

# NORTHSTAR NEWS

## The Class of 1951



Top; 1951 Chrysler Imperial and 1951 Lincoln Cosmopolitan  
 Bottom; 1951 Cadillac Fleetwood 60S, 1951 Packard Patrician 400  
 The best of the best in 1951.

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.

If you were shopping for a true luxury automobile in 1951, you would be looking at only four nameplates to make your choice from. In alphabetical order, Cadillac, Chrysler, Lincoln and Packard were considered luxury automobiles. And to refine the list even further, specific choices within those manufacturers product lines would further limit it to the really top end models, such as the Cadillac Fleetwood 60S, Chrysler Imperial, Lincoln Cosmopolitan and the Packard Patrician 400.

Let's spend some time looking at these four wonderful cars that we would choose from. Your editor has had some experience with each one of these fine vehicles over his lifetime. We have owned a 1951 Chrysler Imperial since 1977. The Imperial has a fine

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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.

### *The Class of 1951 continued...*

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pedigree, it was purchased new in 1951 by Charles Wiman in Moline, Illinois and placed in his carriage house to have available when the mood was right. Mr. Wiman was President of Deere and the great grandson of John Deere. He was also fond of Cadillacs, owning a 1950 Series 75 (eight passenger sedan) and a 1953 Fleetwood with A/C at the time of his passing in 1955. His widow, Patti Southall Wiman retained the older cars until her passing in 1976. The two Cadillacs and the Chrysler Imperial were sold by the estate in 1977.

At the time I purchased the 1951 Chrysler Imperial, it had but 31,000 some miles. It was in November, when I flew into Moline, IL, trading money for car and drove it back to Burnsville. It ran as well as an exceedingly well maintained twenty-six-year-old automobile should and the trip home was at mostly 65-70 MPH all the way. Chrysler's of that period were very well made and sort of led the pack technology wise. Their 180 horsepower, Hemispherical combustion chamber engine was far ahead of most others. HydraGuide power steering came with most Imperials, made slow speed driving and parallel parking a breeze. It wasn't until a year later that power steering would be made available by General Motors on Cadillacs and Buick Roadmasters. Imperials also came with electric powered windows. No hydraulic pumps under the hood and the sometime leaky cylinders in the doors to operate the windows. Chryslers were hampered by the lack of modern looking design. Bodies straight from the late 1940's and two piece windshields. Chryslers and their corporate brethren were hampered by the lack of a fully automatic transmission. Chrysler New Yorkers and Imperials came equipped with the old style semi-automatic transmission, a carry-over from the 1940's, and fitted with a torque-converter to give it a little extra power and efficiency. And it wouldn't be until 1954 till Chrysler offered Powerflite, their first fully automatic for their vehicles.

Chryslers, like their other luxury counterparts, were true luxury automobiles. Fit, finish and quality materials throughout were the first order of business. Cadillacs, Lincolns, Chryslers and Packard's were truly the best of the best, the finest of the fine, any of which you would be proud to own.

We have also owned several Lincoln Cosmopolitans over the years, the very first was a 1949 Town Sedan, which

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*Trivia from the Internet*



Joyce C. Hall  
 Founder of Hallmark  
 Cards

“Good taste is good  
 business”  
 1891 - 1982

*The Midwestern boy created the modern greeting-card industry, despite losing his first batch of Valentine's Day cards to fire--at a time when Christmas and Valentine's Day were the only card-giving holidays.*

*Born Aug. 29, 1891, in tiny David City, Neb., Hall was the youngest son of George Nelson Hall and Nancy Dudley Houston Hall. The family was poor. His parents also were religious - a fact that led to the*

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*Editors Message*

*January 2016*

Farewell to 2015 and welcome to the New Year 2016. The excitement of the holidays is over and we now have the cold and snow of January to look forward to. As I am writing this on December 28th, the snow is falling down and the forecast is from 6 to 12 inches by morning. We have been lucky in the weather department so far, but eventually winter comes to Minnesota. Sometimes early, sometimes a bit later. We have crossed the divide and once again the days are getting longer. It won't be long till we gain several minutes per day, I know, that doesn't sound like much, but over a month's time, it amounts to 90 minutes more of daylight. For me, January seems to be the hardest month. February and March seem to go by a lot faster.

Our first North Star event of 2016 will be a Sunday brunch at the Roasted Pair in Brooklyn Park. We have been there before. They have good food and reasonable prices. Come and visit with your friends and tell us about your plans for the summer months. If you have a new Lincoln of any age, come and tell us about it. We have a few more 2016 North Star calendars to hand out, come to the brunch and we will give you one.

In February, we are invited to join our friends at the Classic Car Club at the Firefighter's Museum in Minneapolis. All the details are on the back

page. Please be sure to bring something appropriate for the pot luck and an auto related item for the auction. It is on a Saturday, late afternoon/early evening, and usually winds up around 7pm. Come and visit with your friends.

Without a member's car article for this month, I went back in history and found several articles on the 1951 luxury cars that appeared in several issues

of Popular Science and written by Wilbur Shaw. Shaw raced cars in the 1930's and 1940's and subsequently became an early automotive journalist after his competitive racing days were over. Shaw wrote for Popular Science, Floyd Clymer authored stuff for Popular Mechanics and "Uncle" Tom McCahill appeared monthly in Mechanix Illustrated. All three



Sweet Olga is a happy girl. She has a new hat that Marion got her for Christmas. She was hoping for a new toy or some treats. She looks cute in her hat. She is giving her dad a big kiss, that is her gift to dad. Her grandmother Faithie used to always go for the lips too.

were good, but I enjoyed Tom McCahill's writing style the most. Those of you who are under 60 have probably never read any of these writer's articles. The fun they would have writing about today's cars. Imagine... cars with 400 hp V6 engines, eight speed automatic transmissions, navigation systems and cars that park themselves. It indeed would be interesting to read what these writers from the past would say about all the new cars.

All the best for the New Year.

David, Marion and the Very Sweet Olga, the Samoyed....

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unlikely first name of Joyce. As he recounted in his autobiography, *When You Care Enough*, Hall was born on the day a Methodist bishop named Isaac W. Joyce happened to be in David City.

Hall's early life was marked by a nearly constant struggle to overcome abject poverty. His father, an itinerant preacher, abandoned his family, leaving Hall and his two older brothers to provide for their semi-invalid mother. He took his first job as a farm hand at age 8, and a year later he was selling cosmetics and soap door to door for the California Perfume Company (which later became Avon).

In 1902, Hall's older brothers moved to Norfolk, Nebraska, and opened a bookstore. Not long after, the rest of the family joined them, and Hall went to work in the store for \$18 per month. Believing there was a large local market for postcards imported from Europe, Hall and his

*(Continued on page 5)**Directors Message by Bob Johnson**January 2016*

Mary and I hope that you had both a great Christmas and New Year's. Now that the holiday season is past, try calling your friends that you have not seen for a long time. One of the best things about our North Star Region is the fellowship that we enjoy with other Lincoln enthusiasts. Our Lincolns brought us together, but it is the fellowship and fun that keeps us coming back to our monthly activities. The best feature of our Region is the North Star News edited by Dave Gustafson. Please give Dave a call and tell him why you enjoy this great newslet-

ter. Right now I'm scrambling to get you or one of our other members to write a Pride and Joy article for this month's newsletter. We need your help, please send a Dave an article about your car. It can be handwritten or however you can get it done. Just please send an article to Dave, he is willing to edit it for you. We now have about 150 Lincoln articles written by you our North Star Region members, if you have previously written about your "Pride and Joy" take time to update the article and let us know what else you have done with the car, to continue the story.

