

## Our Pride and Joy....

While not a Lincoln, it is still part of the Lincoln - Mercury family and truly deserves to be featured on the front page of our club newsletter. Ray Schmit and his wife Arlene have been avid Ford product collectors for years and probably have one of the finest collections of Edsels in the Upper Midwest. Here is their story about their 1940 Mercury as told by Ray.

I bought a 1940 Mercury four door sedan in 1947 for \$400 and drove it over 100,000 miles without any problems and really liked the car,.. and always wanted another one. When this one was advertised in Old Cars Weekly as

“completely restored, frame up, including the motor, running gear, complete body inside and out, I had to have it.

The car is a 1940 Mercury two door convertible with working radio, all gages, hand brake, absolutely everything, including the door locks. The car was refinished in the original yellow cream color, and of course has wide whitewall tires which only add to it's great appearance. It also has the correct jack in the trunk. Everything that could be redone, was redone and the car looks and drives as new. There was even still break-in oil in the rebuilt engine. I had

*(Continued on page 2)*



Ray and Arlene Schmit's 1940 Mercury Convertible Coupe

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

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# Board Of Directors - 2004-2005

Title	Name	Phone Numbers	email & FAX
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@frontiernet.net
Director at Large	Tom Brace	H(651)644-1716	
Technical Consultant	Open		
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson TOLL FREE	H(952)435-1919 866-482-0897	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 Thursday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I 494 in Inver Grove Heights, Minnesota.

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

## *My Pride and Joy Continued...*

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nothing left to do, except get in, start it up and drive.

We purchased the car from Valenti Classics, south of Milwaukee for \$38,500 which I managed to negotiate downward from the \$41,200 asking price.

The Mercury was delivered to it's first owner, a gentleman who lived in Louisiana. It was subsequently sold to the second owner in Alabama, who started to restore the car and gave up on it and eventually sold it to a restorer in Milwaukee. It was finally completely restored and then sold to Valenti Classics, from who I purchased it on June 2nd, 2004. We loaded it up on a trailer and brought it home to a new garage stall especially built for the Mercury. The garage is finished, floor painted, insulated and heated. There are even shelves for the trophies that we have started to ac-

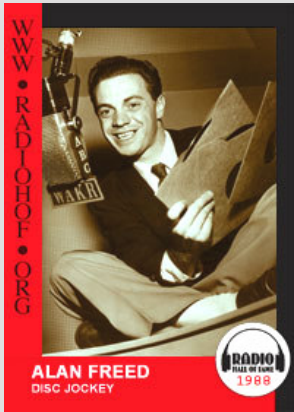
cumulate.

We really love this car and have had much fun with it at area shows. My Edsels, although beautiful in their own right, did not like me for a while for bringing home the Mercury. We think that they may be jealous. We hope to bring it to a future Northstar event this year.



From Ray and Arlene Schmit's collection, a 1958 Edsel, looking as though it has just been delivered to the dealer. Who wouldn't want one of these?

Trivia from the Internet.



Alan Freed  
1922 - 1965

*Alan Freed, the disc jockey credited with naming rock & roll, was born Albert James Freed on December 15, 1921, near Johnstown, PA. In 1933 the Freed family moved to Salem, Ohio.*

*In high school Freed formed a band known as the Sultans of Swing, in which he played trombone.*

*In 1942 Freed landed his first broadcasting job, at WKST (New Castle, PA). He took a sportscasting position at WKBN (Youngstown, OH)*

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## Editors Message

With most of our weekends on the rainy side, it has not been the greatest year for driving our prized possessions. Will we ever see the sun?

Perhaps July will fool us and turn out to be a great month. There are a lot of activities going on in July and August. I have listed some of them on page 14 of the newsletter and in one of the other columns.



Faithie, all dressed up with no where to go.

Very slow progress is being made on our Lincoln Cosmo. Things always seem to take much longer than we budget time for. I still have not solved the problem of where to find some emergency brake cables as yet. I am sure that others have

faced this dilemma before and have a solution. I just need to turn over a few more rocks.

Please note the feature car is a Mercury. And a fine one it is. Mercury was introduced by Ford in 1939 to bridge the gap between the everyday Ford and the companies best offering, the Lincoln. Chrysler and General Motors had similar models in their lineups. It was a way of retaining customers as they moved up the economic ladder of success. Also, it is the Lincoln-Mercury division of Ford Motor Company. Ray and Arlene Schmit have an excellent example of a pre-war Mercury, and it truly deserves recognition.

I also found two articles on the Internet on Mercury and Lincoln and thought it

would be nice to have them in our newsletter. I will be printing more in the future issues on both the old Zephyrs and the new ones to be seen at a Lincoln-Mercury showroom near you this fall. The Zephyr is intended to be an "entry level" model in the Lincoln lineup. It will be a quality automobile with all of the qualities and features that we have grown to expect in our beloved brand. This is the first of several models that will be gracing the showroom floors in the next two to three years. Now if Ford would only bring a new Town Car to market the picture will be much better.

Plan on attending the *All Lincoln* car show on July 16th at Juetner Motors in Alexandria. It should be a nice drive up to Alex and it also should be a good opportunity to make some new friends and perhaps sign up a few members for the club. Mark Juetner has a fine dealership and is looking forward to meeting our club that day.

