

Reprising Floyd Homstad and his 1962 Lincoln



Above, Floyd Homstad behind the wheel of his Continental. Brian Carlson photo

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.

In the absence of new material from our members (hint, hint), we again dived into the archive and pulled out an article about one of our great members and his iconic Lincoln. Floyd Homstad wrote about his 1962 Lincoln convertible, which we featured in a 2002 issue of the Northstar News. Reprinting it now invokes memories of this fine man who left us in 2008 to "fly west," as it is referred to in the trade when pilots pass on. Floyd was a delightful soul and one of the best members a Lincoln club could ask for. A lot of older members still talk about Floyd and his much-loved 1962 convertible, which is now residing with his son in Georgia. Here is the story in Floyd's words...

I had the opportunity to buy this car in 1975 when a friend told me her mother was going to sell her car. "What is it?" I asked. She replied, a 1962 Lincoln Convertible." I said, "I want it."

It had been driven mostly from their home in Lake Forest, Illinois, to the train station where her husband took the train to his office in Chicago. I bought the car, sight unseen, by phone. The woman explained that it needed a brake job and a rear soft window. Before I picked it up, she had the brakes done at the Lincoln dealer. Including wheel cylinders, new linings, and drums. Also, she replaced the rear window. We arranged a pick-up date, and I would fly down and drive my "prize" home to Minneapolis.

A few days before this planned "pick up," she called and said, "my son wants the car now!" She also said her son was not "too reliable" and wanted to pay her later. "No! I'm selling it to Floyd for \$2,000. It had 62,000 miles on it. Between the time the deal was made and I picked it up, it acquired a small parking lot ding. Tough break! It had many parking lot door chips on both sides but no other damage.

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Trivia from the Internet



Allen B. DuMont
American Engineer and
Television Pioneer
1901 - 1965

Allen Balcom
DuMont, was an American electronics engineer, scientist, and inventor best known for improvements to the cathode ray tube in 1931 for use in television receivers. He manufactured and sold the first commercially practical television set to the public seven years later. In June 1938, his Model 180 television receiver was the first all-electronic television set ever sold to the public, a few months before RCA's first set in April 1939. In 1946, DuMont founded the first television network to be licensed, the DuMont Television Network, initially by linking station WABD (named for DuMont; it later became WNEW and is now WNYW) in New York City to station W3XWT, which lat-
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Editors Message

January 2022

Dear friends and gentle readers...

It is January 2022, and we have a whole new year to try to get things right and make things better. Hopefully, this whole Covid mess will eventually fade away into the background, and we can get back to some kind of normal, whatever the new normal might be. Your club is working on some new events that will get us out and back together once again. The first one being at Dangerfields in Shakopee this month. We have been there before. We will have a room off to the side. Good food, and fine company to make it a very enjoyable experience. We have stuff lined up for the first six months printed on page 15. If you have any suggestions for alternatives, please get in touch with Bob Johnson and let him know what you would like to do. Our members are always invited to participate in the decision-making process, it is your club, and your input is always welcomed and appreciated.

We need a few new members. And we were hoping you could help us sign them up. Give Bob a call; he will see to it that you get copies of our newsletter, a Comments magazine or two, and whatever else you might need to recruit a few new members. There are a lot of older Lincolns quietly reposing in garages, along with their owners, who may also be reposing in their Barka Loungers, just awaiting a call to sign them up for the Lincoln Club. Please help us save these poor folks from terminal boredom. We need to provide some excitement in their otherwise drab lives, and behind the wheel of their older Lincoln and on their way to a North Star event, they will be having fun once again.

And we also need articles for the

Northstar News. Our members enjoy fresh, original material, and you folks out there can make that happen. Would you please send me your story about any interesting car you have had? We will clean it up and run it in the newsletter. If you want to tell us about your first car, which might have been a 1952 Buick Roadmaster, write about it. Let us hear about some of those interesting stories. I am beseeching you for a little help. Please make my poor miserable life a little better and send me something soon.

In this issue, there is an article about a new Lincoln Zephyr, which Lincoln is making for the Chinese market. I can't help but think that we might see that in this country in the not too distant future. Lincoln really needs an exciting car, a halo car to give us automobile nuts something to talk about. Lincoln makes a great SUV, but these are not exciting vehicles. Perhaps a Lincoln sedan based on the Mustang Mach E, their fully electric car, might do it.

Please do not forget that we have the big celebration of the 100 year anniversary of the first Lincolns to roll off the production line. Festivities will be held in early August in the Dearborn, Michigan area and then at the Lincoln Museum at Hickory Corners, Michigan. Full details and registration information are on the Lincoln Motor Car Foundation website.

Please get your reservations in early to ensure that you can get in on the activities you want and have a room at the host hotel. This will be a once-in-a-lifetime event; you do not want to miss it.

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



Sweet Olga is waiting for her dad to put the camera away and take her for a nice drive somewhere. This picture was taken earlier this past fall when things were still green. Let's hope that we can suffer through another three months of cold, snowy, dreary days to see what could be some nice spring days. It would be a very sad world without hope.

Directors Message by Bob Johnson January 2022



Mary and I hope that all of you had a most joyous Christmas and a Happy New Year, and you were able to take the time to visit with old friends and family members during this special time of year.

Because of the COVID restrictions we have lived with for the past two years, I again remind you to call or write a long-lost relative or an old friend; you will be glad you did. We are still cautious when we go out, shopping is very selective, and we are now doing a lot of online buying. This marks the beginning of the 21st year of being your Region Director. The time has gone by very quickly. It still is fun to do, and Mary and I have gotten to meet most of our club members as a result. There is something about seeing the excitement by the owner as they show you their fantastic Lincoln. Our members are very passionate about their Lincolns, and the pride of ownership is evident whether old or new or being a driver or highly restored. My reward for doing this task for 20 years is the friends we have made in the North Star Region and the fellowship you have given us over the years. We plan to continue the journey in our marvelous Lincolns for many more years with your continued help.

This January, we will start with one of the best buffets in the area, a Sunday Brunch, at Dangerfield's Restaurant, Shakopee, on January 9 at 11:30 a.m., 1583 First Ave. East, Shakopee. Please RSVP to Bob Johnson by January 5.

Our highlight of 2022 will be a four-day road region trip to Harley Davison museum in Milwaukee, Wisconsin, May 12-15, 2022. More information in February.

A special Region board meeting was held via conference call on December 6, 2021, to elect 2022 North Star Officers not done during the November board meeting. After a short discussion, the motion was made to reelect Region Director Bob Johnson, Assistant Region Director Matt Foley, Secretary Chris Struble, and Treasurer Matt Foley. The motion was seconded by Bill Holiday. Bob Johnson then called for a vote to elect 2022 North Star Officers, and there being all ayes and no nay votes, the motion was approved.

"Northstar LCOC is your club. We respect your ideas and opinions concerning the club's operation and the planning and scheduling of all events and activities. We encourage your input. Would you please call or write any of the directors listed above (Mast head listing Board of Directors)? Let's make this one of the best car clubs in the Twin Cities." Dave Gustafson, the new editor of our newsletter, put this statement in his first edition on June 1, 2001; wow, he and all of our region managers helped to make and keep this Lincoln car club one of the best clubs in Minnesota and the United States of America.