With this being the first newsletter for 2016, speaking for your North Star Board of Directors, we want to thank all those who hosted, planned, and worked on all of our activities in 2015. The effort and work we put in these activities is well worth the time spent. Mary and I have many fond memories about what we did in 2015, we enjoyed our Mark VII Convertible while traveling all over the North Star Region, what a great Region.

Also in January we will be sending out our North Star membership renewals for 2016. Dues will remain at \$20 again for this coming year. We would appreciate your filling in the information on the renewal form, so we can update our membership directory which will be published later this spring. Print out your email address in a legible manner, as email is becoming a very important way of contacting our members in a hurry.

During 2006, LCOC Membership conducted a member survey about the "Likes and Dislikes" about LCOC. During the past ten years much effort was spent in changing the Club to a friendlier atmosphere. Member fellowship, friendship and fun are always being stressed to make participation more enjoyable for all members when attending LCOC National and Regional activities. How have we the Directors of LCOC done? The Club still needs your suggestions and ideas to help us grow. Is it time to conduct another survey? Remember this is your Club and you can help shape the future of LCOC. We need your participation at both the National and Regional level. Please contact any North Star Region Manager with your ideas; we also have National Directors from our region: Paul Andahl, Dick Koop, Dave Gustafson, John McCarthy and Perry Bush that will welcome your ideas. They will also be attending the Winter National LCOC Board Meeting - Thursday 1/13/16 through Saturday 1/17/16 in Tampa, Florida.

Our January Sunday Brunch, will be on January 10th, at the Roasted Pear, in Brooklyn Park, 9690 Colorado Lane, at 11:30 AM. We were there last year and we had, good food at reasonable prices. Call Bob Johnson to RSVP by January 6th. Our January, North Star Region Managers Board Meeting will be at 10:30 AM and you are invited to attend.

For February we have been invited by the CCA to their 22th Annual Potluck Dinner and Auction on Saturday evening, February 20th, at 5:00 PM till 7:00 PM, at the Firefighters Museum, 664 22nd Avenue NE in Minneapolis. This museum is full of historical firefighting equipment and pictures depicting the history from over the past 100 years. Please bring a good potluck item for everyone to share. Warm comfort food, salads and desserts would be appreciated. The North Star Region shares 50 /50 in the auc-

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*brothers established Norfolk Post Card Co. when he was 16. Unfortunately, there wasn't enough local demand to keep the company in business. Realizing there might be a larger market for postcards outside Norfolk, Hall quit school, packed two shoeboxes full of postcards and headed for Kansas City. When 18-year-old Joyce Clyde Hall stepped off a train in Kansas City, Missouri, in 1910, he didn't have much, just a battered suitcase and two shoeboxes of picture postcards. Full of youthful enthusiasm, J.C. (as he preferred to be called) was determined to make his mark on the business world. He had big plans and the energy to make them happen. And happen they would—over the next 56 years, Hall would create a new industry and build the world's largest greeting-card com-*

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## More Class of '51

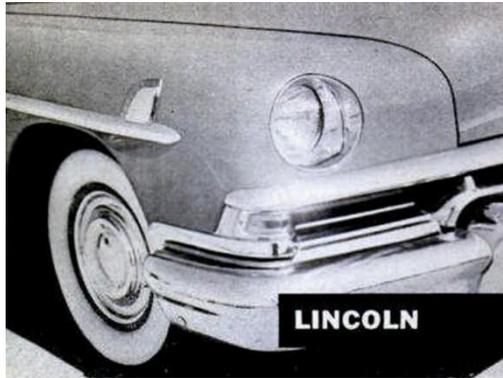
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was more of a restoration project than we wanted to undertake. At this time, we have a dark blue 1951 Cosmopolitan which is pictured on page one with our '51 Imperial. Most of you have seen the Lincoln over the years, so we won't go into detail about it at this time.

I have also driven a few Cadillacs and Packards from the early '50's. All four of these fine automobiles had their good features...and not so good features. Some were purchased on the basis of past reputation, some on the basis of eye appeal, others on features and drivability.

These four quality automobiles began a decade of automotive progress, the likes we shall probably never see again. New engines, new transmissions, air conditioning and styling featuring more is better. These were the times when the new models would set your hearts on fire!

The next few pages contain the actual road test reports first published in Popular Science monthly magazine and authored by noted race car driver and automobile expert, Wilbur Shaw. We hope you find these reports interesting.



Here's a contrast in headlights. Lincoln retains its recessed lamps. The car's one piece front and rear fenders, extending into the turtleback, would make repairs expensive.

Wilbur Shaw tests the Lincoln, Cadillac, Chrysler and Cadillac models. The following actual road driving tests appeared in Popular Science magazine.

Here in his own words are his reaction to America's finest automobiles of 1951.

"IF YOU'VE never had the chance to drive one of America's luxury cars, climb in beside me now.

If you have driven a Lincoln or Cadillac, or own one, get ready for some fast conversation—because you can start an argument over these two automobiles anywhere, any time".



The Lincoln's instrumentation is compact, in fact, too much so. You have to stretch down to reach the lighter, and the windshield wiper control knob is right on top of the ash tray.

We put the new Chrysler through the hoops in the April issue of POPULAR SCIENCE and the new Packard last September. The Chrysler and Packard models that sell in the upper money registers, and the Lincoln and Cadillac constitute the quartet of big expensive jobs appealing to people who don't have to watch their bank balances. The Lincoln is made by Ford and the Cadillac by General Motors—and there are no livelier rivals in the automobile business. Each car has its virtues—and its faults. But who ever bought a yacht without getting bilge water? The Lincoln and the Cadillac have a lot in common. Both are big. Both have lots of power, although less than the Chrysler. (When it comes to engines, the Chrysler actually is in a class by itself, as of this year.)

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*Class of '51 continued...*

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pany. Hall had only enough money to rent a small room at the YMCA, which served as his home, office and stockroom for the next year. He sent out packets of 100 postcards to dealers throughout the Midwest in hopes of starting a successful mail order business. Some of the dealers kept the cards without paying. Others returned the unsolicited merchandise with angry notes. But about one-third of the dealers sent the young entrepreneur a check. In just a few months he had earned \$200. Despite his initial success, Hall believed illustrated postcards were a passing fad, so he added a line of imported Christmas and Valentine's Day cards. Within a year his brother Rollie joined him in the business, and by 1912 the Hall Brothers logo started appearing on greeting cards. J.C. and Rollie

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You sit high in both cars. The visibility is good. It ought to be—with that much automobile to steer around, you have to know where you're going. Each has a lot of floss. Each, in the models I drove, was equipped with a Hydra-Matic drive.



Lincoln has added a couple of horsepower to its 1951 jobs. Changes in styling in both Lincoln and Cadillac are minor. Fred Williams, Jr., Indianapolis dealer, supplied the Shaw test car.

Yet they're hard to compare. Just on one count alone—the engines—they are wholly different. While both are V8's, the Lincoln's is an L-head with a relatively low compression ratio, 7 to 1. Cadillac, with overhead valves, has a 7.5 to 1 ratio. It pioneered that in standard-sized cars, and the engine is designed to take a higher compression ratio if gasoline octane numbers go up at the filling station.

Cadillac has a "square" engine as to bore and stroke—both are about the same. By contrast, the Lincoln has a stroke quite long in relation to the bore.

The Lincoln Cosmopolitan I drove was considerably heavier than the Cadillac "60" Special I tried out at the same time. The Lincoln's engine, with slightly less power, has to lug nearly five more pounds per horsepower than the Cadillac's.

So whatever I say about the two cars is not for purposes of direct comparison. They are merely two automobiles in the same general price class.

