

NORTHSTAR NEWS

Our Pride and Joy

Our feature Lincoln this month is the pride and joy of Faythe and Harvey Oberg.

“I saw my first 1941 Lincoln Continental Cabriolet in the summer of 1941, while driving down a highway just outside of St. Paul, Mn. I was ten years old at the time and the beautiful body lines made such an impression on me that I vowed someday I would own a car just like that”. For Harvey Oberg, that someday arrived in 1983.



THE AWARD WINNING 1941 LINCOLN

Harvey’s 1941 was shipped from Dearborn, Michigan on March 6th, 1941 to Edgewater, New Jersey. The car was painted a special non Lincoln color to

maintenance was required and it performed well. Then in the fall of 1986, he decided to have the car totally restored. After 18 months, it came back looking great, and back to it’s original Jersey Grey color. Harvey

had his dream come true.

Since his Lincoln came out of restoration in May of 1988, Faythe and he have driven it to all the national meets that they have attended, at least two per year. One was over 900 miles one way.

The Lincoln has always performed well, except for a few minor problems along the way such as a flat tire, a carburetor float that developed a crack, etc. They have always looked forward to their driving trips, and considered them to be a rewarding challenge.

“As a young boy, I always admired the beautiful lines and graceful shape of the 1941 Lincoln Continental Cabriolet”

match Nitro Valspar Grey Light in baked enamel finish Jersey Grey Acme 137. The original owner was Albert M. Barnes, a wealthy investment banker from Mendham, N.J. Mr. Barnes died in 1952, and the car was sold to a Morristown, N.J. auto dealer, and then auctioned off. After Harvey purchased the car in 1983, he drove it for three years. Very little

Some interesting things: On July 12th, 1953 Chris Custer, who owned the car at that time, attended the first Classic Car Club of America Grand Classic at Washington Crossing Park, New Jersey and this 1941 Lincoln was awarded Senior Car Badge No. 3 - the lowest number known to exist in the CCCA today. There were four Senior car awards that year. Then in October of 1954, Chris attended the first Lincoln Continental Owners Club National in Dearborn, Michigan, and this car was the ninth to register. (Harvey has registration plate No. 9 from that event)

(Continued on page 2)

Welcome to the new Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. This is the first issue of the “new look”, please let us know what you think and how we can improve this newsletter.

This Issue Contains

Feature Car of the Month	1	Monthly Meeting Minutes	4
Club Information Page	2	Directors Message	4
Editors Message	3	Preview of Coming Attractions	5
The Year, 1941	3		

Board Of Directors - 2001-2002

Title	Name	Phone Numbers	email & FAX
Director	Jim French	H(651)451-6730	jwfrench2@juno.com Fax(775)599-2828
Asst Director	Jay White	H(952)432-5939	jaywhite1@prodigy.net
Activities Director	Tim Purvis	H(651)459-6176	
Projects Director	Bob Gavrilesco	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson	H(952)435-1919	Fax(952)898-5230 (home)
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

All Members and guests are welcome to attend the Board Meetings which are held the second Wednesday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and I494 in Inver Grove Heights, Minnesota.

Northstar LCOC is your club. We respect your ideas and opinions concerning the operation of the club, and the planning and scheduling of all events and activities. We encourage your input. Please call or write any of the directors listed above. Let's make this the one of the best car clubs in the Twin Cities.

Our Pride and Joy, Continued.

(Continued from page 1)

Other Interesting items on the car is the rare and unusual Selectro-Matic carburetor choke. Only 5% of the 1941 Continental and Custom models had this type of choke. This consists of a special intake manifold, and a special carburetor with an electric magnet solenoid that is mounted directly behind the carburetor. A dual control button location on the instrument panel allows the driver to choose which choke control he wishes to use, either automatic or manual.

The 41 has always scored high at national meets, best of show, first place in class, and on occasion a second place. Harvey is proof that you can have a high point car, and drive it to national meets and win.

It takes a lot of preparation between shows and also just prior to showing, but according to Harvey, the rewards of driving and winning are worth it. The car has never been trailered. Thanks to Harvey and Faythe Oberg for their help on this article.