Our North Star membership has been slowly growing due to the personal contacts made by several of our members. For 2022 we need you to call persons you know who love Lincolns. We need them as members! Your call is the best way to get a new member; please call anyone you know interested in the Lincoln brand. This is a plea that I have made for the last 20 years; we need to be more active and get out and recruit. I will repeat it. We need to get out and recruit new members.

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

Bob and Mary Johnson

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er became WTTG, in Washington, D.C. (WTTG was named for Dr. Thomas T. Goldsmith, DuMont's Vice President of Research, and his best friend.) DuMont's successes in television picture tubes, TV sets, and components and his involvement in commercial TV broadcasting made him the first millionaire in the business.

DuMont was born in Brooklyn, New York City, the son of Lillian Felton (Balcom) and William Henry Beaman DuMont. At the age of 10, he was stricken with polio and was quarantined at his family's Eastern Parkway apartment for nearly a year. His father brought home books and magazines for the young DuMont to read during his quarantine while bed-ridden. At this time, DuMont developed an interest in science, specifically wireless radio communication, and taught himself Morse code.

His father bought him a crystal radio receiver, which he assembled, took apart, reassembled, and rebuilt several times. He improved his set each time he rebuilt it and later built a transmitter, while his father obtained the landlord's permission to erect a 30-foot-high (9.1 m) transceiving antenna on the roof.

While recuperating from polio, DuMont was advised to swim to regain the use of his legs. In 1914,

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Board Of Directors - 2022 - 2023

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2023
Secretary	Chris Struble	(952)679-0342	cgstruble@fedex.com	2023
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2022
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2023
Director	Bob Roth	H(763)475-1429		2023
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2023
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2022

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

More Floyds Pride and Joy

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It has an AM radio, power antenna, power windows (6), air door locks, power steering, and brakes. The top also works very well. I am still only its second owner. Two years ago, my son arranged a surprise by having the car painted as a "gift." One day a truck pulled into our driveway. "I think I'm supposed to pick up a car here." I said, "not here!" Then she said, "He is picking up your Lincoln—Mike has arranged and paid for this, and there is nothing you can do about it!" So much for being in control that time.

It now has 76,000 miles on it, some 27 years later. Some of those miles were acquired driving brides and grooms, about nine or ten weddings now, including my daughter...Who would have no other conveyance but Dad's Lincoln. It has also made several appearances in the James J. Hill days parade in Wayzata, always a hit. It has been thoroughly enjoyed.

American Luxury for 1962, the best of the best.

While searching for interesting material related to the 1962 Lincoln Continental, we came across this road test of the three US-built luxury automobiles for 1962. This test was done by Motor Trend and is reprinted here. In 1962, only three vehicles were considered true luxury; the Cadillac, the Chrysler Imperial, and the Lincoln Continental. The American brands still held the corner on true luxury. This would change in the next two decades as more and more foreign brands came a calling on the U.S. consumers. Mercedes-Benz, Audi, BMW, and Jaguar would soon be more common in this country and would eventually overtake the American offerings of the big three. The glory days of Detroit would quickly be over.

There are three traditionally acknowledged luxury cars that bear Made-in-US tags — ***Cadillac, Chrysler Imperial and Lincoln Continental.*** In marked contrast to the trio of imports tested last month, each of which had an individual approach to the luxury concept, our three are more notable for their similarities than their differences. True, each domestic has its own styling and size theme but appointments, gadgets, power assists, and even performance are remarkably the same.

Some of the luxury features are standard, some are tabbed as extra, yet most of these cars normally will carry a maximum

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the family moved to Montclair, New Jersey, where a year-round indoor pool was available at the local YMCA. He graduated from Montclair High School in 1919 and went to Rensselaer Polytechnic Institute in Troy, New York, where he was part of the Alpha chapter of the Theta Xi fraternity.

In 1915, DuMont became the youngest American to obtain a first-class commercial radio operator's license at age 14. The following summer, he worked as a radio operator aboard a coastal steamer making runs from New York to Providence, Rhode Island. As the summers went by, he made his way to the Caribbean, South America, and, after World War I, to Europe, where, during the summer of 1922, he was stuck in Copenhagen for months because of a dock workers' strike.

After graduating from Rensselaer in 1924, DuMont worked at the Westinghouse Lamp Company in Bloomfield, New Jersey, in charge of radio tube production. While there, he increased production from 500 tubes per day to an astounding 50,000 tubes per day. Management decided to give him a \$500 bonus, a small raise, and the "Westinghouse Award,"

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Monthly Board Meeting Minutes

No North Star board meeting was held this past December. January minutes will appear in the February issue of the Northstar News.

First Event for 2022

Sunday, January 9, at 11:30 a.m.

Dangerfields Restaurant,
1583 First Avenue East, Shakopee, MN

We have been to Dangerfields before and everyone had such a good time, we thought it would be nice to go there again. It will be a great day, with a little sunshine and maybe, just maybe, nice enough to take out one of the classic Lincolns for the last run of the year.

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

Upper Midwest Region of the Classic Car Club of America

DINNER AND AUCTION

Planned for February, 2022

To be held at the Firefighter's Museum located at 664 22nd Avenue NE, Minneapolis
Details in the February 2022 Newsletter
North Star LCOC members are invited.

HAPPY NEW YEAR

Our sincere wishes for a fine holiday season and a very happy New Year filled with good fortune and good health. Enjoy the days ahead with loved ones and good friends. See you in 2022.

Your Northstar board of Directors; Bob Johnson, Bob Roth, Matt Foley, Tom Brace, Bill Holaday, Jay White, Dave Hereen, Chris Struble, Jeff Eisenberg and David Gustafson

More American Luxury for 1962

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an award devised to recognize his accomplishments. The "Westinghouse Award" was later presented as a scholarship award to high school seniors showing promise in a field of science (later the Intel Science Talent Search) and continues to this day as the Regeneron Science Talent Search).

By 1928, DuMont was searching for new opportunities and was wooed by Dr. Lee de Forest, a radio pioneer who developed the audio tube, the original voice amplifier for radio reception.

DeForest had a checkered career as an inventor and had several failed business ventures. DuMont was hired as vice president and production manager for radio tubes. He revamped the factory with newly designed machinery: "a high speed sealing machine, automatic grid winding, and welding machine, base branding machine, basing and wire cutting machine, high-frequency bombardier, and numerous tube-characteristic test sets and life racks." Factory capacity was increased to 30,000 tubes per day.

When De Forest took over the mechanical television system of C. Francis Jenkins, DuMont turned his at-

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load of extras so that they are fitted out almost identically. For example, all include or have available power windows and vent panes, six-way power seats, pull-down center armrest for the front seat, power door locks, electric antenna, remote-control outside mirror, a form of automatic speed-holding, and the expected features, such as air conditioning, power steering and brakes, and automatic transmission.

Since many of these features are available on less expensive models, what, besides high price, makes a luxury car? Obviously, not accessories, and it is certainly not engineering because these cars embody neither radical concepts nor techniques. It can be summed up in one word — quality. This takes in quality of coachwork, which means more care at time of assembly; quality of materials, particularly for interiors where the cars must convey an instant and strong impression of rich, good taste; and quality of mechanical components, as seen in more rigid inspections which will reject mechanisms not up to the highest possible standards. For these reasons, one pays substantially more for a luxury car than for more conventional transportation.