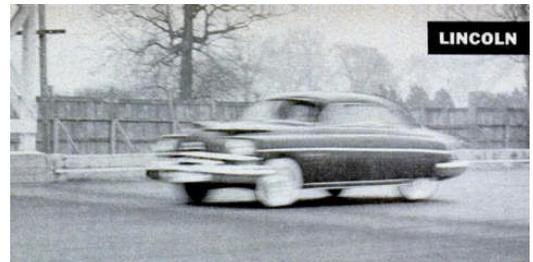
Here's the start of the playback of my

remarks to the recording machine as I slid in behind the wheel of the Lincoln at the Indianapolis Motor Speedway:

*This car is everything that it should be in appointments...climbing into this is like sleeping under a down comforter.*

*It's few cars that have switches at the driver's left hand to raise and lower every window automatically...and, bless my soul!...to move the seat back and forth . . .the hardware is all extra-fancy, and the seat fabrics are right from Fifth Avenue. The fabric is topped with leather at neck-height...it's the genuine thing, off the cow too. if you want the ultimate in Lincoln luxury, you buy a "Capri" model with a simulated leather top.*

*The windshield posts. I find, are a bit too thick, I mean, for good visibility...the entrance room could stand improvement. Memo; measure that...you can see the road behind you in the rear-vision mirror, and that's something.*



Wilbur Shaw behind the wheel of the '51 Lincoln on the backstretch of the Speedway track.

*I began rolling the Lincoln on the track. Acceleration about so-so...it took 19 seconds to get to 60 miles an hour let's try that again . . . 17 seconds this time...it takes time to move weight...but it strikes me that third-gear acceleration is slow,*

*Now, for a change of pace...let's switch to my playback on the Cadillac. There's less stoop and squat...You don't bend forward so much to slide into this seat.*

*There's the same feeling of luxury in this car...reminds me of the old Marmon somehow...and there was an automo-*

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further expanded their line and opened retail stores in Kansas City and Chicago. Just when success seemed to be within the brothers' grasp, disaster struck. In 1915, just a few weeks before Valentine's Day, fire swept through their warehouse, destroying their entire inventory of Valentine's Day cards and leaving the brothers \$17,000 in debt. "If you want to quit, that's a good time to quit," Hall says of the calamity. "But if you're not a quitter, you begin to think fast." And that's exactly what he did. Rising to the challenge, Hall borrowed enough money to purchase a local engraving firm so he and Rolfe could replenish their stock quickly and cheaply by printing their own cards. They produced their first two cards in time for Christmas 1915. The hand-painted yuletide greetings quickly became a success with holiday shoppers, providing the brothers with a badly needed

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## More Class of '51

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bile... Like the Lincoln, this car contains those extra items that make you proud to park it in front of your house... you get two-toned fabrics, with leather trim... automatic lights to tell you when your oil pressure is low or your generator is discharging... a light to tell you when your hand brake is on. And look! a blower to keep the rear window from fogging . . . radio speakers both front and rear... and controls to regulate their volume separately... The view through the rear-vision mirror is fine... nothing wrong in that department... engine is quiet, like the Lincoln... if there's the slightest bit of outside noise around, you have to touch the accelerator or look at your instruments . . . to see whether she's turning over.



Wilbur Shaw with the 60 Special, courtesy of Hoosier Cadillac, speeding along the track by the place where he went over the wall, while racing in 1941.

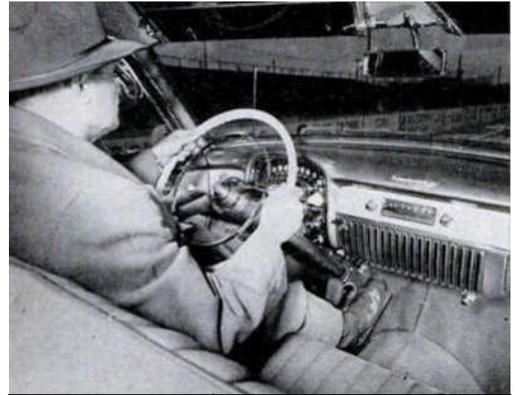
My acceleration to 60 in the Cadillac took 17 seconds.

Has Good Road Sense... Now here's the Lincoln again: *The car's road sense is good... she's solid on a curve... there's good steering-wheel resistance to a turn. . . she comes back from a hard 90-degree turn riding straight ahead, hands-off . . . the stability in a hard stop is excellent.*

And the Cadillac: *For some reason I can't... see the selector-lever positions on the quadrant... they've hidden 'em in some sort of a well on the steering column... The instrument arrangement is good... — and I'd like to remark right here that the heater and ventilator... the adjustments for regulating them are the simplest I've ever seen... you don't need a complete cockpit checkout to work them... Like the Lincoln, this car also has*

*good road sense.*

Both the Lincoln and the Cadillac had superlatively good riding qualities. As compared with smaller cars, their rides were slightly stiff. That's not only acceptable. It's necessary, in heavy automobiles. There's less jounce and less obvious spring-damping after hitting the bump. I did find that the Cadillac transmitted less wheel bounce to the chassis on rough pavement.



The Cadillac's instruments and controls are equally well grouped, but here Shaw is trying to figure out the gear selector quadrant. In a turn, the steering wheel spokes hide the letters. Notice the well dressed Wilbur Shaw behind the wheel.

The Lincoln again: *There's little wind noise... even with the vent cut down to small venturi size... but it's not quite as good as the Mercury's... There's some tire squeal in a flat turn at 40 miles an hour... and when you shift into reverse you have to pause in Low Range to prevent a gear-clash,*

And on the Cadillac: *I don't get any wind noise at all until I hit 50 . . . this car could well be a standard of comparison for both noise and vibration... tire squeal is low . . .*

Where is the Front Fender? When it comes to hood styling, take the Lincoln. The hood seemed easier to see over, In the Cadillac a man wouldn't know where the right front fender was unless he got out and looked at it.

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*The Class of '51 continued...*

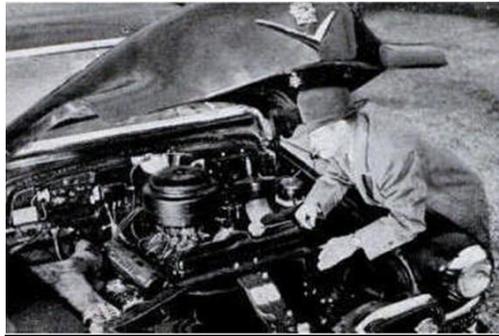
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*influx of cash. Now that he had his own printing press and some capital to work with, Hall began experimenting with other card concepts. At the time, most of the greeting cards sold in the United States were elaborately engraved imports from England and Germany, made only for Christmas and Valentine's Day. But Hall believed Americans, who were much more casual than Europeans, would take to the idea of inexpensive "everyday" greeting cards they could send to friends and family not just on holidays, but throughout the entire year. His vision of colorfully illustrated cards expressing sentiments, friendship and even sympathy would create an entirely new market for greeting cards in America. Convinced that the sending of casual "me to you" messages would eventually catch on as a social custom, Hall introduced his first everyday card in 1919. It featured a line from*

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Both cars had good downhill compression braking, the Lincoln a bit more than the Cadillac. I could get very little sway out of either on a hard turn. I didn't attempt to go into their indicated top speeds—both go too fast for Dad to trust Junior with them. Both had taken some of the jerk out of their downshifts, inevitable when decelerating with Hydra-Matic.



Shaw "keeps wondering when car manufacturers are going to get the nerve to shorten their hoods. The dead air space between the Cadillac's radiator and the bumperettes was exactly two feet.