If you have any ideas for our trivia column, please let me know. Last month we had Alan Breed, the inventor of the air bag found in all new automobiles. This month we have Alan Freed, sometimes referred to as the inventor of Rock and Roll, which is often associated with old car hobby. While he may have not actually invented rock and roll, he was one of those individuals who was instrumental in airing the works of rock and roll musicians on his radio programs. The movie "American Hot Wax" which has appeared many times on the cable channels, loosely portrays the rise of rock and roll on the radio and in concerts in the 1950's. An interesting time in our lives....

Till next month, David, Marion and Faithie, the dog.



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the following year. In 1945 he moved to WAKR (Akron, OH) and became a local favorite, playing hot jazz and pop recordings.



In 1949 Freed moved to WXEL-TV in Cleveland. Record store owner Leo Mintz convinced him to emcee a program of rhythm & blues records over WJW radio, and on July 11, 1951, calling himself "Moondog," Freed went on the air.

At his "Moondog Coronation Ball" at the 10,000-capacity Cleveland Arena in March 1952, upwards of 20,000 fans (almost all black) crashed the gates, causing the dance to be cancelled.

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## Monthly Director's Meeting

### BOARD OF DIRECTORS MEETING

June 9, 2005

Regional Director Bob Johnson called the meeting to order at 7:05 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilescu and Roger Wothe. Member Faye Oberg was also present. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS REPORTS

Regional Director Bob Johnson announced that our Regional license plates have arrived and they are very well done. Every member who attends a club event will be awarded one free license plate. There will be an election for Regional Directors in September. Nominations for Director may be directed to Bob Johnson.

Treasurer Harvey Oberg reported the treasury balance to be \$3,814.32 with all bills paid.

Membership and Publications Director Dave Gustafson reported that the membership total was about one hundred forty. The directory will be available soon. He still needs "My Pride and Joy" articles.

Projects director Bob Gavrilescu reported the sale of two sets of weather strips this past month.

Activities: Brunch at North Coast in Wayzata on June 12th. Out state car show at Juettners Motors in Alexandria on July 16th. The Capitol City Classic Saturday night get-together has been moved from Kellogg Boulevard to Jo-

seph's Restaurant just south of the Wabasha Bridge on Saturdays from 5:00 to 9:00 PM. There will be music, dash plaques, vendors and awards. There will be no show on July 2nd or August 13th.

There being no further business, the meeting was adjourned at 7:45 PM. The next meeting will be at Whitaker Lincoln-Mercury on July 14th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

## Summer Car Cruises & Events

Though not a complete listing, here are some of the cruises and events that you might be interested in...

North St. Paul History Cruze, Friday nights, June 10th thru September 9th. 5:00PM to 10:00PM Downtown Main Street, North St. Paul.

South of the River Show and Cruise, Friday nights, June 24th, July 29th, August 26th and September 23rd. 7:00PM to dusk. Bumper 2 Bumper, 1 block West of 35W on 160th, just South of Buck Hill.

Grandpa's Garage Friday Night Cruise, Cannon Falls, Mn Friday nights, June 10th, July 1, July 15, August 5th. The Cannon Cruisers Car Club will be having their 2005 series of Friday country cruises leaving from Grandpa's Garage. Bring canned goods or a donation to the Cannon Valley Food Shelf.

Second Saturday Car Show, North Country Ford. 10:00AM to 3:00PM The second Saturday of each month, May thru September. Foley Avenue

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*This is considered to be the first "rock" concert. It also marked the point at which Freed's audience began to include an increasing number of whites — who subsequently heard Freed refer to rhythm & blues as "rock & roll."*

*In September 1954 Freed was hired by WINS radio in New York. The following January he held a landmark dance there, promoting black performers as rock & roll artists. Within a month, the music industry was advertising "rock & roll" records in the trade papers. Freed also emceed a string of legendary stage shows at the Brooklyn and New York Paramount Theatres; was heard nationally via CBS radio; and starred in several rock & roll movies.*

*In 1957 ABC-TV gave Freed his own nationally-televised rock & roll show, but*

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## Directors Message May 2005

By Bob Johnson

We have no Pride and Joy articles at the time I'm writing my monthly region message. It will be interesting to see what Dave is able to write about.

*PLEASE WRITE ABOUT YOUR LINCOLN, HOW YOU GOT IT, WHAT YOU LIKE ABOUT IT, WHAT YOU PLAN TO DO WITH IT.* We all are interested in the great Lincoln cars that we have here in the Midwest.

Region Board of Directors election is coming up this fall and we need interested members to help operate our region. Election information is located in this newsletter.

Sunday Brunch June 12th, at North Coast Restaurant, in Wayzata was attended by 19 members. The weather was sunny and warm, the rain stopped for one day at least. The restaurant was the old Minnetonka Boat Works, it was very ornate with a lake side deck to enjoy all the boats. Our North Star Region License Plates were given to attending members. Each member who attends a region event will receive one free license plate, additional plates can be purchased for \$7.00. New members Brad and CaroleYoho drove their 1979 Continental 4 door sedan. It is a metallic green with white leather seats. This is the first time the car was displayed at a North Star event and it is a real beauty. New members Bob Jensen and MaryAnn Sarauer drove their 1965 Continental 4 door sedan. This car is also a beautiful maroon with a black top. Bob is in the process of replacing the top because of bad seams.