FACTS AND FIGURES 1941 Cabriolet

Price	\$2778.00
Weight	3,860 lbs.
Wheelbase	125.0 in
Length	210 in
Production	400
Engine	V12 Lhead, 292 cubic inches 2.88 x 3.75 bore & stroke

The Year - 1941

In 1941, women can expect to reach the age of just over 68 years while men can expect to live to an average age of nearly 63 years. The median salary was \$1,400, and a loaf of bread costs 12 cents. A pound of butter goes for 43 cents, a dozen eggs, 37 cents and a quart of milk costs 16 cents.

In 1941 "I hear a Rhapsody" tops the hit parade, followed by "Amapola", "Marie Elena", White Cliffs of Dover" and "Chattanooga Choo Choo".

Popular singers include Frank Sinatra, Bing Crosby, Dinah Shore, Connie Boswell, Tony Martin and Perry Como.

Big Bands are Charlie Kunz, Harry James, Freddy Martin, Tommy Dorsey, Glenn Miller, Artie Shaw, Count Basie, Duke Ellington and Benny Goodman.

Movies of 1941 are 'How Green Was My Valley'. Walter Pidgeon and Maureen O'Hara are in the lead

(Continued on page 4)

Editors Message

Welcome to the new look of the Northstar News, the monthly newsletter of the Northstar Region of the Lincoln and Continental Owners Club.

These last few weeks, I have learned more than I really wanted to know about desktop publishing and putting to good use the many features contained in the modern personal computer.

Our goal is to try to bring our members a monthly publication with news of our events and articles of interest to spark even greater interest in the Region, and increase participation at our monthly events.

Most of our members really enjoy their Lincolns, and drive them as much as they can, given the weather conditions here in the Twin Cities area (miserable winters, hot and humid summers). Harvey and Faythe Oberg take their 41 Continental Cabriolet out frequently, from early spring to very late fall, relishing the time spent cruising down the highway. Their fine Lincoln is featured on the front page. We plan to have at least one of our members cars on the front page each month.

Please let us know what features are important in the newsletter. We will try to make it happen. Please contact any of the directors listed on page 2, or call, write or fax me directly.

On May 19th, the club held their 2nd annual all Lincoln car show at Whitaker Lincoln Mercury in Inver Grove Heights. Some 25 Lincolns were in attendance, along with their proud owners. The long distance trophy went to a lovely 1956 Lincoln Premier coupe, owned by Jack and Joyce Simler, who drove down from Alexandria. It was a good show with fine examples from the late 30s through the 80s. Due to some advance newspaper coverage, and an advertisement by Whitaker Lincoln-Mercury, some non-member cars turned out for the show. It was good seeing new faces and new cars and hopefully, we can sign up some more members.

Each month, on the second Wednesday, we have a Northstar Region board meeting. All interested members are urged to attend and express their views regarding the operation of the club. It is your club. You pay the dues, and we value your input in making the club better. New ideas for club projects and events are always welcome. Let's hear from you now.

That's about it for this month. The driving season is here. Take your Lincoln out, roll down the windows, turn up the radio, and enjoy the day. It truly is a great way of relaxing.

-30-

Thanks so very much

In any organization there are a number of jobs that just are not a lot of fun. Treasurer, secretary, membership secretary, and newsletter publisher-editor to name a few. For the past 5 years, Mavis Huddle has done a great job churning out our newsletter on a monthly basis. Through storm, computer failure, and other obstacles, she managed to furnish us with a monthly missive that was both interesting and entertaining. Mavis took over after the untimely passing of Dick Larson, continuing on with his folksy style which we all have enjoyed. Thanks Mavis for all your hard work.

We also want to thank club member Daniel Vandeberg, who appears from time to time at our events with his camera and takes some great pictures to help us remember the day.

Let us not forget Chuck Whitaker, and his fine staff at Whitaker Lincoln-Mercury for their great hospitality during the Lincoln show on May 19th. All present that day appreciated the refreshments and food that was served up by our hosts. Thanks too, for the fine door prizes that were donated by Whitaker Lincoln-Mercury.

Directors Message



As you may know, Mavis Huddle, our newsletter editor, has been having some health problems lately. With this issue Dave Gustafson has agreed to take over the newsletter publication. I wish to offer a big thank

you to Mavis for her years of service to the club and wish her all the best. The entire club appreciates her efforts on our behalf.