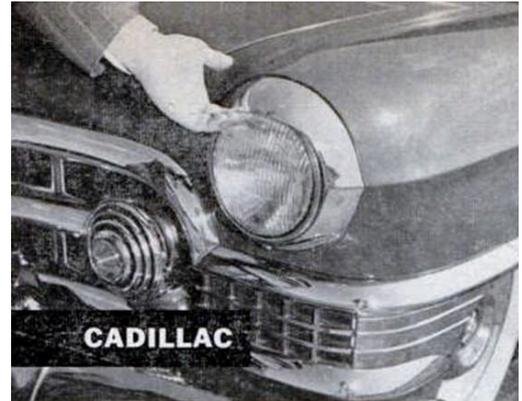
I wonder why Lincoln clung to automatic mechanical transmission—the product of a competitor—in the presence of a brilliantly engineered torque converter now available on the Ford and Mercury, two other cars from the same company stable.

Fuel wise, neither car when equipped with HydraMatic drive is recommended for the man who has to buy his gas five gallons at a time. With a manual shift. Practically impossible to get on a Cadillac now, both cars do a lot better. Lincoln won the Mobilgas Grand Canyon Economy Run this year (1951).

It isn't a matter of choice between a Cadillac and a Lincoln, or a Chrysler or a Packard. It's a matter of custom in the individual family. Dad owned a Cadillac, so the son keeps up the tradition.

Both the Lincoln and the Cadillac are luxurious cars. Personally, if someone came around and offered me either of them for one Wheaties box top and a

really good trade in, he'd go away without an automobile.



Cadillac has added an eyelid to its lamps, largely for ornamental reasons. Neither Lincoln or Cadillac had any "creep" at a standstill, once its engine was warm.

Shaw moves on to test the Chrysler... I have just driven the most powerful—and probably one of the fastest—stock sedans manufactured in the United States. It's the spanking new 1951 Chrysler, with the first V8 engine in the company's history.

As astonishing as the performance of this engine is, it's only half the story on the new Chrysler. The rest of it is power steering, the first on any U. S. passenger automobile, and a new torque converter used with Chrysler's semiautomatic transmission and clutch. That makes a lot of automobile in one package.

I was on vacation in Marathon, Fla., down on the Keys, when the opportunity came for me to drive this car, a New Yorker model. It promised to be an interesting experience because I had had no special reaction to Chryslers since the days of the Airflow in the mid 1930's. *That* was an automobile.

The driving was to be done in Miami, by courtesy of a local Chrysler dealer. But presently I found myself in Marathon and then in Key West, the southernmost city in the United States. There was a good reason for my taking the car on the trip over the Keys, and I'll come to that in a minute.

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*More Class of '51...*

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American poet Edgar Guest: "I'd like to be the kind of friend you've been to me." This simple yet heart-felt verse captured a feeling that many people wanted to share, and it became an immediate bestseller. Encouraged by the success of this initial venture, the Hall brothers expanded their card themes to include birthday wishes, anniversary tidings, inspirational greetings and get-well messages. World War I added to the brothers' success, as folks back home rushed to send "missing you" cards to loved ones stationed overseas.



By the early 1920s, the all-occasion cards were being sold in stores throughout the East and Midwest, and the Halls moved to a new Kansas City location that employed 120 workers. By now, sending "me to you" cards had indeed become a social

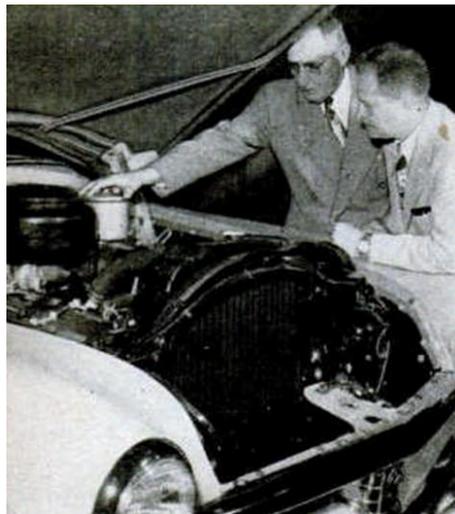
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Wilbur Shaw with his old friend, Captain Eddie Rickenbacker discussing the fine points of the 1951 Chrysler.

I drove the car briefly around Miami, feeling it out. Here's the start of the tape-recorded playback of my impressions as I sat behind the wheel...*This power steering with the automatic transmission...the two things in combination is the nearest thing to an automatic pilot for an automobile that I can possibly imagine... like this seating height. That's one thing you certainly can say for Chryslers...the seat puts you where you can see out, and that means safety... these windshield posts . . . I like the windshield posts. They're so small that even a child couldn't hide behind one of them out there in front of the car.*

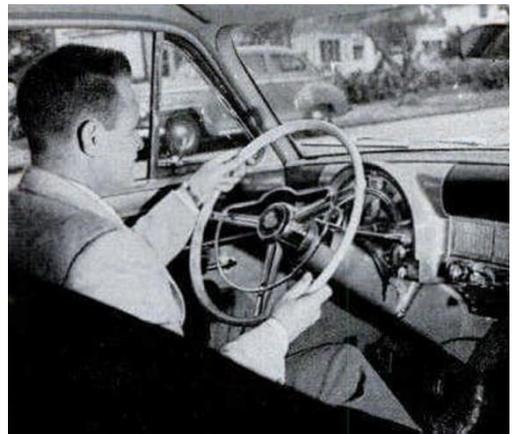


T. B. McGahey, Miami Chrysler dealer showing Wilbur Shaw the new power steering system.

I was completely nonplussed by the ease of the steering....*Well, we've finally got it . . . power steering for passenger cars... and it's about time. With the supercushion tires used these days, it has been getting to the point where it takes real power to turn the wheel in parking. The only alternative to that is a high steering ratio and too-slow steering...I'm turning this wheel with one finger going only five miles on hour.*

When I got back to the Chrysler dealership I remarked to Volney Landry, the engineer whom Chrysler had flown down from Detroit to answer my questions about the car, "Mrs. Shaw has got to drive this."

My wife weighs 112 pounds wringing wet. I had left her and my son Bill in Marathon when I came up to Miami. The sole reason for my trip down the Keys was to see what she thought about power steering.



Wilbur Shaw behind the wheel of the all new 1951 Chrysler. Power steering equipped cars still came with large diameter steering wheels.

Well, we took off for Marathon. And I mean just that. When I stepped on the accelerator from a standing start, the car really began making knots...*This engine.... I can't get over the amount of power and snap in this engine... even at 70 miles an hour, when I step on it the speed walks right on up. Incredible...*

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*The Class of '51 continued...*

*(Continued from page 9)*

custom, something which did not go unnoticed by the Halls' main competitor, American Greetings, which had also begun selling all-occasion cards. In response to the increased competition and to further expand and gain national recognition, Hall re-christened the company Hallmark—a name that suggested the highest quality. In the decades that followed, Hall continued to strive to make the Hallmark name synonymous with excellence. In 1944, Hallmark executive C.E. Goodman coined the now legendary Hallmark advertising slogan, "When you care enough to send the very best." To ensure his cards lived up to this promise, Hall called upon the talents of popular artists and writers of the day, such as Norman Rockwell, Grandma Moses, Ogden Nash and Pearl Buck. He even sold cards designed by Winston Churchill and Jacqueline Kennedy Onassis.

*Always looking for*

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*(Continued from page 9)*

Most cars begin leveling off on acceleration at this speed.