There is something else that is essential in the making of a luxury car — state of mind. The cars are recognized as expensive, ergo their possessors are recognized as commanding a certain type of wealth. Such recognition can be important to the ego, or it can be the cold business proposition of putting up a good front. In these cases it is unimportant whether owners recognize and appreciate quality. They buy the name, relying upon the manufacturer's integrity to also furnish them satisfactory transportation. This is the reason, and the primary reason, why a car maker associated with low-cost autos finds it impossible to upgrade his moderately-priced car into the luxury field; conversely, this is why luxury car makers who have tried to downgrade their product in else hope of mass sales have invariably failed in the attempt.

Moving away from the philosophy of luxury, it is pertinent to note the quantity of production relationship among the three makes. Cadillac leads the field, partly because of a wider diversity of models (13) at several price levels, although none of them are low enough to be in the popular price brackets. **For the 11 months of 1961, Cad made 128,687 cars, Lincoln produced 27,644 Continentals, and Chrysler built 10,138 Imperials.** Whether this ratio is shifting for '62 it

is difficult to say. We do know that Imperial is moving into a strong campaign to sell the nation's leading business and professional people. Lincoln has been selling slightly less than half its production to leasing agencies, enabling persons who might otherwise not be able to afford them, to drive Continentals as their own on long-term leases. And there seems to be no shortage of customers for Cadillac dealers.

We learned one thing above all while testing these automobiles: driving America's three finest cars was extremely pleasurable — so enjoyable, in fact, that it was impossible to pick any one car and say categorically that it was the best.



1962 Cadillac Fleetwood 60s

Cadillac - Now in their 60th year of auto production, Cadillac rolls along in '62 with an enticing selection of 13 models that rank as the *largest* one-make group of desirable luxury cars in the world. For our test we selected Cad's finest, the Fleetwood Series 60 Special sedan. There is one larger, the Series 75, but it is essentially a limousine on a 149.8-inch wheelbase and we did not feel it truly representative of what most potential Cadillac buyers are seeking.

Because of the close mechanical identity throughout the line, a test of the Fleetwood automatically becomes a test of any '62 Cad. All Cadillacs this year have the same engine, the 325-hp V-8 unchanged from 1961. Except for the big 75, they are all built on a common wheelbase and are 79.9 inches wide. Even length is quite constant at 222 inches. The only exceptions are some shorties in the Series 62 line, which have seven inches cut from the trunk.

The company doesn't exactly give the customer a great choice in power trains. As we said, engines are identical. Hydra-Matic is standard, and all cars carry a 2.94 axle, except when air conditioning is installed, then the ratio becomes 3.21-to-1. Also standard is the heater, power steering, power brakes and

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American Luxury Continued...

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tention to television. He was involved in the first television transmissions from W2XCD in Passaic. But DuMont realized that clear images would need the development of scanning in a cathode ray tube. DuMont worked to improve television transmission and reception and went to De Forest asking for funds to build a long-lasting cathode ray tube for television reception. DeForest denied DuMont's request as DeForest's investors were demanding better returns. Subsequently, DuMont resigned at the same time that DeForest sold his radio manufacturing business to David Sarnoff at RCA.

DuMont had developed an improved version of the cathode ray tube, which was both cheaper to produce and was longer-lasting than the German tubes used at that time; the imported tubes had a life of 25 to 30 hours. DuMont's invention of the first long-lasting cathode ray tube would later make commercially viable television possible. In the basement of his Upper Montclair home, he started his own company, Allen B. DuMont Laboratories, building long-lasting cathode ray tubes. In 1931, he sold two tubes to two college science laboratories for \$35 each.

Since DuMont was a leader in cathode ray tube or CRT design and manufacturing, it was natural

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electric windows. From this point the sky is the limit in accessory options and interior combinations.

Our test car was equipped with a full load of extras, all of which we found desirable. Their only disadvantage was to increase the price from a suggested retail of \$6,366 to \$7,733.63. (This includes \$214.43 freight, but not tax and license.)

We felt one thing very strongly about the Cad after a few minutes' exposure — that this is a car which has undergone refinement after refinement over a lengthy period until every detail has a purpose. It was evident in the carefully thought-out driver controls, the near-perfect interior trim and the way in which body panels are assembled to close tolerances. Much of this may be traced to the fact that Cadillac gears its production on a steady year-round basis. Therefore, their craftsmen, who remain year after year, take pride in the car and work accordingly. It helped make us confident that the car would do virtually anything we asked of it, unhesitatingly and well.

Our confidence was well founded in most areas. The car moved out much quicker than most drivers ever will demand. Extremely high speeds can be held for hours on end while the engine loafs along, apparently with little effort. We rated general roadability as only fair because of the high-assist power steering. Wheel pressure is so light that we could almost wish the car around a turn, and there is virtually no road feel. At low speeds where one drives visually this is fine, but at higher velocities most drivers want to be able to sense the road conditions and car attitude through the steering. This would seem to be the price paid for effectively damping noise and shocks from the passenger compartment.

During one stretch of road, we were able to experience at first hand the car's tracking ability. Gusty cross-winds became so vicious that trucks and house trailers were stopped by police; yet we drove through and found no problem in correcting our course to compensate for the gusts we later learned were in excess of 60 mph.

One area in which we felt highly confident concerned Cadillac's brakes. Not only do they stop well, they incorporate a dual hydraulic system which will always insure braking on at least two wheels, should a hydraulic line be cut. Only one other American make has this feature — Rambler. Also, the toe-operated parking brake can function as a

true emergency brake, usable while the car is moving. We especially liked its operation. There is no release mechanism to forget. It can only be set while the transmission is in NEUTRAL or PARK, and as soon as a gear is engaged the brake releases automatically through vacuum pressure.

We found the ride to be soft and pleasing. Cadillac has combined medium-firm seats with their ride, adding up to a most satisfactory result that invites long hours at the wheel without the weariness often associated with cross-country travel. If silence is golden, then riding in a Cadillac is a 24-karat experience. When the windows were closed and the first-rate vent-heat-cool system turned on, there was no appreciable wind, road or traffic noise to distract passengers.

Eliminating noise takes patient research, and Cadillac's engineers keep dreaming up new ways to quiet the car. This year they have added dense rubber under the floor pan and in the cowl section between the front doors and front fenders to provide additional quieting. Also, they claim specially cut transmission gears, drive line improvements and new exhaust line mounting to keep down the noise. We can testify that it all worked to perfection.

There is a system of accessory controls for the left hand that pleased everyone who drove the car. Without removing the hand from the armrest it was possible to lock or unlock the doors, control all four windows and vent panes, adjust the outside mirror and move the front seat. Setting the Cruise Control is also a left-hand operation. It is wheel-type, mounted above and to the left of the dash.

Cad has two lighting innovations, different from what any-one else offers. At the side of the headlights is a cornering light which throws a 40-degree-wide steady beam whenever the lights are on and the turn signal set. The taillight in the bumper appears white in daylight, yet via a colored filter system it houses taillight, stop light, turn signal and back-up light.

We don't see how anyone can offer any complaints about interior space; our test crew did not. Rear legroom, measured in a bent line from the toeboard to the theoretical base of the spine, is 44.5 inches; comparable figure for the front is 45.6. There is more than ample hiproom (63"), with almost enough headroom to wear a hat. Trunk space is typically big

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More Luxury....