We had a small but loyal turnout at Toby's in April. About 18 people came out. The weather was absolutely perfect, as were the cars. Always a good time, good food and great company.

Our second annual car show at Whitaker Lincoln on May 19th was a resounding success. throughout the show about 25 older Lincolns came and went. One car even came from as far away as the Alexandria area. Most cars were from our membership but about one-third were from people outside the club. Proves the power of advertising. Chuck Whitaker placed several banner ads in both the Minneapolis and St. Paul newspapers. Thank you, Chuck. We were also on line with the Minnesota Car Club Association. The dealership also provided a bar-b-que lunch and some of the door prizes. The club brought the dash plaques and more of the door prizes. At

least 8 or 10 membership applications were handed out to potential new members and I hope they all join.

The body repair and paint job on my Mark IV is progressing nicely. the front fenders over the tires have had the rusted areas repaired and have been repainted. I have also painted both doors and rear quarter panels, one panel at a time. This has been a trim off paint job. The sides were completed just in time for the car show. I still have the hood and trunk lid to sand and refinish. At some point in the previous life of the car, someone had repainted it, but for some strange reason the second coat of paint all cracked and there was gray primer showing through. I have had to sand off much of the second coat of paint, apply a coat of black primer and then apply a fresh coat of black acrylic enamel. That is why I am only doing one panel at a time. Doing one panel at a time breaks the job down into manageable pieces. I can finish one panel and admire my work before starting another panel. That skating rink of a hood is going to be a real challenge. I will probably need a gallon of paint for it alone. The trunk lid is kind of small, but critical to the overall appearance of the car. I have to admit, the car looks good so far. I hope to get the whole car done this summer.

Jim French

Board of Directors' Meeting

The meeting was called to order at Whitaker Lincoln-Mercury at 7:04 PM by Regional Director Jim French. Board Members present were Dave Gustafson, Harvey Oberg, Jay White, Jim French and Roger Wothe. Other members present were Faythe Oberg and Dan Vandenberg. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS REPORTS

Regional Director Jim French reported that he had received calls from three non-members

wanting to take part in our show. It was discussed and the board agreed that "For Sale" signs will be allowed, we will not place ads in the newspapers and a calling committee of Jim, Jay and Harvey will remind members of the show. Jim has ordered thirty dash plaques, will get door prizes and ask Whitaker to furnish some.

Secretary Roger Wothe reported that the roster is in process of being printed and will be sent out next week. Roger also passed around catalogs of windbreaker jackets and will obtain

(Continued on page 5)

(Continued from page 3)
roles. Also popular are 'Sergeant York' featuring Gary Cooper and 'Walter Brennan, 'The Maltese Falcon' with Humphrey Bogart as Same Space and Mary Astor, 'The Lady Eve' starring Barbara Stanwyck and Henry Fonda, and Walt Disney's animated 'Fantasia'.

On March 7th, New York City records an 18.1 inch snowfall. It is the third largest on record. On the 16th, a blizzard that hits North Dakota and Minnesota causes 60 deaths. On May 1st, General Milles introduces "Cheerios" breakfast cereal to America. In a marketing stumble they initially call them "Cheerioats".

Breakfast is changed forever. On October 27th, the "Chicago Daily Tribune" states that war with Japan is "impossible". In an editorial the Tribune declares that "She cannot attack us That is a military impossibility. Even our base at Hawaii is beyond the effective striking power of her fleet."

While it becomes increasingly difficult

(Continued on page 5)

*(Continued from page 4)
to find any stories not related to the way, a monumental event takes place in the Black Hills of South Dakota. On October 31st, the Mount Rushmore monument is finally finished. Honoring Presidents Washington, Jefferson, Lincoln, and 'Teddy' Roosevelt, it is completed at last, by Gutson Borglum's son James. The senior Borglum had died eight months before, without seeing the final results of his years of toil.*

On November 1st, the Rainbow Bridge opens to traffic across the Niagara River. Situated a short distance below the spectacular falls, the elegant structure joins Niagara Falls, New York with her counterpart in Ontario, Canada. On the 26th, a Japanese carrier force secretly leaves base and moves east. Its destination...Pearl Harbor! On December 7th Pearl Harbor is utterly devastated by a Japanese assault. Information from the Internet.