I was amused when later I sat down to listen to the playback of my reactions on the trip down the keys. I repeated, "Well, I'll be darned!" a half-dozen times as that engine and the steering wheel both responded instantaneously to any demands I made on them...She won't kick down above 55...the button under the accelerator pedal won't throw her down into the next lower gear above 55... but you don't need it...not with this amount of power.

I don't get the least feeling of insecurity on this wheel at 100 miles an hour... this probably is the easiest car to drive that I've ever been in . . . I was delighted with it. I remarked at one point: The results . . . the performance of this steering gear is completely beyond your expectations. This is the easiest handling car imaginable.

Here is the remainder of my bits-and-pieces comments on the rest of the trip to Marathon...There's some hood-bounce... more than the usual amount . . . the instrument panel is completely centered... and so are the controls, including the air vents and the heater... there may be some maintenance on the booster mechanism for the steering gear to keep it functioning properly.

It's pretty hard to describe this car without going off the deep end...this car has it in every department...a funny thing—Chrysler has been so ultra-conservative ever since it got ahead of the rest of the industry on styling with its Airflow—and paid for its mistake... and all of a sudden they go all-out on improvements like this.

It was 110 miles to Marathon. I rolled in there with a feeling that I had expended no more effort than I would have in driving around the block. There, Mrs. Shaw took her turn. I didn't say anything. I just had her get behind the wheel and start driving, Mrs. Shaw Takes the Wheel...

She started to haul away at the wheel,

and the look she gave me was something to see. She was flabbergasted. I couldn't keep from laughing.

The next day we started on down the Keys toward Key West. I was driving.

*This is a beautifully mannered car, either on a straightaway or a turn...and with a bad cross-wind too . . . it's almost an irresistible temptation to drive it fast because it rolls with so much ease...The hemispherical combustion chambers in these V8 cylinders are the same...they're practically identical with the ones in racing engines...valve-wise, it reminds me of the old Wills-St. Claire engine . . . it had extra-large intake valves and slightly smaller exhaust valves. It was a wonderful engine for its day...There's a metallic click as you shift automatically from third to fourth gear in this job... To me, that's slightly objectionable*



Chrysler products through 1953 still came equipped with a "Safety Clutch" which was necessary with their semi-automatic FluidTorque transmission. It was used to shift between neutral, high range and reverse. There was no "Park Position" and the use of the emergency brake to secure the vehicle was absolutely necessary. Especially on hills.

The reason for that click is that Chrysler is still using its synchronized-shift semi-automatic transmission along with the new torque converter. The click is a characteristic of this type of transmission. It signals the change of gear through sliding clutch sleeves. You have to get used to it...*I feel a break in power... I get a complete loss of power when I press the*

*(Continued on page 11)*

## The Class of '51 continues...

(Continued from page 10)

new ways to sell his cards, Hall began studying American shopping habits and discovered a large potential market selling cards through chain drug, food and discount retailers. In 1959, he introduced *Ambassador Cards*, a special line created to be sold solely through these rapidly growing retail channels.

A die-hard autocrat and staunch perfectionist, Hall insisted on giving his stamp of approval to every single greeting card design and verse before it was added to the product line. Even after his retirement in 1966, when his son, Donald, took over the helm, Hall continued to put in full days at the office when he wasn't vacationing. At the time of Hall's death in 1982, the company he founded more than 70 years earlier was turning out 8 million greeting cards each day, including the card that started it all—the *Edgar Guest* friendship verse, which remains

(Continued on page 12)

(Continued from page 10)

*kick-down button to go from fourth to third gear . . . for the smallest fraction of a second.... I call that dumping it in your lap. A person should know about that before driving into any tight spots.*

Volney Landry, the engineer, explained that to me later. The break is a momentary interruption of the ignition. That's necessary to permit the disengagement of the sleeve-type connection between the transmission gears. With the engine pulling, it's almost impossible to move the sleeve on the shaft... *There's creep in this transmission at a traffic light... there's creep in all of these new torque converters, except in Studebaker's, especially if the engine is cold and the automatic choke is boosting the idling speed.*

At Key West I discovered something else. I hadn't been aware of it before, and it was the only serious fault I had to find with the new Chrysler—you can start the engine while the car is in gear. That's not good. It could be dangerous. With a regular one-two-three speed transmission, there's comparatively little risk if a person fires up while in gear. But with these newer transmissions, people get sloppy in their habits. As the driving effort goes down, carelessness goes up.

Chrysler can and should arrange a starter circuit so that the engine won't start unless the clutch is depressed or the selector lever is in neutral. This car retains its clutch pedal, even with the auto transmission.

Mrs. Shaw did part of the driving back to Marathon. Her comments just about squared with mine.

*This is what my wife thinks of the 1951 Chrysler:* Explaining power steering is my husband's department, but using it was mine. At first I could hardly believe the ease with which I could turn the wheel. That's important, in the summertime, a woman likes to arrive at her destination still feeling fresh. Often, after I have parked a car in an average

parking space. I feel I should take a taxi home, shower, and get dressed again. But not in this car. I parked it with one hand. It practically drives itself.

One word more about this new Chrysler engine—it was an evolution. It didn't start out as this engine at all. About five years ago the company engineers put hemispherical combustion chambers on one of their sixes, rated at 116 horsepower.

Imagine their satisfaction when they got more horsepower out of that six than they were getting out of their straight eight, rated at 135 horsepower.

Heretofore, engines with this kind of head have been prohibitively expensive to manufacture in American mass-production cars. It has been reserved to high-cost engines like those in aircraft and racing cars. Chrysler has undercut the piston heads for valve clearance like those in the high-cost engines.

In fact, I think so much of this car that I've selected it as *the pace car in the 1951 Indianapolis 500-mile race.*



Left, the completely redesigned 1951 Packard, poses with a 1950 Model. Note the lower hood, wider body and higher fenders.

Wilbur Shaw gets behind the wheel of the all new Packard for 1951.

When Packard invited me to try out its new models, in deepest secrecy, I jumped at the chance. It offered three "firsts" with one jump:

A grand old name for my first assignment as automobile reporter for POPULAR SCIENCE.

A first whack at some brand-new

(Continued on page 12)

## More Class of 1951...

*(Continued from page 11)*

one of Hallmark's strongest sellers to this day. Hall often went against conventional wisdom. In the 1920s he wanted to replace "Hall Brothers Company" on the back of greeting cards with the phrase, "A Hallmark Card." "Everybody in the place was against it," he said, but he made the change. When others said advertising was a waste of money, he began creating and placing ads, and established Hallmark as the most recognizable brand name in the industry. He was warned against sponsoring a television show, but did it anyway, presenting a live Christmas-Eve production of *Amahl and the Night Visitors* in 1951. That broadcast launched what would become the "Hallmark Hall of Fame," one of television's most honored and enduring dramatic series. *Card Shark...* In 1998, Americans spent more than \$7.5 billion

*(Continued on page 13)*

*(Continued from page 11)*

cars. One of *them* with the highest compression ratio in the industry in standard -size cars 7.8 to 1.

A first work-out on the Packard Proving Ground private *speed* track. Ever since Leon Duray was clocked at 148 miles an hour in a 90-cu.-in. Miller back in 1928. I've wanted to turn a fast lap on that track. I figured it had to be something special for Duray to post a record that has stood for 22 years.

I was tickled to get a crack at these new cars because Packard's always had a name for advanced engineering, ever since the old Twin-Six. To tell the truth. I also brought along some misgivings, after I heard they'd boosted the compression. A lot of the wise boys don't think high compression. The crankshaft's so much longer than a V8's, they say, that it's likely to develop whip at speed. I wanted to see for myself.