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to use the CRT as a visual measuring instrument or oscilloscope. CRT's and oscilloscopes production was part of DuMont Laboratories located in Upper Montclair, New Jersey. Needing more space, he moved to a larger location in Passaic, New Jersey, in 1934. Although not the inventor of the oscilloscope, DuMont designed and mass-produced practical oscilloscopes (he called them oscillographs) for all types of laboratory, automotive/equipment servicing, and manufacturing applications. By the 1940s, DuMont was the leader in the oscilloscope equipment market. DuMont was one of the earliest designers of the trigger sweep oscilloscope using a gas thyatron vacuum tube (forerunner to the silicon controlled rectifier or SCR). This allowed the oscilloscope to show a visual trace at a preset input signal level. In addition, the sweep (trace across the CRT screen) could be regulated by the sweep speed or sweep frequency. This design allowed the oscilloscope to provide better visual detail of the measurement being studied. The trigger was a frequency synchronizing type that provided stability in viewing.

The profits from the oscillographs helped him invest in television design and his DuMont TV Network. Unfortunately, the time spent on his TV ven-

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Detroit; just toss in the golf bags, suitcases and packages without worry of arranging.

The interior of our Fleetwood had the luxury theme spelled out quietly, but in such a manner that there was no mistaking it. Doors feature handsome wood panels, which one source at Cadillac calls cherry veneer, another terms African Makori wood. Whatever it is, it blends well with the tuft-pleated cloth seats trimmed in soft, gray leather. In addition to the usual dash courtesy lights there are two lights, which Cadillac calls reading lights, on the upper rear quarter panels. Smokers have two big ash trays up front, each with a lighter, plus two more in the rear, also equipped with lighters. Concerning fuel economy, Cad scored as well as can be expected, considering size and weight. We recorded as much as 13.5 mpg, dropping to nine under adverse conditions. It is liable to fluctuate on either side of those figures, depending upon how the car is driven.

There were a great many things we liked about our Fleetwood, many more than the few we picked upon to illustrate. As with all cars, there were some things we didn't like, but it is such an outstanding motorcar that finding the weak points becomes a tedious search.



1962 Chrysler Imperial

Chrysler Imperial - In selecting Chrysler's Imperial LeBaron four-door Southampton hardtop, we picked the biggest of the big in the luxury field. And with LeBaron we had the top of the Imperial line — the plushiest, fanciest automobile that Chrysler manufactures. We didn't have to take the measurements to realize that it is longer, wider and taller than anything else currently in the passenger car field. Massively proportioned, it looks big and impressive.

Yet, after checking exact dimensions, we found that it is only five inches longer overall than the Cadillac (actually a half-inch shorter in wheelbase), and less than two inches wider than the Cad. Its size, therefore, is partly an

illusion. But only partly, as we learned while threading through narrow traffic lanes with what seemed zero clearance on the sides. So right off we were able to determine what seems to be about the only disadvantage of this car, the very thing that makes it desirable to most purchasers — its bigness. After a while, of course, the size became less noticeable and drivers compensated by driving a little less aggressively.

The modest rear window, providing considerable privacy for rear seat passengers, creates a town-car roof and a completely distinctive appearance that attracted a great deal more attention than we anticipated. Ordinarily, our domestic test cars never get a second glance, but there is something distinguished about the LeBaron that made people stare (we got the same treatment in the Rolls-Royce) — not so much at the car but at its passengers, as if onlookers were expecting to see a real live celebrity.

Actually, there have been no significant mechanical changes in the car for '62. The engine remains Chrysler's extremely potent 340-hp, 413" powerplant, so beloved by Chrysler owners and hoc rodders alike. That much punch is not wasted; it is essential in a car that can easily scale over 6,000 pounds, loaded with six passengers and luggage. At that, acceleration should please the most critical. The feeling was strong, smooth power all the way up the speed range.

The three-speed automatic transmission operates and acts just like the old TorqueFlite it replaces but it has been re-designed internally, is more compact, giving more cockpit space, and is 60 pounds lighter, due in part to an aluminum case. Shifts were perceptible but seemed exceptionally smooth, in keeping with the way we believe a luxury car should perform. One other change this year is the use of a single exhaust system instead of the duals formerly used. A single system operates hotter and should lengthen muffler and tailpipe life.

The biggest changes (for the better, we felt) have been in styling. The fins have been chopped and the rear fender line flows easily, topped by the famous gun-sight taillights. The only other appearance change worth noting is the divided grille. On the inside, everything remains as it was in '61. The instrument panel is recessed between a series of transmission and heat/cooling control pushbuttons on either side, and surmounted by a nearly square steering wheel. Its acceptance in use became

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tures proved to be the end of his profitable oscillograph business.^[8] In 1947, Tektronix's young equipment manufacturer produced the model 511 Time Base Trigger and Sweep Oscilloscope for \$795. Tektronix's big selling point was using time instead of frequency to measure a sweep across the CRT. Time measurements are easier to interpret pulses and complex waveforms. It has been mentioned informally that Allen DuMont saw the model 511 demonstrated at an electronics show. He tried it and was impressed but commented to Howard Vollum and Jack Murdock, co-founders of Tektronix, that it was too expensive and they would be lucky to sell any. Tektronix's time base trigger and time sweep generator design would become the standard in the 1950s and into the 21st century. Tektronix would replace Dumont Oscillographs as the leading selling oscilloscope brand.

When Fairchild Camera and Instrument acquired Dumont Laboratories in 1960, oscilloscopes were still being made with the Dumont name brand. Allen Dumont became Group General Manager of the Dumont Division until he died in 1965. All Dumont oscilloscopes in the late 1950s and after the Fairchild acquisition were using the time base trigger and time sweep

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Luxury Continued...

(Continued from page 8)

a matter of personal taste. Some of the test crew liked it, others tolerated it, no one felt violently opposed to the unusual shape.

The chassis is not Chrysler's highly-touted Unibody construction. They utilize the more conventional method of heavy, box-section frame rails with body welded in place. This year they have followed the industry trend to sealed lube points so that 32,000-mile intervals between lubrications are standard.

The Imperial is brimming over with interior space, particularly in the rear seat. The distance between the rear seat back-rest and the back side of the front seat can vary from 32 to 37 inches. With just over five feet of hiproom, there is plenty of area for three big adults to stretch out and be comfortable. Headroom, front and rear, 38.9/38.3 inches, is perfectly ample for tall men to sit upright. There are about 32 cubic feet in the handsomely detailed trunk. The spare, which has its own upholstered cover, mounts fiat and would necessarily be buried under a full load of luggage. This is hardly a new problem and will be with us as long as spare tires are stored in trunks.

Chryslers have a reputation for good handling, and the LeBaron upheld it. Steering is quick, 3.5 turns lock-to-lock, although the turning circle is an enormous 48.8 feet. While this type of car is not intended for successful hard cornering, it remained reasonably flat and controllable in turns, indicating its adaptability to mountainous terrain. Brakes, with 251 square inches of lining, stopped us moderately well from 60 mph. With more than enough power assist, required pedal pressure is very low but they showed considerable tendency to lock up, a not uncommon trait on heavy, power-braked cars.

The true feeling of luxury really came on at fast highway speeds. Cradled deeply into the soft cushions, windows closed, heating or cooling on as the climate dictated, we found the Imperial to be a magnificent road machine. There was just a slight wind rustle as it curled around the windshield chrome, but never enough to infringe upon normal conversation. Engine and road noises were effectively isolated from passengers. The ride was soft, verging on but not quite marshmallow, so that we found very little in driving or riding to contribute to fatigue.

Our test car was equipped with the optional (\$57.45) limited-slip differential.

