Lincoln Car Show, **Saturday, July 18**, Sioux Falls Ford
Lincoln, Sioux Falls, South Dakota. 10 AM to 2PM. Driving tour, Friday 8:30 AM
leave Burnsville for "the Grotto", West Bend IA, then on to Sioux Falls. Car show on
Saturday, special tour Saturday afternoon, then Sunday leave for home, stopping in
Tyler MN to visit the other Bob Johnson.
Board Meeting at Morries Ford Lincoln, Thursday July 9th at 7:00PM
- August LCOC Mid America National Meet. Hosted by the LCOC. **August 6-9, 2015**. All
Lincoln owners are invited to participate. LCOC will have Judging and Exhibition
non-judged classes.

Driving tour on way to Lincoln Museum event, we will visit the Pontiac Motor car
museum, in Pontiac, Illinois on Tuesday, August 6th, then tour south of Chicago to
Kalamazoo, Michigan.
Board Meeting at Morries Ford Lincoln, Thursday August 13 at 7:00PM
- September 8th Annual Luther North Country Lincoln Car Show, **Saturday, September 12**,
10 to 2 PM
- October Annual North Star Potluck and Action at Morries in Long Lake, Sunday, October 11,
10 AM to 2 PM

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



It is time for April flowers and Spring Showers, but not on **Sunday, April 12**, when we are at our Sunday Brunch at 11:30AM at Dangerfields Restaurant, 1583 1st Avenue East in Shakopee, MN.

It has been a long while since the North Star Lincoln Club has been there, and it is time to return. The weather will be good, it will be warm and sunny and perhaps nice enough to take one of your classic Lincolns out for the day.

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

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

Please reserve **Saturday, April 25** for the CCCA Annual Garage Tour. This is always a great opportunity to spend a April Saturday with your friends checking out some of the very best classic car collections in the entire upper Midwest.

The tour will begin at Roger Wothe's Collection, 6317 Cambridge Street, St. Louis Park.

Coffee and donuts start at 8:00AM. Tour starts at 9:00AM. Lunch stop along the way. See you there.

Morrie's Minnetonka Ford Lincoln, Spring 2013 All Lincoln Show Saturday, May 24, 2013, 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 Mercury on May 24, 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 2015 Lincoln while you are there.

Make your plans now for July *and* August North Star events. Hotel space is going fast, get your reservations in now to make sure that you have a room to rest your weary body at the end of the day.

In July, our 12th Annual Outstate Classic Lincoln Car Show will be Saturday, July 18, at Sioux Falls Ford Lincoln, Sioux Falls, SD. **Hotel information for Friday and Saturday nights: we have a block of rooms reserved for two nights at the Best Western Empire Towers, 4100 W Shirley Place, Sioux Falls. Room rate is \$124.00 per night which includes breakfast.** Please reserve your rooms now by calling 605.361.3118, these rates are good till June 29, ask for **the Lincoln Owners Club rate**

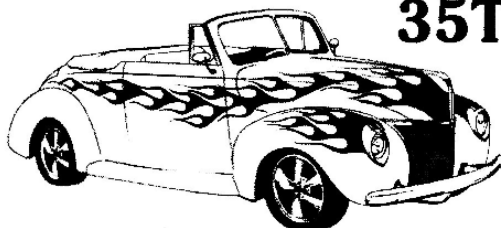
In August the LCOC Mid America National Meet, will be in Hickory Corners, MI, LCOC National is hosting, August 5-9, 2015, We will caravan from McDonalds, Hudson WI, on Tuesday August 4, at 8:30 AM to Pontiac IL, and visit the Pontiac Motor car museum, on Wednesday morning before touring south of Chicago to Kalamazoo.

Hotel information for Tuesday night: we have a block rooms reserved at the Best Western Pontiac Inn, 1821 W Reynolds St, Pontiac, IL. The room rate is \$94.49 per night which includes breakfast. Please call 815.842.3777 before July 4. To get this great rate, **ask for the Lincoln Owners Club rate.** Please call Bob Johnson if you plan on attending at 651.257.1715 or email arborbob41@aol.com as we would like this information for planning purposes.