Our 3<sup>rd</sup> Annual Out State Lincoln car show will be at Juettner Motors, in Alexandria MN, on Saturday July 16<sup>th</sup>, 10:00

AM to 3:00 PM. Our members from Western and Northern Minnesota and the Dakota's have some great cars for you to see. Put this date down on your calendar and plan on a great drive.

The Capital City Classic Saturday night on Kellogg Boulevard has been moved to Joseph's Restaurant just south of the Wabasha Bridge. Same format as before, we have a tentative date of August 20<sup>th</sup>.

Our tour to LaCrosse is set for Saturday, August 13<sup>th</sup>, to see Harry Dahl's new Lincoln Dealership and tour his fantastic Ford Car collection. Where we meet to start tour will be in August Newsletter, we will display our Lincolns from noon till 2:00 PM, while being served a BBQ lunch by our host the Dahl family. About 2:30 PM we will drive to Harry Dahl's Ford Collection for viewing.

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



1936 Lincoln Zephyr

Lincoln recently purchased this 1936 Zephyr for promotional purposes for the introduction of the 2006 Zephyr.

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*an episode on which Frankie Lymon danced with a white girl enraged ABC's Southern affiliates and the show was cancelled.*

**WINS**  
America's #1 Music station presents  
America's #1 "Rock 'n Roll" Disc Jockey  
**ALAN FREED**  
"ROCK 'N ROLL PARTY"  
Over 15,000 paid admissions for the first "Rock 'n Roll" party at St. Nicholas Arena, New York on January 14th and 15th. Greatest advance sale in the history of American dance promotions. Thousands turned away.  
Our thanks to the great army of performing artists:  
BUDDY JOHNSON ORCHESTRA • JOE TURNER • THE CLOVERS  
FATS DOMINO • THE MOONGLOWS • THE HARPTONES • THE DRIFTERS  
ELLA JOHNSON • DANNY OVERSEA • DAKOTA STATION  
RED PRYDOCK and NOLAN LEWIS  
"ROCK 'N ROLL PARTY" available nationally to stations: call, wire or write to BOB LEDER, WINS, New York 50,000 WATTS • 24 HOURS A DAY

*In the spring of 1958, when violence occurred outside the Boston Arena after a Freed stage show, local authorities indicted him for inciting to riot. The charges were eventually dropped, but WINS failed to renew Freed's contract.*

*Freed moved to WABC radio, and also hosted a locally televised dance show.*

*When the broadcasting payola scandal erupted in November 1959, Freed claimed payments he'd received*

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## Lincoln's Early Zephyrs.....

Lincoln's roots go back to New Englander Henry Leland, a fiercely meticulous machinist who gained his skills working for the Colt firearms company, and precision machine tool maker Brown and Sharpe. He moved to Detroit in the 1880s and established a machine and toolmaking shop called Leland and Faulconer. They were soon supplying engines to Oldsmobile and Cadillac. The Cadillac Automobile Co. couldn't keep up with the demand for its cars, although Leland and Faulconer supplied enough engines. Cadillac and Leland and Faulconer merged in 1904, and Henry Leland became Cadillac's general manager.

Cadillac was acquired by General Motors founder Billy Durant in 1909, and in 1917 when Durant wouldn't allow Cadillac to build World War I V-12 Liberty airplane engines, Leland and his son Wilfred departed. They set up the Lincoln Motor Co. (named for Abraham Lincoln), and built 6,500 Liberty engines.

When the war ended the Lelands entered the automobile business. Unfortunately, the Lincoln's styling was not up to contemporary standards, and high start-up costs and poor sales led to receivership by 1922. Henry Ford's son Edsel recognizing that Ford needed to diversify, urged his father to buy Lincoln to gain a toe-hold in the up-scale market. Henry agreed, and the Lelands were to stay on to manage the company.

The two Henrys clashed, and the Lelands left after only four months.

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## More Summer Car Events

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exit, South off of Highway 10, turn right off 99th Ave NW, then right on Woodcrest. Door prizes, giveaways, refreshments. All year makes and models welcome. Free entry. Trophies awarded at 3:00PM.

Apple Valley Get Together Saturday Nights. 5:30PM until dark every Saturday night through September 10th. In the parking lot of the Dakota County Government Center on the NW corner of County road 42 and Galaxie Avenue. Lots of restaurants close and some shopping opportunities as well. Open to all.

Northern Lights Car Club Monthly Cruise-In. Forest Lake. 3rd Wednesday of every month through September, 6:00PM. Held at the Wal-Mart parking lot in Forest Lake, MN. Hosted by the Northern Lights Car Club.

Wednesday night cruises to TGI Friday's, Brooklyn Center, MN. Every Wednesday, May 4th through September 28th. 7:00PM - 9:00PM. Cost 5.00 for the season covers every Wednesday night. Just North of 694 off Shingle Creek Parkway.

South of the River - Cruise to Culvers, Savage, MN First Tuesday of each Month thru Sept 6th. 6:00PM to 9:00PM, held at Culvers on Highway 13, in beautiful downtown Savage. Culvers will provide one meal coupon to each of the first 25 cars 1974 or older.

Please let us know if we've missed your favorite, and we will include it in our next issue.