We couldn't note any real advantage in normal operation although it's a handy device in snow, mud or sand. We found that the rear wheels would not break loose during our acceleration runs, which could be attributed either to the differential or the car's extreme weight.

Another option of interest is the Auto Pilot (\$96.80). When locked on, it holds a steady pre-set speed over all terrain except steep downhills. Touching the brake releases it. It can be demonstrated that its use will actually increase fuel economy slightly but we found its biggest advantage on long trips, where we were able to shift position without having to worry about the position of our throttle foot.

Fuel economy is pretty much a matter of academic interest in the luxury field. The cars are big, heavy and powered with huge V-8's. What else can one expect except the eight to 12 mpg we experienced? The 2.93-to-1 axle ratio is about as far as one can practically go into an economy gear. The only answer is to keep the 23-gallon fuel tank filled.

Although it is the most expensive single option, the dual air conditioner and heater (\$777.75) does an outstanding job. Temperature, heating or cooling, may be adjusted and held to precise limits and while using it we were quite unconcerned about outside weather conditions. With this type of system we found very little necessity to ever open the windows.

The extra-cost options bumped the LeBaron's price from a base of \$6,422 to a total of \$7,735.90. Destination charge added \$205, making the car's delivery price \$7,940.90, plus tax and license. For this kind of money one expects something awfully close to the best. We can only add that anyone seeking dignified, quiet luxury really need look no further than the Imperial LeBaron.



1962 Lincoln Continental

Continental - There is a great tempta-*(Continued on page 10)*

American Luxury Continued...

(Continued from page 9)

generator method introduced by Tektronix. The Dumont line of oscilloscopes continued to be produced into the 1980s.

During the early years of World War II, Dumont received special government contracts to provide large 36 inches (91 cm) wide cathode ray tubes. These special tubes allowed scientists working on the Manhattan Project to study the action of accelerated electrons.

In 1932, Dumont proposed a "ship finder" device to the United States Army Signal Corps at Fort Monmouth, New Jersey, that used radio wave distortions to locate objects on a cathode ray tube screen, a type of radar. However, the military asked him not to take out a patent for developing what they wanted to maintain as a secret. So he is not often mentioned among those responsible for radar.

In 1932, Dumont invented the magic eye tube, also known as the Electron Ray Tube, used as a tuning accessory in radios and as a level meter in mono and stereo home reel-to-reel tape recorders. In the 1930s, the manufacture of mechanical panel meters was labor-intensive and expensive. Magic eye tubes provided radio designers with a less costly and more profitable way to add a feature usually found in higher-priced equipment. The general

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tion to describe today's Continental as a compact luxury car, and in the sense that its dimensions are substantially less than either Cadillac's or Imperial's, it is. But such a facetious tag is totally unfair, for the Continental is not really small and it measures up to accepted luxury standards in every way. And it brings to the field hidden features and a dual character that make it a surprising automobile.

We found the Continental to be loaded with quality. After making this rather obvious discovery, we dug into the manufacturing background. Lincoln is quite proud of the care they put into the car. In their second year of production on this series, they have made only minor changes for '62. They spend nearly half a car's four-day production time in inspection and testing. For example, at least once a week one of those hand-some bodies is pulled off the line and destroyed, weld by weld, just to see if the various joints are holding. All engines are run on a dyno, transmissions are run for 30 minutes to check for noise and flaws and finally, each Continental gets a 12-mile road test, claimed to be the longest road check given any U.S.-built car. Obviously, they want to build a reputation, and honest quality is the best way to do it.

Styling comments are not generally part of a road test but the Continental's lines are so unusually clean and attracted such universally favorable reaction, that they deserve mention with attention to the compromises required in the interests of appearance.

Height is 53.7", about three inches lower than the other two luxury cars tested, and it appears much lower, so skillfully is the roof mated with the body. A certain amount of headroom is necessarily lost. By actual measure, front/rear headroom is 33.8" and 33.6". Even though the headliner is mated directly to the top, there is not a great deal of clearance for a long-torsoed individual. In fact, the Continental's graceful styling contributes to crowded quarters in one other area—the rear seat—where luxury cars usually have room to waste. Rear legroom totals 40.7, only about three inches less than the other luxury cars, but it is a significant three inches and very noticeable. Up front there is ample space, with about the same seating width, front and rear, as the other cars. As for the trunk, how big need it be? The Continental has 22.9 cubic feet, which isn't large by big-car standards. Whether it's enough depends

upon the user.

We concluded that the Continental is more than a pure luxury machine — it has a definite sporting flavor. Not that it is a sports car; let's just say it's a great deal less sedate than any domestic luxury car we've ever approached and trust that sedate Continental drivers will not be offended. Even that must be qualified; it doesn't refer to performance. The Continental has the biggest engine in the field but it turns out only 300 horses, enough for good but not sensational acceleration and passing speeds. It was, however, the only luxury car that would leave rubber during a full-throttle, first-gear start.

The sports feel is a combination of several things, including interior trim, handling and ride. For one, our test car had the optional leather interior. It covers a driver's seat that has a semi-bucket effect, due to a slightly curved backrest and a soft seat section that helps hold the driver in place. Also, there was a considerable amount of chrome molding, while the headliner was of a white, perforated plastic material. Taken as a unit, these are hardly what one expects to end in a luxury car, but they were effective in lightening the somber aura that seems built into most luxury cars.

Handling was analyzed in the light of the car's intended purpose rather than in terms of cars built primarily for good handling. The Continental shaped up well, the equal of most big cars on the road, during cornering and high-speed straight-away driving. Ride struck us as the firmest in the domestic luxury field, but it was still a long way from being harsh. Bending the car hard and fast around some of the turns on the Riverside Raceway brought forth a good deal of tire protest, but the car itself remained much flatter than we expected.

The power steering kicked back very little road feel just enough to be helpful while cornering faster than anyone is likely to demand. The steering wheel is small, only 16 inches across, with a thin rim that is surprisingly comfortable.

There was a strong feeling of confidence in the brakes in spite of a stopping distance from 60 mph somewhat above average. They stopped straight enough, which is reassuring when trying to haul down over 5000 pounds, but wanted to lock up, hence the few extra feet of stopping caused by punching the brake pedal several times.

Various sound-deadening materials run

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Luxury Continues...

(Continued from page 10)

public reception was a success as customers liked the green glow and the seemingly magical way it worked. He released information on his invention the following year. He sold the patents and rights to RCA for \$20,000 to help fund his other projects.

Dumont produced black and white televisions in the late 1930s, 1940s, and 1950s, generally regarded as offering the highest quality and durability. Many of these premium sets included a built-in AM/FM radio and record player.

Dumont sold his television manufacturing division to Emerson Radio in 1958 and sold the remainder of the company to Fairchild Camera in 1960. Fairchild later developed semiconductor microchips. Robert Noyce, a co-founder of Intel, originally worked for Dumont as an engineer.

The Dumont Television Network was not an unqualified success, being faced with the major problem of how to make a profit without the benefit of an already established radio network as a base. After ten years, Dumont shuttered the network and sold what remained of his television operations to John Kluge in 1956, which Kluge renamed Metromedia. Dumont's partner, Thomas T. Goldsmith (for whom the Washington, D.C. station

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to several hundred pounds on any luxury car, and the Continental is no exception. There was nothing to criticize adversely and little to say except that the car was very quiet; little or no wind and road noise crept in precisely as we assumed it would be.