Preview of Coming Attractions

The following are the scheduled club events, please call Tim Purvis at (651)459-6178 for information and directions.

- June 3 18th Annual Spring All Ford Show and Swap Meet
9:00 AM - 3:00 PM Apple Valley Ford, 7200 W. 150st Apple Valley, MN.
- June 3 22nd Annual All ford Picnic and No Trophy Car Show
11:00 AM - 3:00 PM at the Twin Cities Ford Assembly Plant.
Free Admission. All Ford powered vehicles welcome.
- June 8-9 AACA Central Division National Spring Meet, Rochester, Minnesota hosted by the Minnesota Region, Olmsted County fair grounds.
- June 10 Tour of ELMER'S in Fountain City, Wisconsin. Meet at the Point Restaurant North of Hastings at the intersection of Highways 61 and US 10 at 9:00 AM and leaving there at 10:00 AM. This is a change in date from the last newsletter. A Northstar LCOC event.**
- June 22-24 28th Annual Minnesota Street Rod Assn Back to the Fifties
Minnesota State Fairgrounds, St. Paul, MN.
- July 14 (Tentative) LCOC Picnic at the Landscape Arboretum with Mini-Bird Club.
- May 21 Mississippi Dunes Country Club, tire kicking at 11:00 AM, brunch

Directors Reports Continued

a sample of the one selected.

Treasurer Harvey Oberg reported the treasury balance is \$4,619.64, with all bills that have been received paid.

Membership Director Dave Gustafson reported that the membership remains at about ninety-two.

Projects: No new sales since last meeting.
Activities: The tour to Elmer's in Fountain City, Wisconsin is changed to June 10th, meeting at the Point Restaurant north of Hastings at the intersection of Hiways 61 and US 10 at 9:00 AM and leaving there at 10:00 AM.

Dan Vandenberg reported that White Bear Lincoln-Mercury would like us to have a show at the Dealership. The board agreed and Dan will follow up.

There being no further business the meeting was adjourned at 8:27 PM. The next meeting will be at Whitaker Lincoln-Mercury on Wednesday June 13th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

NORTHSTAR NEWS

Northstar LCOC
308 Brandywine Drive
Burnsville, MN 55337

*This Newsletter Printed
Especially for*

NORTHSTAR NEWS

Lincoln and the Competition in 1941

In 1941 the market for luxury automobiles continued to grow smaller. Gone from the scene were the magnificent chariots of the 1920's and 30's. Pierce Arrow, the Packard V12's, Cadillac V16's with the Fleetwood bodies, Cords and Dusenbergs to name a few.

Lincoln was the last manufacturer to offer a engine larger than a V8. Continental became a separate model instead of a Zephyr in 1941. Production increased to 850 coupes and 400 cabriolets. Gone was the Series K, and it was replaced with long wheelbased Zephyr custom models. 355 sedans and 295 limousines were assembled and shipped.

The Cadillacs of 1941 had a fresh face featuring a complex, egg crate grille with the central section most prominent. This remained a Cadillac styling tradition into the 1970s. Taillights were enlarged, with one of them neatly concealing the gas filler cap. All

Market Share 1941

Cadillac	59,572
Chrysler	141,000
Lincoln	
Continental	850
Zephyr	20,094
Custom	650
Packard	72,855

Prices

Cadillac	\$1,345 - \$4,045
Chrysler	\$995 - \$2,795
Lincoln	\$1,478 - \$2,865
Packard	\$927 - \$5,599

models used the 346 cubic inch V8, which was rated at 150 bhp at 3400 rpm. Most Cadillacs could achieve 100 mph.

Chrysler restyled all of their cars in 1940, and carried over much of this same look into 1941. The most interesting new model for the year was the unique Town and Country station wagon, with "clamshell" rear doors. Chryslers were powered with either 6 cylinder (241.5 cubic inches) or 8 cylinder (323.5 cubic inches) L-head engines. Fluid Drive with Vacamatic Transmission was also offered.

Packard's new look was the Clipper, with flowing fenders, hidden running boards, a tapered tail, and a narrow grill. Also available were the One Tens and One Twentys, One Sixty (Super Eight) and the Custom Super (One Eighty) as the top model.