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*from record companies*



*were for "consultation," not as an inducement to play their records. He was fired from his radio and television programs.*

*Freed was hired by Los Angeles' KDAY radio (owned by the same company that owned WINS) in 1960, but when management refused to let him promote live rock & roll shows Freed left the station and returned to Manhattan to emcee a live twist revue.*

*When the twist craze cooled he hooked on as a disc jockey at WQAM (Miami, FL). Realizing that his dream of returning to New York radio was just that, Freed's drinking increased. The Miami job lasted only two months.*

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## *The 1939 Mercury, the mid-priced offering....*

Ford Motor Co. brought out the Mercury as a 1939 model, and it was quite a departure for Ford. Henry Ford (the first) had virtually "owned" the domestic automobile market for many years with his ubiquitous Model T, produced from late 1908 to 1927. This was followed by the Model A in 1928, but by this time many motorists were looking for a little more in the way of luxury and smoothness.



1939 Mercury Four Door Sedan

The Model A was still a four-cylinder like the Model T, and when Chevrolet startled the popular-priced field with its overhead-valve six in 1929, Henry said "Build an eight." The result was the compact yet powerful 1932 Ford V-8.

Ford and Chevrolet struggled through the 1930s Depression pretty well neck and neck in sales. Although after the initial surge of the popular Model A, Chevrolet almost always managed to outsell Ford, a gap that would widen to nearly 100,000 cars by 1939. But there was more to the sales game than just Ford and Chevrolet.

GM's president, Alfred P. Sloan, Jr., had institutionalized both the annual model change and the hierarchy of nameplates. The yearly changes were

designed to make motorists dissatisfied enough with their current cars to trade them in on new ones.

Over the longer term, the hierarchy of marques was intended to make it everyone's ambition to move through GM's offerings from the low-priced Chevrolet to the prestigious Cadillac. It was a policy that took sales leadership from Ford, and turned GM into the world's largest motor vehicle manufacturer.

The Ford Motor Co. under Henry had been very much a one-model automaker. But he failed to see, or was too stubborn to accept, that times were changing.

His son Edsel was a perceptive car man who recognized that diversity was needed. He urged his father to buy the financially troubled Lincoln Motor Co., which they did in 1922.

Although Ford now had models at both ends of the spectrum, there was still a huge gap. In an attempt to bridge this, Edsel introduced the lower-priced Lincoln Zephyr in 1936. It was beautifully streamlined, set Ford's styling tone for more than a decade, and formed the basis for the classic 1940-1948 Lincoln Continental.

Edsel, who was president of Ford, was gradually closing in on GM's full-range model lineup. His final play would be the 1939 Mercury as a competitor for the Oldsmobile and Buick.

The Mercury could really be called a more luxurious Ford. At 2,946 mm

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*In December 1962, in New York, Freed pleaded guilty to two counts of commercial bribery and was fined three hundred dollars.*

*Living in Palm Springs, CA, and drinking heavily, the one-time "king of rock & roll" was a broken man and now penniless. He died there on January 20, 1965, ostensibly of bleeding esophageal varices and cirrhosis of the liver. Those closest to him swear he died of a broken heart.*

*In 1986 Freed was among the original inductees to the Rock and Roll Hall of Fame in Cleveland.*

*In 1991 a comprehensive biography, Big Beat Heat: Alan Freed and the Early Years of Rock & Roll was published. That same year, Freed received a star on Hollywood's Walk of Fame.*

*Information courtesy of John Jackson, Alan-freed.com*

*From the Internet...*

## *The First Mercurys Continued....*

*(Continued from page 7)*

(116 in.), its wheelbase was 102 mm (4.0 in.) longer, which provided a better ride, although it still used Ford's transverse leaf spring suspension and solid front axle. It also had hydraulic brakes, which Fords started using that year, long after Chrysler and General Motors.

Power came from the corporate side-valve V-8 enlarged from the Ford's 3.6 litres (221 cu in.) to 3.9 litres (239 cu in.), which increased horsepower from 85 to 95. This gave the Mercury quite sparkling performance.

A British magazine, The Motor, road tested a '39 Mercury in its March 21, 1939 issue and reported a fast zero to 96 km/h (60 mph) acceleration time of 13.3 seconds. Their tester reached a top speed of 145 km/h (90 mph).

On its handling, The Motor quaintly observed "Careful attention has been paid to the question of shock absorbing and the effect upon stability, with the result that it was found possible to take sweeping curves at considerably higher speeds than one would quite reasonably expect to do so, except with a low-built model of the more sporting variety." It was hardly the kind of rollicking prose that America's Tom McCahill would serve up a decade later in Mechanix Illustrated magazine, but it got the point across.

The Mercury's styling was Fordish, with a little Lincoln Zephyr influence thrown in. The horizontal bar grille was attractive, and the head-

lamps were completely moulded into the leading edges of the front fenders (sealed beams were still a year away). It had a more luxurious interior than the Ford.

With a good combination of performance, space and fuel economy (up to 20 mpg), and a price that was competitive with such cars as lower level Buick and Chrysler models, the Mercury was an immediate success. It admirably filled the gap between the Ford and Lincoln in Ford's model lineup.



1941 Mercury Cabriolet

Like other cars, it had a short pre-Second World War history, production being suspended from 1942 to late 1945. After the war, it became part of the newly formed Lincoln-Mercury Division and in 1949 it threw off its "plush Ford" image and become a model in its own right.