Lincoln is doing something with the Continental that many experts called impossible only a few years ago—building it with unit construction. It is not customary to put together a big, heavy car by this method, but it can be done, successfully. They weld the underbody, which they call a torque box, to the body. These underbody members are such heavy-gauge steel—as much as 3/16" thick—that they are almost a frame, but the method is unitized and Lincoln is the only luxury car builder trying it. They have proven that it works, even in their four-door convertible.

We were a little surprised to find that the big-inch V-8 is nursed along by a two-barrel carburetor. Its only possible reason for existence is economy, but that's a logical enough excuse. The Continental pulled almost 15 mpg maximum, falling to just below 10 in heavy traffic. There is one unusual engine refinement, a water-heated control for the automatic choke, which is said to aid economy during short runs. Among other things, it eliminates high engine idle speeds in short-trip operation and eliminates choke enrichment at high altitude because of low manifold vacuum pulling insufficient hot air into the choke housing.

The Continental held one more pleasant surprise—its price in relation to the luxury field. Our test car had a suggested retail of \$6,074, which includes a flock of extras—radio, heater, three-speed automatic transmission, power brakes, power windows, power steering, power door locks, remote control mirror and white sidewalls. Added to the price of the test car were leather interior, \$100, six-way power seat at \$118, and a fine air-conditioning system at \$504. (This system is extremely effective and simple in its operation; it has only one knob which is also the heater control.) One can have power vent panes, electric antenna, auto pilot—in fact, every accessory available on the other two luxury cars to raise the price above the \$6,797 of our test Continental.

Staff agreement was general that Lincoln has turned out an impressive, sophisticated luxury sedan without serious faults.

Since it is only the second year with a totally new design, we feel that they have done a highly commendable job in a difficult area.

Happenings 1962

What happened in 1962 Major News Stories include Telstar first live trans-Atlantic television signal, First Beatles single "Love Me Do" released, Oral Polio Vaccine used to combat Polio, Marilyn Monroe is found dead, Cuban Missile Crisis takes world to brink of war, John H. Glenn, Jr., becomes first American to orbit the earth, First Wal-Mart discount store is opened, Columbus Day Storm.

1962 the cars continued to evolve as more compacts appeared and sold well in the US. The Cold War continued to worsen when the Russians placed Ballistic Missiles on Cuban land just 90 miles away from the coast of Florida in and JFK called the bluff by threatening war unless they were removed which they were but for a short time the world was on the brink of nuclear war and self destruction. The president then set a goal of landing a man on the moon before the end of the decade and became more involved in politics in Southeast Asia by training South Vietnamese pilots. Folk music was evolving into protest music thanks to young artists like Bob Dylan and the birth of surfing music by the beach boys grew in popularity meanwhile in England the Beatles record the single "Love Me Do". The new hit on TV for that year was "The Beverly Hillbillies" and the first of the James Bond movies "Dr. No" was an instant success, some of the other movies released included "Spartacus" and "El Cid".

John Glenn becomes the first American to orbit the Earth in February of 1962

More Information and Timeline For The Early Space Race

1. 1957 October 4th The Soviet Union puts the worlds first artificial satellite, Sputnik 1, into orbit around the earth
2. 1957 November 3rd The Soviet Union puts Sputnik 2, the worlds first spacecraft to carry a living animal, a dog named **Laika** into orbit around the earth.
3. 1958 January 31st The United States puts it's first satellite into space the Explorer 1

Happenings 1962

(Continued from page 11)

WTTG was named), remained on Metromedia's board of directors from this time all the way until Kluge sold the stations to the Fox Television Stations Group in 1986, when the Fox network was formed.

Dumont was the first to provide funding for educational television broadcasting. He was the recipient of numerous honorary degrees and awards, among them the Cross of Knight awarded by the French Government, the Horatio Alger Award, the Westinghouse Award, and the DeForest Medal. He is also a holder of over 30 patents in cathode ray tubes and other television equipment.

DuMont enjoyed sailing, and he owned a cruiser, the *Hurricane III*. He would participate in boat races and compete in navigation skills competition, winning three national championships. He died in 1965 and is buried in Mount Hebron Cemetery in Montclair, New Jersey. His wife, Ethel and their two children, Allen Jr. and Yvonne survived. The television center at Montclair State University bears his name and produces programs for the NJTV system (formerly New Jersey Network).

From the internet...

(Continued from page 11)

4. 1959 September 14th The Soviet Union launches first spacecraft to reach the surface of the Moon Luna 2

5. 1961 April 12th The Soviet Union launches the first spacecraft to take a man into space the Vostok 1 carrying **Yuri Alekseyevich Gagarin**

6. 1961 May 5th The United States launches it's first man in space **Alan Shepard** on the Freedom 7

7. 1962 President Kennedy asks Congress for \$531 million to put a man on the moon before the end of the decade

If you look at the timeline for space travel up to this point the The Soviet Union was consistently one step ahead of the United States, but following the speech by President Kennedy on May 25 the United States was determined to be the first to put a man on the moon which they achieved on July 20, 1969 when Apollo 11 landed Neil Armstrong and Edwin "Buzz" Aldrin, Jr, who became the first human beings to walk on the Moon's surface.

Cuban Missile Crisis when USSR plans to deploy Missiles in Cuba brings the world to the brink of world war, the US blockades Cuba and the USSR agrees to dismantle Soviet Silos Begins on October 15th ends on November 20.

Cost of Living 1962 - How Much things cost

Yearly Inflation Rate USA 1.20%

Year End Close Dow Jones 652

Average Cost of new house \$12,500.00

Average Income per year \$5,556.00 -

Average monthly rent \$110.00 per month -

Tuition to Harvard University \$1,520.00 -

Cost of a gallon of Gas 28 cents

Average Cost of a new car \$3,125.00

All Wheel Drive Scout off road \$2,150.00

Renault Imported car \$1,395.00

Eggs per dozen 32 cents

Factory Workers Average Take Home Pay with 3 dependents \$94.87

Popular Culture 1962

Beatles Turned Down By Decca Records

Release of first Beatles recording: the single "Love Me Do"

Andy Warhol's famous painting of a can of soup

Beverly Hill Billies is on TV

The Dick Van Dyke show on TV

Johnny Carson begins as presenter for The Tonight Show

Popular Films

West Side Story

Spartacus

El Cid

Lawrence of Arabia

To Kill a Mockingbird

Popular Singers

The Beatles

Bob Dylan

Chubby Checker

Frankie Valli & The Four Seasons

Neil Sedaka

Roy Orbison

Shirley Bassey

Marilyn Monroe serenades President Kennedy on his birthday.

Marilyn Monroe made one of her last public appearances on May 19th at a birthday celebration for U.S. President John F. Kennedy before her death. The event became an iconic moment in pop culture when the actress sang an intimate, sultry, and memorable rendition of "Happy Birthday" to the world leader. Monroe wore an intricately designed skin-tight beaded dress that was considered a little scandalous at the time. The performance added to rumors that the two were having an affair and only three months later Monroe died of a drug overdose, ruled a probable suicide, under suspicious circumstances.

Rioting on University of Mississippi campus following Black student James Meredith attempting to enroll ends when federal troops and U.S. marshals take control.

1. James Meredith becomes the first African-American student to enroll at the University of Mississippi on September 30th.

2. Meredith, an army veteran, had made several attempts to enroll at the university, but was forced away by Mississippi's governor

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1962 Happenings Continued...

(Continued from page 12)

and denied entry.