Before I drove the new cars, Bill Graves, Packard engineering VP, took me on a get-acquainted tour of the Proving Ground in the "200." This is the smallest of the new Packards, with a wheelbase of 122 inches. There's also a "300" and a "Patrician 400"—that's the fancy job at the start of this article. But let's take a ride and I'll try to give you my impressions as we roll.

When Bill turned into the track for a lively lap and a half, I began to see why the track was known for speed. Like the Indianapolis Speedway, it's two and a half miles around. Its curves are parabolic. That enables you to turn the track up to 110 miles an hour with absolutely no side thrust on the car. If you're brave enough, you could take your hands off the wheel and let the car find its proper height in the turn. But this track would be no good for racing. There's only one high-speed groove.

*Driving on a Ski Slope...* Next, Bill Graves turned into the darndest labyrinth of twisting, winding, tortuous roads I believe I've ever seen. And I've hunted from a car in Arizona! Presently

we came across a hill as steep as a ski slope. I made a note to try it myself with the '51 jobs.

Back at the office, Bill slid out of the car. It was mine. Now, we all know that automatic transmissions are here to stay. But I still get a lot of satisfaction out of using a clutch. The "200" had one. It was smooth. It required only 16 pounds of pedal pressure, which is light. The travel of the gear shift lever makes actual finger tip shifting possible.

First go, I headed back five rough miles for that hill. The car felt good. The accelerator linkage was right—not too much travel but not too sensitive. The steering seemed high ratio; you had to wind it up and unwind it on a turn.

At this point I turned on my Dictaphone Timemaster on the seat beside me to record a running account of my impressions. Here's the playback: *Report from Behind the Wheel... They've given this car a soft ride. The shocks take the rebound well. On these wash-board sections you get a solid feeling and not one that you're floating with the wheels on the ground only now and then. I like the idea of using warning lights in place of the oil-pressure gauge and ammeter. My personal taste would be for a faster steering gear. High-ratio steering makes parking easier, with these wide-tread tires. But in these turns—they're practically switch-backs, I don't know. You have to turn this wheel a lot of times to . . . it takes a lot of turning to get around a bend.*

*But she straightens out nicely... Just take the hands off the wheel... This car has excellent directional stability. Wups, mudhole! There's the hill. It's certainly impressive, They tell me the steepest gradient is 35.4 percent.*

I got out of the car to reconnoiter. Walking up the hill would be work for a mountain goat. It wasn't a long hill. But it was high.

*I'll try it in low gear first. Not too*

*(Continued on page 13)*

## The Class of '51 continued...

(Continued from page 12)

on greeting cards; Hallmark Cards Inc. leads the industry with more than 41 percent of the market share.

It's A Wrap... In addition to creating the modern greeting-card industry, Hallmark Cards Inc. is also credited with introducing decorated gift wrap as a replacement for the plain brown wrapping paper and standard white, red and green tissue that had been used for years. The innovation was somewhat of a fluke, however. During one Christmas season, the Hall brothers ran out of colored tissue and quick-thinking Rollie substituted the fancy French paper that was used to line envelopes. The shoppers loved it, so Hallmark began producing a complete line of colored wrapping paper for every occasion.

Hallmark - "When you care enough to send the very best".

From the internet'

(Continued from page 12)

fast. Up we go... Nice... Not a buck or a quiver or any laboring noises. I'm going to roll back down and try second gear. I'll get a little run for it. Let's not be unreasonable. At the bottom... Ten miles an hour. On the button.

Wow, she's cresting the hill like a thoroughbred!

I didn't try high gear. That would be asking just too much of any car. On the way back I couldn't resist the temptation to do a half lap on the track. We went up to 90 miles an hour on the speedometer without giving the "200" a chance to really get its wind.

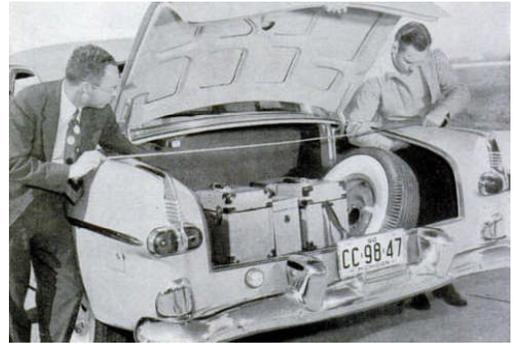
Trying Out Ultramatic... The 300" was next. It was a beaut. A heavier car with a 5-inch longer wheelbase. A two-pedal job—just a brake and accelerator. With the Ultramatic transmission the clutch pedal is gone. Like most automatics, the Ultramatic creeps a little when you are trying to stand still with the selector lever in driving range. That may bother some drivers until they get used to holding with the brake,

Like the "200," the "300" is nicely appointed inside. The visibility is wonderful. The hood has been lowered to reduce the blind spot on the road in front of the car; and you can even see your right fender! Windshield pillars are very narrow. If you can't see out of these cars, you're blind and shouldn't be driving.

The "300" with Ultramatic has 155 hp. at 3,600 rpm and she runs at 7.8 to 1 compression. That's squeezing it pretty tight for a passenger car, especially one with an L-head engine. L-heads usually don't take to high compression as well as overhead valve jobs, But the boost ought to increase power and relative fuel mileage, provided they can maintain volumetric efficiency.

Packard's put nine main bearings, instead of the usual five, in the engine of their "Patrician 400" line. With the crankshaft beefed up, they figure to march right on up with compression ratios as better fuels become available.

One thing's for sure they're going to have to keep carbon out of any of these high-compression engines, whoever makes them, or they'll cackle like a bunch of hens.



Manufacturers gradually are realizing that American motorist, nomadic at heart, needs storage space. Packard's luggage compartment has been boosted from 191/2 cubic feet to 30-plus.

With Devon Francis, of the Popular Science editorial staff, and Bill Morris, the magazine's chief photographer, in the back seat, I drove toward the test course. On the way I did a little commenting: *I'm going to do a half lap on the track just for fun. This job moves away as though we had steam for power. The engine speed required to get torque is a bit strange to me, but this is a characteristic of all torque-converter types of transmissions... What I like is that you can get into direct drive in high range at practically any speed merely by easing up on the accelerator. In direct drive you have a mechanical connection between the engine and rear wheels.. They've done a nice job with this power plant. I can't resist pushing it a little. Registering 95. We haven't even reached the turn. For a car of this weight, with three of us aboard, that's moving right along.*

We had to pull off on the inside and stop, before crossing the track to the rough ground. This was a safety measure on a busy track.

*Could Use a Spinner... Here's one of those switchback turns, Whew! That's rough! But when I give her her head she*

## *The Class of '51 graduates...*

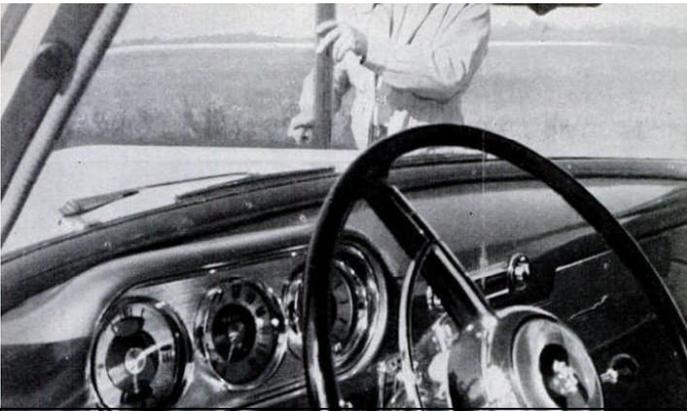
*straightens up. I've never liked those motormen's knobs that people put on steering wheels. But I could use one now... There's a bit of a chuckle in the steering gear going over the washboard. Matter of adjustment... Here are the thank-you-ma'ams and dipsa-daisies. They're lulus! We're going fast enough...this is fast... she's taking it like a well-mannered boat in rough water... This car has a good, solid feel, that's for sure.*

Now, I'd like to pause here to say that these new torque-converter transmissions are just as new to me as they are to the average motorist. Remember, in racing cars we try to keep as many things off a car as we possibly can.