1942 Mercury Station Wagon



## *Northstar Elections in August*

At the June Board meeting we discussed election of Officers to the North Star Board of Directors for 2006. Each year in the fall, our Region is required to elect by blanket ballot, one third of its Board of Directors. The term of office for a Region Manager is three years. Those positions will be filled by nominations in July and election using a mail in ballot in August. The new Board of Directors will elect Region Officers for a term of one year in November for 2006.

All active members of the region are eligible to nominate and vote in the election. There are currently seven Directors (One opening). The bylaws call for at least five directors, but no more than nine.

The region needs and wants to have all members involved in the process of operating your club. If you want to be involved and can make a commitment to attend meetings on a regular basis we need your help. Here is your opportunity to move the region along in the direction that you feel is best. Help us make the region better, it is your club.

Again, if you are able to help, please send your nomination to our Region Secretary, Roger Wothe, by July 22nd. Roger's address is in our Region Directory.

If you have any questions about the duties and functions of the Board of Directors, feel free to call any board member. Bob Johnson's term will be up and Bob has agreed to run again. We also have one open Directors position, that needs to be filled this year. Our August Newsletter will include an election ballot to be returned by the August 31st, 2005. The election will be certified at the September board meeting and the Board of Directors at the November Region Board meeting will elect officers for 2006.

Your participation is encouraged. It is your club and to make it better, please become involved in the governing process.

## *Old Car Parts Locating Guide*

The Garden of Speedin' Inc. (formerly known as Vintage Parts 411) has updated all 14 of their parts locating guides for GM (six Chevrolet model lines, plus Pontiac, Oldsmobile, Buick, Cadillac), Mopar, & Ford (Mustang, trucks, & full size from Model A through Fairlane). For us, the Ford edition covers all Lincolns, especially post-war cars. Along with additional listings for restoration parts, literature, and car club information, they also added listings for performance parts.

Recently, I had the opportunity to compare both the book and the CD-ROM. The listing categories are straight forward, and a search is quite easy to undertake.

One thing I found a little frustrating with the CD-ROM was that when I did a parts search that wasn't successful, there wasn't a confirmation that it didn't locate anything, but just sat there with a blank results screen. In addition, I also couldn't find some categories (such as "antenna", since I need one for my Mark V) on the CD-ROM, while when I looked in the book; I shortly located vendors listed under ANTENNA. Therefore, when I could locate a part on the CD it worked great, but if not, the book proved superior. Additionally, I personally liked the portability of the book if I was to be going to various locations seeking parts. Regardless of the format, I found them to be extremely handy to have all this contact information in one place, in lieu of wading through pounds of catalogs and jotting notes or spending hours doing searches on the web, and is worth the price just for that.

The price of each book is \$24.95 plus \$5 shipping (for each additional book purchased at \$24.95, only add \$1.00 shipping per). The CD-ROM version of any book is \$29.95 plus shipping. Additional makes & models on CD-ROM are \$10 each or all 14 editions for \$99.95. Each book comes with a 100% satisfaction guarantee. Call 1-800-MOTORHEAD (668-67430) for more information, or write: The Garden of Speedin' Inc., 4645Q Ruffner St., San Diego, CA 92111; or visit [www.gardenofspeedin.com](http://www.gardenofspeedin.com).

Review courtesy of member Brian Carlson

## *Zephyr's Continued.....*

*(Continued from page 6)*

Edsel took over the presidency of Lincoln. Edsel kept the Lincoln's high technical quality, and had stylish bodies supplied by such coachbuilders as LeBaron, Briggs, and Locke. He increased engine power, making Lincolns so fast that they were the gangsters' favorite. Police forces had to buy Lincolns to keep up.

In 1931 a major revision came with the introduction of the model K Lincoln, followed by the mighty 1932 V-12 model KB. Its engine displaced 7.3 litres and developed 150 horsepower, good for nearly 100 mph.

Unfortunately, the Depression was a desperate time to be selling huge V-12 cars. By the mid 1930s Ford realized that it had to offer a more affordable Lincoln; the Lincoln Zephyr was the result.

Styling for the new Lincoln was done by John Tjaarda of Ford body supplier, Briggs coachbuilding company, and Eugene Gregory, Ford's chief stylist. They produced a beautiful "teardrop" design, slightly reminiscent of the Volkswagen Beetle from the windshield back. It potentially had much more in common with the Beetle because a rear engine was under consideration during early development.

The Zephyr was very tastefully styled, with its long, horizontal hood, headlamps integrated into the front fenders, and delicate grille with fine horizontal bars. The roofline tapered gently back and down to the rear bumper, and length was accentuated by fitting fender skirts at the rear. The Zephyr, along with the Chrysler and DeSoto Airflow, was the first really streamlined American car. It set the tone for Ford styling for more than a decade, and even inspired other cars, including the post-Second World War English Jowett Javelin.

In addition to its smooth styling, the Zephyr had unit construction, which was stiffer than body-on-

frame designs, and kept the weight of the sedan down to a commendable 3,350 lb. It was also the first Ford product to have an all-steel roof. Suspension, however, was still by Ford's antiquated transverse "buggy springs" with a solid front axle. It also retained mechanical brakes.

The Zephyr had a side-valve 4.4 litre V-12 which used components from Ford's V-8. Its bank angle was 75 degrees rather than the V-8's 90, and it developed 110 horsepower. Although smooth and quiet, the Zephyr engine was not noted for durability, in spite of the availability of an optional Columbia two-speed rear axle.