3. He was finally able to enter the school after being escorted by United States Marshals at the insistence of President Kennedy.
4. Meredith actively tested the new integration mandate and became a fearless pioneer of the Civil Rights Movement.
5. He completed his degree at the University in August of 1963.

U.S. President John F. Kennedy calls for a "Consumer Bill of Rights" during an address to the United States Congress in March. His speech outlined four basic rights intended to protect consumers from misleading advertising, defective products, and monopolistic practices. The rights that were mentioned included the right to safety, the right to be informed, the right to choose, and the right to be heard. Kennedy also proposed certain measures to enforce and implement the rights.

End of Bay of Pigs Fiasco when 1,113 prisoners taken during the attempted invasion are exchanged for \$53 million in food and medicine

1. 1953 - 59 Cuban Revolution leading to the Cuban President Fulgencio Batista and replacing his government with a revolutionary socialist state
2. The CIA began to recruit anti-Castro Cuban exiles (Brigade 2506) training took place at US Bases in Florida, Panama and Guatemala
3. March 1960, the CIA put forward their plan for the overthrow of Castro's administration to the U.S. National Security Council (NSC), where it was given the support of U.S. President Dwight D. Eisenhower
4. 1960 Presidential Election both main candidates, Richard Nixon of the Republican Party and John F. Kennedy of the Democratic Party both promising to take a hard line with Castro
5. January 1961 President Kennedy is briefed, together with all the major departments, on the latest plan for the invasion of Cuba to overthrow Castro. President Kennedy authorized the active departments to continue, and to report progress.
6. April President Kennedy approved the invasion of beaches bordering the Bahia de Cochinos (Bay of Pigs)
7. Due to their secret intelligence network, anticipating the invasion, Che Guevara stressed the importance of an armed civilian populace, stating "all the Cuban people must become a guerrilla army, each and every Cuban must learn to handle and, if necessary use firearms in defense of the nation.
8. April 15th eight Douglas B-26B Invader bombers in three groups simultaneously attacked three Cuban airfields at San Antonio de los Baños and at Ciudad Libertad (formerly named Campo Columbia), both near Havana.
9. April 16th CIA/Brigade 2506 invasion fleet sailed from Puerto Cabezas in Nicaragua to 'Rendezvous Point Zulu', about (40 mi) south of Cuba.
10. April 17th a force of four transport ships (Houston, Rio Escondido, Caribe and Atlantico) carrying about 1,400 Cuban exile ground troops of Brigade 2506, plus tanks and other vehicles in

the landing craft entered the Bay of Pigs .

11. April 17th a force of four transport ships (Houston, Rio Escondido, Caribe and Atlantico) carrying about 1,400 Cuban exile ground troops of Brigade 2506, plus tanks and other vehicles in the landing craft entered the Bay of Pigs .

13. April 19th Due to the well organized and well informed Cuban forces Brigade 2506 ground forces retreat to the beaches in the face of considerable onslaught from Cuban government artillery, tanks and infantry and hoped for rescue by US ships but due to heavy fire by Cuban tanks they were forced to withdraw

13. December 1962 1,113 prisoners taken during the attempted invasion are exchanged for \$53 million in food and medicine.

The Space Needle an observation tower in Seattle, Washington is completed in time for the 1962 World's Fair

1. The Space Needle is 605 ft high, 138 ft wide, and weighs 9,550 tons.
2. It was completed in less than 1 year just in time for the opening of the 1962 World's Fair
3. The domed top housing the top five levels including rotating SkyCity restaurant at 500 ft and an observation deck at 520 ft
4. The last elevator car was installed the day before the Fair opened on April 21st
5. During the Worlds Fair the Space Needle drew over 2.3 million visitors, when nearly 20,000 people a day used its elevators. This was nearly 1/4 of all the visitors to the Worlds Fair

The Space Needle is considered an icon of Seattle and still one of the most popular places to visit and photograph over fifty years later.

Marvel's Spider-Man superhero makes his first appearance in a comic.

In June, the iconic Marvel superhero Spider-Man made his first appearance in the Amazing Fantasy #15 comic. The issue was dated for August, but had actually hit the shelves in June. Created by Stan Lee and Steve Ditko, Spider-Man was a teenage superhero whose nerdy alter-ego Peter Parker represented adolescent concerns and teenage tribulations in a way that no other comic book superhero had been able to previously. Many teen readers connected to the character making him one of the most popular and enduring comic series characters in history.

Marilyn Monroe is found dead on August 5 after apparently overdosing on sleeping pills.

The US Navy SEALs are created on January 1st as the U.S. Navy's principal special operations force, the special force was in existence prior dating back to World War II when the

(Continued on page 14)

What the first owners had to say about the Mark II



Lowell Domholdt's 1956 at the 2006 Lincoln Experience which was featured at Hickory Corners, Michigan.

This story first appeared in the September-October 2006 issue of Comments. We thought it would be of interest to our readers.

A year after the 1956 Continental Mark II was introduced, *Popular Mechanics* printed a survey on how owners liked their \$10,000 automobiles. Comments ranged all the way from "Fabulous beyond words" to "Everything is very average except the price." Questionnaires were sent to 750 owners, or about half of all Continental owners at the time the survey was done.

A Texas oil operator reported, "Rather than having the feeling of riding, you experience a floating sensation. It is absolutely the dream car of today." Riding comfort was the top-ranking best-liked feature. But then, for \$10,000, or about \$80,000 today, the ride should be pretty good. "It's a lot of automobile, but it's a lot of dough," said an Illinois engineer.

A Michigan surgeon liked the Mark II so much he bought two, saying, "I do not care how much I pay for a car. I demand exclusiveness, appearance, riding quality, roadability, quiet, smooth performance, and economy. My two Continentals are the closest I have come to satisfying these demands."

However, for \$10,000, there were a few complaints. The most frequent complaint was the awkwardness of getting in and out of the Mark II. "One does have to learn to get in and out gracefully, especially from the back seat," said a Florida owner. "A little tight for a fat man to get in and out," complained an Oklahoma physician. "A man has to be old to be able to buy one and young to be able to get in and out," groaned a Florida retiree.

The second most voiced complaint was lack of trunk space. "I have had to ship luggage, and however, a larger trunk would spoil the body lines," voiced a Georgia executive. The next complaint in line was dealer service or lack of it.

Second, on the list of best-liked features was styling. "A good basic design that will always be in style," said a New Jersey funeral director. Ease of handling was third on the list of best-liked features. "It requires less wear and tear to drive than any car I have ever owned," said a Kansas businessman. "Handles like a small car in traffic and still is a big car on the open road," wrote an Illinois farmer. "We drove 763 miles in one 12-hour day and were less tired than on a 500-mile trip in previous cars," said a California broker.

Although 32 percent of the owners said nothing should be changed, others had some suggestions. "Make a four-door mod-

el," said a New York banker. "Too expensive for anyone young enough to enjoy it," said an Alabama rancher. "I would prefer a convertible," remarked a Florida housewife.

Some of the best-liked features were "smooth power, rate of acceleration, comfort at high speeds, no sway on curves, takes rough roads easily, finest steering ever." "One wise old guy said, "It's the finest quality American car since the Crane Simplex."

There were more complaints about lack of space in the back seats, especially for the old folks. There were some complaints that the car did not live up to its advertising. These were mostly related to quality control. One guy from Illinois said the brakes were inadequate for the power of the car. "Doors are too massive," whined an Iowa store owner. "Carpet too thick. Difficult to keep clean," grumbled a Louisiana oil operator.