We headed for the killer-hill because I wanted to see what Packard's Ultramatic would do under these tough conditions.

This time, with three of us in the car and about a 15-mph run, we sailed up over that hill in high without a whimper. At the top I reversed momentarily to start backing down. Then I put the selector lever in *drive* position and let the car down, using forward driving power as braking power.

*Transmission During Roll-Back...* I've often wondered what would happen if an inexperienced person got stopped with one of these transmissions on a steep grade. Now I know about the only thing you could do wrong during a roll-back would be to put the lever in reverse and bang up the back.



Point of maximum fender height is marked by upright stick, showing good right side visibility from drivers seat.

After lunch Bill Morris wanted to get some speed pictures on the track. I was anxious, I *admit*, to see how it would perform in the speed department. I'm certainly not an advocate of high speeds on the highway. Let's get that clear. But speed is a rough measurement of power. And plenty of power *lets* people cruise at a reasonably high

speed without punishing their engines.

Devon and Bill Morris, with his camera, got into the back seat.

*I don't propose to make any acceleration tests with this car, it's not a hot rod. It's moving away from a full stop smoothly. These torque converters at the present state of the art are no match in acceleration for a good mechanical transmission. Correction—I mean with the lever in driving range. If you want a jackrabbit start, put her in low for the first spurt. Then flip her to "Drive." But, for me, that sort of thing outside of competition is silly...Are you fellows set? Let's stretch this baby out. 110 mph and Going Up...There's your 100. We're still in the first turn. We're coming of the bank. We ought to find a few more knots now. We are. There it is! Got it, Bill? Hear me, back there? Got it, Bill? it's 110 on the speedometer. Going up, too. Let's see if she'll hold that through the turn. Yup! That's probably a good, honest 100, allowing for normal instrument error.*

We actually picked up some more speed *even* though the speedometer didn't show it. There's a smell to speed, if you've driven races. You can feel it in your engine revs and the way the terrain goes by.

It was such a soft ride that you couldn't even feel the expansion strips in the track. I swayed back and forth over the longitudinal strips to see how the car would react. She was stable.

As we slowed to a walk I glanced at the heat indicator. She wasn't sweating. There was no indication of temperature rise under the full-throttle running that she had done.

As we drove back to the office Bill Morris, running his fingers through his big shock of white hair, commented: "That's the fastest ride I've ever had on wheels."

For me, it wasn't the fastest, but it was one of the pleasantest. I'd finally driven that magnificent Packard track, and in a fine automobile.

## *More Bob Johnson....*

*(Continued from page 4)*

tion that will also be held after potluck, so please bring quality auction items to donate to the auction and your check book. This is a chance to get away from some boring television and visit with some great people in the old car hobby. Our February North Star Region Managers Board Meeting will be at 4:00 PM right before the potluck and you are invited to attend.

As always, keep the journey continuing in our marvelous Lincolns. *Bob and Mary Johnson....*

NORTHSTAR NEWS

*A Little More on the Classy '51's*

Comparison of the four luxury makes, Cadillac Fleetwood 60 Special, Chrysler Imperial, Lincoln Cosmopolitan and Packard Patrician 400. Note the production numbers for the four makes. Total production for Cadillac includes Series 51, 62, 60's and 75 models. Chrysler includes Windsor, Saratoga, New Yorker, Imperial and Crown Imperial. Lincoln includes "Baby (1EL models) and Cosmopolitans. Packard includes the 200, 300 and Patrician series. Packard had a fairly good year at 100,000 plus cars sold. However, sales would start to decline fairly rapidly due to their failure to bring a modern V8 engine to the market place. It is interesting to note that surveys of 1951 Packard buyers revealed that 64% were really very pleased with the inline straight 8 engine. Packard would continue to use this power-plant until the 1955 models were produced. By then, the writing was on the wall for Packard, too little, to late. While Packard essentially discontinued operations during the 1956 model run, the Packard name would be applied to "tricked-out" Studebakers in 1957 and 1958, after which Packard would be seen

*(Continued on page 14B)*

	Cadillac Fleetwood	Chrysler Imperial	Lincoln Cosmopolitan	Packard Patrician 400
Price	\$3,565.00	\$3,699.00	3,472.00	\$3,662.00
Number produced	18,631	17,303	15,813	9,001
Total number of all models for R	110,340	163,613	32,574	100,713
Length	224.5 in	212.5 in	222.5 in	217.75 in
Width	80 1/8 inches	75 1/8 inches	78.2 inches	78.125 inches
Wheelbase	130 in	131.5 in	125 in	127 in
Weight	4040 lb	4350 lb	4590 lb	4115 lb
Engine	OHV V8	OHV V8	LH V8	LH Inline 8
Nr Main Bearings	5	5	3	9
Displacement	331 cu in	331 cu in	336.7 cu in	327 cu in
Compression ratio	7.5 to 1	7.5 to 1	7.0 to 1	7.8 to 1
Fuel Required	Premium	Premium	Regular	Premium
Horsepower	160 @ 3,800 rpm	180 HP	154 HP	155 HP
Torque	312 lb ft @ 1800 rpm	312 lb ft @ 2000 rpm	275 lb ft @ 1800 rpm	275 lb ft @ 2000 rpm
Transmission	4 speed Hydramatic Drive	Semi-Automatic FluidTorque Drive	4 speed Hydramatic Drive	UltraMatic Drive
Final Drive Ratio	3.36	3.54	3.31	3.54
Tire Size	8.00 x 15	8.20 x 15	8.20 x 15	8.00 x 15
Steering Gear	Recirculating Ball	Hydraguide Full Time Power Steering	Worm and Roller	Worm and Roller
Steering Ratio	21.3 to 1	16.1 to 1	22.3 to 1	22.3 to 1
Fuel Tank Capacity	20 gal	20 gal	21.5 gal	20 gal
Oil	5 quarts	5 quarts	5 quarts	6 quarts
Transmission	24 pints	3 pints	3.5 pints	24 pints
Cooling	18 quarts	25 quarts	34.5 quarts	20 quarts
0 to 60 mph (avg) Motor Trend Test	14.72 Seconds	10.63 Seconds	15.44 Seconds	15.15 Seconds

## *A Little More on the Classy '51's continued*

*(Continued from page 14A)*

driving down the long road to oblivion. Truly a sad time for such a very distinguished brand.

Cadillac would continue to do well and gain market share every year in the rarified air of the luxury car segment. In 1952, Cadillac would introduce power steering to their product line, and increase the horsepower to 190 by adding a four barrel carburetor and dual exhausts. Also new for 1952 was the Dual Range HydraMatic transmission, which afforded smoother operation and the ability to “kick down” to a lower gear. Cadillac was really on the move throughout the 1950’s. The 1953 Cadillac incorporated a new 12 volt electrical system, which made the car much easier to start in the Northern climates in the midst of winter. It was also needed for the GM Harrison factory air conditioning unit which was now available in Cadillac, Oldsmobile, Buick Super and Roadmaster models. It was priced at well over \$500 and was considered not an insignificant amount in the day. By 1954, virtually all of the luxury models made air conditioning an available option. All of the early systems were similar in design, with the condenser unit, up front ahead of the radiator. A large compressor resided under the hood. Some of the early units had the compressor running all of the time. During the winter months, the belt for the compressor was removed. The GM systems did have a electro magnetic clutch on the compressor unit, which would shut it down when the system was turned off.