The 1936 Zephyr was introduced in November 1935, and in spite of its questionable engine, sold some 15,000 in its first model year, which accounted for 80 percent of all Lincoln sales. It came as a coupe and sedan for 1936; in 1937 a convertible was added.

Performance was surprisingly good for that era. The British magazine, *The Motor*, recorded a zero to 60 mph time of 14 seconds, and a top speed of 90 mph.

In 1938 the Zephyr received a new front end, which included a lower, two-piece, vertical-bar grille. The wheelbase was stretched 3 in. to 125 in. It finally got hydraulic brakes for 1939. The Zephyr was continued until 1942 when the Zephyr name was dropped, although early post-Second World War Lincolns were still Zephyrs except in name.

The Zephyr was an important car for Lincoln, helping it get through the Depression without seriously eroding the Lincoln prestige, something that, unfortunately, the low priced Packard 120 inflicted on the grand old Packard name. The Zephyr also formed the basis for its much more famous corporate sibling, the 1940-48 Lincoln Continental.

Article courtesy of Bill Vance, Auto Journalist.

Look for articles on the *NEW* Lincoln Zephyr in coming issues.

## *From The June Brunch....*

Brunch at the North Coast in downtown Wayzata, was the site of our June event. Attendance was on the low side, due to other auto shows in the Twin Cities, and the first relatively nice weekend day in about two months. The ambiance was great, but the service was a bit on the slow side. The upside was plenty of time to visit with those who were there.



The nice weather brought out this nice 1940 Continental Cabriolet, along with Tim and Gay Purvis



New members Brad and Carole Yoho drove out to Wayzata in their 1979 Continental Sedan.

Our brunches serve to bring our membership on a regular basis throughout the year. If you know of a good place that you think our membership would enjoy, please contact one of the club directors. There are a lot of really good eating places that remain unknown to our club. Please help us find the really great eating places in the Twin Cities. North or South, East or West.....

## *For Sale.....*



"41 Continental Coupe with V-12, three speed with overdrive. Recent updates include bumper to bumper rewiring, new master and wheel cylinders, rebuilt sub-frame front and rear, gas tank removed, cleaned and lined, new clutch and rebuild tranny, rebuilt carburetor, new ignition wiring harness, rebuilt water pumps (modern parts), rebuilt coil (modern parts), hi-pressure oil pump, proper oil bath air cleaner. new upper radiator hoses and thermostats plus more. Have all the body side moldings and an extra V-12 block goes with car plus many other items. (Two '41s and a wife don't all fit under the same roof). Asking \$16,000.

Call Bob Bjorndahl at 651-429-6042

## *Welcome New Members....*

Keith Aho, Cook, Mn  
 Michael and Nadine Bergstrom, Randolph, Mn  
 John Boegeman, Shakopee, Mn  
 Richard Gilbert, Andover, Mn  
 Wayne and Mary Frahm, Rochester, Mn  
 DeWayne Hagen, St. Michael, Mn  
 Elroy Hagen, Faribault, Mn  
 Bob Jensen, St. Paul, Mn  
 John and Dorothy Palmer, Barnum, Mn  
 William Janisch and Rita Brenner, St. Paul, Mn  
 Jim Taplin, Champlin, Mn  
 Bradford and Carole Yoho, Stillwater, Mn

We all look forward to seeing these new members at some of our monthly events. We also invite them to send us a picture and a story about their beloved Lincoln that we can feature in one of the future issues of our club newsletter. Every one of our Lincolns has an interesting story. Let's hear yours.



*Stuff for Sale....*

**WANTED**  
**1952 - 1954**  
**LINCOLN CAPRI**  
**CONVERTIBLE**

PLEASE CALL OR WRITE  
MEMBER GARY OFSTEDAHL  
26947 Mower/Freeborn Road  
Austin, Minnesota 55912

Phone 507-433-7649  
Email: [gary.ofstedahl@courts.state.mn.us](mailto:gary.ofstedahl@courts.state.mn.us)



**Reluctantly Willing to Sell**

1948 Lincoln Continental  
Original V12, Overdrive

Driven regularly to church, to the gulf club and  
St. Olaf Parades.

Please Call Bob Flaten, 507-645-5744



**For Sale - 1994 Mark VIII**

Once in a lifetime chance to own a virtually new 1994 Mark VIII. This 15,500 mile car is black with an ebony leather interior. Purchased new by original owner with little use in rain or winter. From the estate of Mike Zilverberg, noted Ford collector. Call Tom Rikala at 218-927-2169 days or 927-2633 evenings. Email: [jri-kala415@charter.net](mailto:jri-kala415@charter.net). Asking \$12,500.

*Great Lincolns Now For Sale...*

Ron Fenelon, club member is moving to a new lake home in Alexandria, MN and needs to reduce the size of his fleet. The following cars are now available:

1969 Mark III, 71,500 miles. Champagne Pewter Metallic, with dark brown/black twill top, with gold leather interior. A/C needs to be recharged after compressor and clutch replaced with new components. New heater core, AM/8 track. \$7,500

1978 Mark V Diamond Jubilee in Blue. Blue Velour interior, with 460 and all options except CB radio. Car runs and drives well. Still on California title. All surfaces repainted from side pinstripes up. A very nice driver. 67,000 miles \$4,500.