And finally came the supreme compliment. "I like this car so well. I bought another two months later. Driving this car spoils you for any other make," said an Illinois inventor.

Overall, 74.7% rated the car as excellent, 19.2% rated the car as average, and 6.1% placed the car as poor.

Happenings continued...

(Continued from page 13)

Navy "Scouts and Raiders" was formed.

The first US rocket Ranger IV lands on the moon on April 26th.

First Ever **Flavored Crisps / Chips** sold Salt and Vinegar

The First Wal-Mart discount store is opened by Sam Walton in Bentonville Arkansas

Motel 6 opened it's first location in Santa Barbara, CA on June 25th, 1962.

The Columbus Day Storm (12th October) strikes Northern California, Oregon, Washington and British Columbia

The United Nations General Assembly passes a resolution condemning **South Africa's racist apartheid policies** and calls for all UN member states to cease military and economic relations with the nation

Burundi Gains Independence From Belgium

East German Border Guards shoot attempted escapee Peter Fechter and leave him to die on the Berlin Wall

Heavy storm flood on Germany's North Sea coast, mainly around Hamburg, more than 300 people die, thousands losing their homes

The first Kmart department store opens in Garden City, Michigan

Air France Boeing 707 crashes on take-off at Orly Airport in Paris on June 3rd

John H. Glenn, Jr., becomes first American to orbit the earth during Friendship 7 orbit.

Oral Polio Vaccine developed by Albert Sabin given to millions of children to combat Polio

Algeria Gains Independence From France

Jamaica Gains Independence From Great Britain

Preview of Coming Events

For 2021

December Closed for the holidays. Spend quality time with family and friends. Write an article about your favorite Lincoln and send it to the Northstar News. We need your stories. Come up with some fresh ideas for fun things for the North Star region to do. Let us hear from you. Please tell us what you like best and perhaps we can do it. And keep your fingers crossed that 2022 is a much better year than the last two.

Coming for 2022

- January Sunday Brunch, Dangerfield's Restaurant January 9 at 11:30 AM
1583 1st Ave East, Shakopee, Minnesota
- February CCCA Potluck and Auction, Firefighters Museum Minneapolis, date to be determined...
- March Sunday Brunch, to be determined..
- April North Star catered lunch and Auction, Sunday at Morries in Long Lake,
date to be determined..
- May 05/02/21 Bill Holliday trip to Harley Davison in Milwaukee, May 2.
- June Annual Bloomington Lincoln car show will be in June of 2022.

If you have any great ideas for brunch places or other events that we can do, please contact one of the board members. We can always use some help and new ideas from our members.



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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ALL-NEW LINCOLN ZEPHYR DEBUTS

- Lincoln Zephyr, Lincoln's first locally produced sedan in China for the China market, premiered at Auto Guangzhou
- Zephyr further expands Lincoln's portfolio with an all-new vehicle expected to continue the brand's momentum and solidify its position at the forefront of luxury brands in China.
- The all-new Lincoln Zephyr reimagines design and technology to meet the discerning expectations and aspirations of China's Generation Z, ushering in a new era for the brand centered around intelligent mobility



An all new Lincoln Zephyr debuted this past November in China. This may be an indication of the return of sedan models to the US market.

GUANGZHOU, China, Nov. 19, 2021 – Lincoln today debuted its first locally-produced sedan – the all-new Lincoln Zephyr – in China at Auto Guangzhou. The highly anticipated Zephyr highlights the future direction of Lincoln's design and intelligent technology, and is expected to contribute to Lincoln's growth in China.

"For nearly a century, Lincoln has been redefining luxury with stunning design, advanced technologies and world-class products," said Joy Falotico, president, Lincoln. "We are committed to listening to the needs of our customers and the all-new Zephyr is a perfect example of this. The all-new Lincoln Zephyr is specifically designed for the young, Chinese customer and continues our tradition of reimagining design and technology for the future."

Mao Jingbo, president, Lincoln China said "The Lincoln Zephyr is a true masterpiece that brings together the expertise of our global team in California and the exceptional talent of our local team in China. Every detail from the inside out is crafted based on a deep understanding of our, young Chinese clients, and I am confident that the Lincoln Zephyr fully features intelligent experiences of the future."

The all-new Lincoln Zephyr will be built in China for the China market and is expected to go on sale in the first quarter of next year.

The Design Philosophy - Lincoln Zephyr inherits the brand's Quiet Flight DNA centered on the tenets of Beauty, Gliding, Human and Sanctuary, while also expressing a strong, contemporary aesthetic that signals the future face of Lincoln design. The exterior embodies Lincoln's signature horizontal design language that expands

the vehicle's visual width and presents a striking and dynamic effect.

For the first time, the Lincoln Zephyr integrates Lincoln's characteristic full-width light bar into the fascia. Integrated full-width horizontal stripes traverse the Lincoln Star grille and extend to the headlamps on both sides. The tail lamp also applies a new 3D floating effect, echoing the Zephyr's front with its unique red design and embedded luminous "Lincoln" text.

The Zephyr is nearly close to mid-large-sized sedans. Thanks to a wheelbase of more than 2,900mm, the Lincoln Zephyr provides ample rear seating space and legroom. On the side of the sedan, the Lincoln star flows seamlessly to the flush handles which emphasize its sleek design lines.

To satisfy Gen Z's demands for connectivity, the Lincoln Zephyr tailored its interior design to create an intelligent digital cockpit and a relaxing sanctuary with lightweight design elements. Nearly all buttons in the console are equipped with a smart, natural surface - an innovative, digital design detail that speaks to the evolving customer need for quiet, human-centric solutions.

Intelligent Technologies - A 12.3-inch digital cluster with 27-inch coast-to-coast touch screen make a stunning visual impact and is configured to support an array of multi-touch gestures and customizable displays, enabling customers to choose between full or -screen views.

Inspired by the cosmos and the calming night sky, the full-width coast-to-coast screen also brings the Lincoln Constellation HMI to life. Pioneering in luxury brands, the Constellation HMI applies Dashcard interactive design. Solo, Co-pilot and Individual intelligent operation modes are also available.

The Lincoln Zephyr's phase-4 SYNC+ system is exclusive for Chinese customers, enabling over-the-air capability to continuously update Zephyr. Debuting in Lincoln Zephyr, the advanced Lincoln Co-Pilot 360™ 2.0 System and the Lincoln ActiveGlide™ are offered to help enable L2+ Driving Assist capability.

Sense of Ceremony - Lincoln Zephyr offers a tailored luxury experience with an elevated sense of ceremony for customers. The new Embrace and Farewell signature feature illuminates the Lincoln Star first and gently lights up the headlamp as owners approach their Lincoln Zephyr. This is followed by Lincoln's largest ever Welcome Mat that illuminates the ground.

Four Relaxing Modes, digital scents, and 128-color interior ambient lighting options combine to enhance the customers' feeling of exclusivity and personalization.

Another unique feature in the Lincoln Zephyr is "The Future Letter." After customizing content on the full-width coast-to-coast screen, customers can schedule content to appear on screen at designated moments and add a sense of joy for passengers.

"I am extremely proud that Lincoln Zephyr brings so many advanced innovations to our young customers in China," said John Jraiche, global product director, Lincoln.

The all-new Zephyr will launch with a standard 2.0-liter gas powertrain with an 8-speed transmission and is expected to go on sale in the first quarter of 2022.