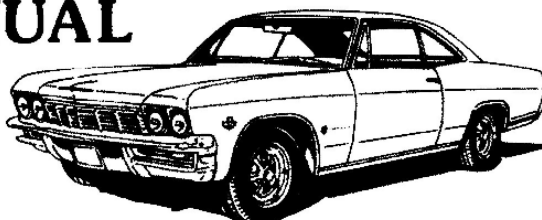
Kalamazoo Hotel ---- ***Four Points Kalamazoo by Sheraton*** hotel is just over 15 miles from Hickory Corners, where our new museum awaits your viewing. Enjoy recreational amenities such as an indoor pool and a fitness center, and a complementary hot breakfast for two is included in your room rate of \$109.00 plus tax. The hotel address is 3600 E Cork Street, Kalamazoo, MI. Please call 269.385.3922 and use the code **LINCOLN OWN** to get this special room rate (which is good for three days prior to and after the meet). The room reservation cut-off date is July 10, 2015.

CAR SHOW & SWAP MEET

35TH ANNUAL



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RAIN OR SHINE



WILLMAR, MINNESOTA
KENNEDY ELEMENTARY SCHOOL
 824 7th STREET SW



SUNDAY, MAY 17, 2015

OVER 120 TROPHIES & AWARDS!!

SCHEDULE OF EVENTS

- CAR CRUISE - SATURDAY, MAY 16

4:30 p.m.

Meet at the Country
Stop/A&W in New London

— Eat or snack on your own —

6:30 p.m.

Cruise leaves the A&W

- CAR SHOW - SUNDAY, MAY 17

7:00 a.m. Gates Open

7:00 a.m.-3:00 p.m.

Swap Meet

8:00 a.m.-3:00 p.m.

Car Show

11:30 a.m.-2:30 p.m.

Drawings

11:30 a.m.-3:00 p.m.

Shuttle Bus



3:00 p.m.

Awards Ceremony

The Willmar Car Club holds the right to reject participation to any vehicle or person.

ADMISSION

\$10 per Show Car

(Driver and 1 Passenger)

Registrations close at 12:00 Noon

\$15 per Swap Space (12x20)

Registrations close at 11:00 a.m.

\$20 per space in Used Car Corral

Registrations close at 11:00 a.m.

Single vehicle trailers only allowed.

\$4 per Pedal Car or Bicycle

\$5 General Admission

\$3 Seniors over 62

Kids under 12, FREE

with paid admission

◀ KANDI MALL DISPLAY ▶

Friday, Saturday, Sunday

◀ CAR MUSEUM TOUR ▶

Sunday 11 a.m.-4 p.m.

Several vehicles are displayed in the Kandi Mall Shopping Center. On Sunday (11:30-3:00) Willmar Bus Service provides a **FREE** shuttle bus to and from the Mall, the Museum and the main gate at the Car Show. Schwanke's Museum & Gift Shop (3310 Hwy. 71 South, open May-October) has over 350 cars, trucks, tractors, engines and much more.

Admission \$5.

Museum Info: (320) 235-4341

INFORMATION

Nate Lipinski

(320) 444-0368

Email: knlipinski@yahoo.com

Greg Gjerdingen

(320) 444-7894

Email: greg.gjerdingen@yahoo.com

Please call after 7 P.M. or write to:

WILLMAR CAR CLUB

P.O. BOX 428

WILLMAR, MN 56201

www.willmarcarclub.com

FEATURES

One of the largest shows in the state with 37 classes and a tradition of variety. Dash plaques, goodie bags, door prizes, concession stand, playground area, free shuttle bus to mall and car museum, disc jockey playing 50's to 70's music during show.

Please note the information and the registration blank on the other side of the poster.