1979 Mark V Collector Series. Triple white with white leather interior. No sun roof or CB radio. Purchased from original owner in California. Car has won numerous Pre-Primary and Primary 1st place awards in National LCOC meets. Has all collector series amenities including wood toned keys. New correct Michelin X WSW tires. Needs nothing. 69,000 miles. Have factory window sticker \$10,900

1979 Mark V Collector Series. Rare Diamond Blue Metallic Paint (1 of 197 painted this color in 1979). Blue leather interior, with power moon roof and 40 channel CB. Car has been completely repainted to show quality, and correctly stripped. Has won a Pre-Primary 1st place in LCOC competition, but needs some detailing to be a 1st place primary car. Has tool kit, owner's manual, and garage door opener. No umbrella. 88,000 miles with newer correct Michelin X WSW tires. \$8,500

Call Ron Fenelon at 815-624-4014 or email [lincolnsareus@charter.net](mailto:lincolnsareus@charter.net) for more details on these Lincolns



For Sale: 1976 Mark VI - One owner, always garaged. Excellent condition. Only 11,000 on new engine. Sun-roof - White on White. Fairly priced at \$8,995  
Call Emma at 952-895-1181

## Great Cars For Sale..... Other Stuff too....



### For Sale:

1976 Mark IV, Bill Blass. Dark Blue, with tan trim. Absolutely spotless, with factory tinted moon roof. All accessories work, air blows cold. Truly must be seen to be appreciated. This is an original condition Mark with only 51,000 miles. Priced to sell at \$6,595. Call member Mike Doran at 952-926-5841.

Wanted Good brown tone interior for 1956-57 Lincoln coupe. Francis Kalvoda, Willmar, 320-235-5777 or Email [fjk@charter.net](mailto:fjk@charter.net)

**WANTED**  
**MID - 1960's CONTINENTAL**  
**CONVERTIBLE**  
**Please contact Dwight Joyner 952-546-1337**



1991 Mark VII LSC Bill Blass Special Edition. Great looking car. 116K miles, \$6,995. Well cared for. Call Denny at 651-777-2433

### One of the Best.... Now for sale.

1988 Mark VII LSC that is in excellent shape. Won first in class and a Ford Trophy at Red Wing. Asking \$8,000 or best offer. Here is a Lincoln that looks good and drives good. Records available on service during my ownership. Call me and I can answer any questions regarding this Mark and arrange for a test drive.  
Call Tom Brace at 651-644-1716

### WANTED

Custom trunk lid with simulated wheel hump that will fit a 1977 Lincoln Continental (not Mark). Some Limos had this style trunk lid. If you have a lead on one of these, please call Francis Kalvoda, Willmar, Mn., 320-235-5777 or email [fjk@charter.net](mailto:fjk@charter.net)

### WANTED

# 1680 Aircraft/Automobile Light Bulbs  
Two - Three dozen at a Fair Price

**Contact Harvey Oberg at 651-739-9754**

### FOR SALE

Very Low Mileage (17,000), well cared for 1969 Lincoln Continental four door sedan. Well equipped with all the fine Lincoln accessories. Silver blue with matching leather interior. \$11,000 Wendy Norine, Litchfield 320-693-2990

## 150 - LINCOLNS - 150

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever...

If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need.

Please call Gordy Jensen at 952-851-2721 or Gary Arneson at 612-781-5148

### 1949 Lincoln Cosmopolitan

New brakes, including lines, master cylinder, wheel cylinders, shoes, and drums grown. New fuel line. Has three speed with overdrive, fender skirts, hydraulic windows, runs well and is complete. Has some rust, which is repairable. Please contact Mel Krugerud, 7356 Hayes Street NE, Fridley, MN 55432 763-786-4092.

# *Preview of Coming Attractions*

The following include scheduled club events

July

**3rd Annual out state All Lincoln Car Show, July 16, 2005. Juettner Motors, Alexandria, MN. 10:00AM to 3:00PM.**

July 8th, 4:00 PM to 6:45 PM Southern Cruzers 17th Annual Friday Night Cruze. Lakeville High School, 19600 Ipava Ave, Lakeville.

Karl Oskar Days Auto Show, July 9th. 8:45 AM to 2:00 PM, St. Bridget's Church, Lindstrom, MN

Pan-O-Prog car show, Lakeville, MN 5:00 PM to 8:00 PM, July 9th, Downtown Lakeville, MN Free

Bad Boyz Car Show, July 15th to July 17th, Downtown St. Cloud. See web site, [www.badboyzcarshow.com](http://www.badboyzcarshow.com)

Maple Grove Days Car Show, July 16th, 11:00 AM to 4:00 PM. NW Athletic Club, 12601 - 82nd Avenue N, Maple Grove, MN Free

Watertown Car Show, July 23rd, 9:00 AM to 3:00 PM, Watertown Park Free

Kolacky Classic Car Show, July 23rd, 8:00 AM to 3:00 PM, Montgomery, MN

August

**Tour, August 13th, LaCrosse, WI. Harry Dahl Ford Car Collection and New Lincoln Dealership. Info and map in next issue.**

Evening in St. Paul. New Location, Josephs parking lot. August 20th. St. Paul, Mn Pantowners Car Show, Benton County Fairgrounds, near St. Cloud.

Sunday, August 21, 2005 7:00 AM to 3:00 PM. This will be the 30th Annual Show by the Pantowners Car Club.

September

**Northstar Annual Picnic, Roger Wothe's, Sunday, September 11th.**

LCOC Western National Meet, September 21-25th Sacramento, CA.