1948 was the last year for the Continentals and Lincolns equipped with the HV12. The elegantly styled Continental would be relegated to the book of memories and Lincolns would no longer feature V12 engines under the hood. The redesigned Lincoln EL series and the Cosmopolitan OH series, introduced in late 1948 featured an LH V8 engine which also served to move the Ford F8 truck forward. There just was not enough time to bring to market an all new overhead valve V8 engine. The 337 cubic inch V8 was never really designed for use in a luxury vehicle. Early problems included low oil pressure, poor cooling and vibration. With only three main bearings, it would never achieve the same degree of smoothness as either the Cadillac or Chrysler OVH engines. But Lincoln’s turn would come in 1952 with their all new overhead V8 engine, which would stand up against any other offering from the other car companies. Lincoln Cosmopolitans for 1951 were not bad automobiles. Like their counterparts of today, you needed to drive one to fully appreciate it. At 154 horsepower, they were not that much underpowered as compared to Cadillac or Packard. The fit and finish and the quality of materials was as good as any other of their competitors. And unlike Chrysler, Lincoln Cosmopolitans featured fully automatic transmissions and one-piece windshields.

The 1951 Chrysler and their Imperial model were the leaders of the pack technically speaking. Imperials also featured the very best of materials, assembled in the very best manner. Older Chryslers always had the very satisfying “ker-chunk” sound when a door was closed. The 180 hp “Firepower” V8 really provided a performance edge over their competition. And, Hydraguide full time power steering made the car a joy to drive and park. Even the most diminutive person could easily control this large car. All Chrysler New Yorker and Imperial models also came with vacuum power brakes installed as standard equipment. In 1955, Imperial would become a separate division, as did the Continental Mark II. Imperial had their best year in 1957, when all cars did well. Imperial managed to sell 37,500 cars, still behind Lincoln who sold 41,100 vehicles. Imperial would never be able to achieve numbers this good in the future, and eventually, in the mid-1970’s the model would disappear from the Chrysler line up. It would be brought back to life two more times, in the early 1980’s for three years and once again in the early 1990’s. Success was not to be theirs and the once mighty Imperial was but just a fond memory in the mind’s of older automotive fanciers.

The 1950’s saw some great technological and styling advances in the automotive world. We went from rather conservative design to models dripping in chrome. And the ranks were really thinned out during this time. Hudson, Packard, Nash, Willys, Kaiser, Fraser, DeSoto and Studebaker either had died or were mortally wounded. The 1950’s was a great age for the automobile, but the times were changing and nothing would ever be the same.

## For Sale All Good Lincolns



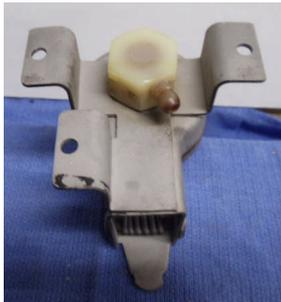
**FOR SALE: 1997 Lincoln Town Car** - Signature Series. Show Car - 1st Place 2012 LCOC Mid-America National Meet. Pearl White ext. Lt., Gray interior. Absolutely looks and drives like new. 76,000 miles. In heated storage, rust free. Serious offers only. Rolland Toenges, 952 938-6200 or [rptoenges@aol.com](mailto:rptoenges@aol.com)



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

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

What is it? Inquiring minds want to know from what car this part is from, and what exactly it is used for. Harvey Burski, my favorite brother-in-law, scavenger forever, found this in a box of older car parts.



The first person to let us know by email, wins. Make a good guess, you may be lucky. Email: [davidwgustafson@att.net](mailto:davidwgustafson@att.net)

### Ken Sampson is offering two cars for sale.

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



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



*You May Be Interested in these Items for Sale*



Mark VIII file photo

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



1980 Lincoln Continental with 51,956 and counting miles. Second family to own this wonderful car. 5.0 liter engine. Includes original purchase papers, dealership brochure, and owners manual; plus 1980 Ford shop manuals for every system. New timing gears and chain, new brakes all around, new ECM, new BMAP,

and much more maintenance items completed. A very clean and great driving car. Was Ziebarted so has very little to no rust. A must see, asking \$6,000. Call Steven @ 763.433.2589.

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

Call Ted Anderson at 763.561.8143



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

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

**For Sale - 1989 Lincoln Signature Series Town Car.** Well equipped with all available accessories including sunroof. Spotless leather interior, 70,000 miles. Never driven in winter. Asking \$7,500, but wants to sell and is open to offers. Contact Skip Nolan at 320.260.7547 This is a great car for shows and tours. Call Skip Today!



# *Preview of Coming Events*

- January      **Sunday Brunch, Roasted Pear, Brooklyn Park, January 10th** at 11:30 AM  
North Star *board meeting at 10:30 AM*  
2016 LCOC National Board meeting, Tampa, Florida, January 13- 16
- February     **Saturday, February 20th, CCCA Potluck/Auction, Firefighters Museum, 664 22**  
Avenue NE, in Minneapolis at 5:00 PM. *Board Meeting at 4:00PM*
- March        To be determined. See future newsletters.
- April         To be determined. See future newsletters.
- May          **8th Annual Memorial Day weekend car show, Saturday, May 28.**  
**Morries Ford Lincoln, Minnetonka, MN 10:00AM to 2:00PM**  
*Board meeting at 1:00 PM*
- June         **LCOC Mid America National Meet, June 16-20, 2016,** at Dayton Ohio
- July          **Out State Lincoln Car Show** Location and date open. We are open to suggestions, let  
us know your preferences.
- August       **Lincoln Motor Car Museum, Second Annual Lincoln Homecoming,** Hickory  
Corners, Michigan. **August 10-14, 2016,** all Lincoln owners Ford Mercury and Edsel  
Owners are invited to participate. Hosted by the Road Race Lincoln Club.  
**Maple Grove Days Car Show, Saturday, August 20. 2016**
- September   **9th Annual Luther North Country Lincoln Car Show, Saturday,**  
**September 10, 10 to 2 PM.**  
**LCOC Western National Meet, September 14-18, 2016,** Denver, Colorado,  
Hosted by the Rocky Mountain Region.

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS 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.

## North Star Activities



Get 2016 off to a good start.  
Join your North Star family for the first brunch of  
the New Year, Sunday, January 10, 2016.

Roasted Pear, 9690 Colorado Lane,  
Brooklyn Park.

Join us Sunday, January 10, at 11:30AM at the Roasted Pear for our first North Star event of 2016. Meet with your friends and talk about what an exciting year 2015 was and what will happen in 2016. North Star calendars will be given out to those members who did not receive theirs at the November brunch. Come and talk with your board members and offer suggestions for 2016. Door prizes for those who attend. Please RSVP by January 6th to Bob Johnson, 651.257.1715, email: arborbob41@aol.com.

*North Star board meeting to be held before the brunch at 10:30am.*



### ***Upper Midwest Region of the Classic Car Club of America***

## **POT LUCK DINNER & AUCTION**

**Saturday, February 20th at 5:00PM**

To be held at the  
Firefighter's Museum, 664 22<sup>nd</sup> Ave. NE,  
Minneapolis, MN 55418

**WELCOME LCOC MEMBERS and FRIENDS!**

**AUCTION INFO:** Please bring quality auto-related items (parts, literature, toy cars, auto-related collectibles, etc.) to donate for the auction. Auction proceeds will be split with the Lincoln Club.

North Star Board Meeting will be held at 4:00 PM before potluck.