October

**All Lincoln Car Show, Coon Rapids Lincoln Mercury, Saturday October 1st, 10:00 AM to 3:00 PM.**

November

**Year End Sunday Brunch, Piccadilly's, November 13th, 11:30 AM**

If you have any ideas for future club activities, please let your board members know. We welcome your suggestions for future events. Call us today, or email: [Activities@northstarlcoc.org](mailto:Activities@northstarlcoc.org)

BACK ISSUES OF THE NORTHSTAR NEWS ARE AVAILABLE ON THE NORTHSTAR LCOC WEB SITE. [www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications. Issues are in PDF format and may be printed on your color printer.





JULY 16th is coming up soon!

Plan now to attend our "out state" All Lincoln show at Juettner Motors in Alexandria.

10AM to 3PM, we will see you there. Lincolns of any age are welcome. Invite your friends who love old cars to attend. Lets make some new friends and sign up some new club members.

## Welcome to Juettner Motors

Mark Juettner has invited us to his dealership on July 16th for our annual "out state" Lincoln car show. Whatever year Lincoln you own, you are welcome to attend. You can even bring your Mercury to this event. This is a great opportunity for us to make new friends in the Alexandria area and perhaps recruit some new members for the Lincoln Continental Owners Club and the Region. The weather should be good, and it is only 2 hours from the Twin Cities.

### LOCATION:

Juettner Motors Inc.  
1900 South Broadway  
PO Box 1113  
Alexandria, MN 56308

Alexandria is located in West Central Minnesota. From the Twin Cities, Northwest on I-94 to Alexandria, North on 29 to Juettner Motors.

Mileage from Minnesota's cities to Alexandria:

Duluth: 199 miles  
Fargo: 110 miles  
Minneapolis: 131 miles  
St. Paul: 142 miles  
St. Cloud: 68 miles  
Mankato: 165 miles  
Rochester: 214 miles  
Dallas, Tx: Lots of miles....

If the weather is warm, we urge you to plan your trip through the Twin Cities carefully. Road construction abounds, with much work being done on our freeway system. Once above the dreaded 694, traffic should move at normal highway speeds. The quickest way to Alex is taking Highway 94, however getting through to the 94 - 694 Interchange may require some planning. Good Luck and we will see you folks in Alex on July 16th.



**Our tour to LaCrosse** is set for Saturday, August 13<sup>th</sup>, to see Harry Dahl's new Lincoln Dealership and tour his fantastic Ford Car collection. Where we meet to start tour will be in August Newsletter, we will display our Lincolns from noon till 2:00 PM, while being served a BBQ lunch by our host the Dahl family. About 2:30 PM we will drive to Harry Dahl's Ford Collection for viewing.

## The Dahl's, Ford and LaCrosse. The First Hundred Years....

Five generations of Dahl's have influenced the automobile industry for almost 100 years. Dahl Automotive LaCrosse is the ninth-oldest family-owned Ford dealership in the nation. This has been made possible through years of customer loyalty, which stems from a constant focus on the customer's complete satisfaction with our products and/or services. The rich history of the family as they continue to grow alongside the automotive industry is a great legacy in the making.

Andrew H. Dahl of Westby, WI, who was already running a general store, serving in the Wisconsin legislature and raising seven children, received an agency agreement from Ford Motor Company in 1911. Ford Model T's were sold at Andrew's General store, Andrew H. Dahl Co., for \$500 each until a new store was built. At this time two of Andrew's four sons, Harry and Chester were convinced to run the operation acting as manager's, salespeople and "driving instructors." Ford Motor Company, during the initial years, would transport Model T parts, leaving it up to the dealers to assemble them and then of course teach customers to drive this brand new machine. Dahl expanded to Viroqua, WI and La Crosse in 1911. The first garage in La Crosse was located at Main and Front streets, but was too small for the thriving store and within two years of operation we expanded to a larger dealership located on Sixth and King streets. That building is still standing, and today houses WKBT-TV. Chester established a string of Chevy dealerships all over the country during the late 1920's, and in the early 1930's was recognized as the largest Chevy dealer in the *world*.

Kenneth Dahl, Harry's son, began selling Fords with his father in 1937. The family business continued to prosper under Kenny's leadership, with dealerships across the nation from Beaumont, Texas to Yonkers, New York. During this expansion, stores were started in many other states, including Davenport, IA, that still is operated by the Dahl family. In 1954 the La Crosse business relocated to Fourth and Cass streets, but just three years later moved to it's present location at Third and Division streets. Kenny Dahl is now 90 years old and spends most of his time in Florida where he gets on the golf course a couple times a week.

Harry Dahl, Ken's son and the forth generation, joined the business in 1970 and now is president of the company. He added the Subaru franchise in 1985, the Mitsubishi franchise in 1988 and the Suzuki franchise in 2003, expanded the company's body shop and service department, and just established Dahl Automotive Onalaska, which offers the Lincoln, Mercury and Hyundai lines. Sales have grown from 12 cars in 1911 to more than 2,000 vehicles in 2004

Harry's three sons now are beginning to make an influence in the business. Andrew, 29, is general sales manager and is based in the Onalaska dealership. Working at the La Crosse operation are 27-year-old Jansen and 25-year-old Tyler. The company employs 175 people and, as part of the corporate goal, is looking to add another franchise in the near future.