

Our Pride and Joy



John Aretz, General Manager of Morries Ford Lincoln is so very proud of the all new 2015 Lincoln MKC.

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.

We normally feature articles about our members older Lincoln's, but this month we are stepping away from our usual presentation and writing a little bit about the all new Lincoln MKC, which in 15-20 years will be a very collectable car. And the fact that it will deliver exceptional economy will make it a dream car to take on Lincoln club tours.

Our photo above shows a very happy John Aretz by his "Pride and Joy", the new Lincoln MKC. This is a pre-production model that John had to go down to Chicago, the day before our annual Memorial weekend car show, to pick it up so that we could see it that Saturday. The MKC is in their cross-over family, the senior model is the MKT, followed by the Midsize model, the MKX and then the MKC. The fit and finish is superb, with all gaps being uniform. Doors close easily with a good solid feeling. The interior is one of the best out there, as good as many of the considerably more expensive German offerings. And it also sports

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Members and guests are welcome to attend the Board Meetings. Our meeting location will be printed elsewhere in the newsletter, as it often will be held in conjunction with other club events.

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

Our Pride and Joy

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all the high tech features that it's larger brothers have.

Initial reports indicate that Lincoln has hit one way out of the park with this car. Performance is excellent with the Eco-boost 2.5 I4 engine. This engine is more powerful than the large V8 engine that was in the Town Cars of just a few years ago. So with that in mind, one can easily see why John Aretz and the sales staff at Morries are so very excited about the new MKC and are anxiously awaiting first deliveries.

The features you might expect in a fine car are present, such as adaptive cruise control, lane-keeping assist, collision alert, blind-spot monitoring, heated front and rear seats, SYNC, and 14-speaker THX surround sound. Features you might not expect that often are found on more expensive cars include driver alertness monitoring, a panoramic sunroof that will make the Range Rover Evoque take notice, parallel parking assist, and park-out assist, which steers you out of tight parking spaces. Also on the docket is Approach Detection, which listens for the signal from your key fob and turns on the LED light bars in the headlights and tail-lights, as well as lights behind the door handles and lights under the door mirrors that project the Lincoln logo on the ground as a "welcome mat" when you get within 10 feet of the car. Finally, Lincoln's fitted an



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Trivia from the Internet



Harley Earl
1893 - 1969
Renown Automobile
Designer

Harley Earl was the initial designated head of Design at General Motors, later becoming Vice President, the first top executive ever appointed in Design of a major corporation in American history. He was an industrial designer and a pioneer of modern transportation design. A coachbuilder by trade, Earl pioneered the use of freeform sketching and hand sculpted clay models as automotive design techniques. He subsequently introduced the "concept car" as both a tool for the design process and a

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Editors Message

June 2014

June is here, Marion and I thought that it would never come to Minnesota and that we would be forever stuck in March. But, it is funny what can change in just a few days. The trees now have leaves, the grass is green and all is well with the world.

The show at Morries was a lot of fun. We saw some of our members new cars and they looked very, very good.

Every older Lincoln has a story and we were able to hear several of them on the day of the show. Al Longley brought his

1958 Continental convertible. New for him, he acquired it last fall from Murvel Waite, who used to be a member a number of years ago and lives over in Eau Claire. It is a great looking car, both inside and out. Murvel did a lot of things to it over the years and it just shows. Lincolns of these years were some of the biggest ever made. These cars were overlooked by collectors for a long time, but they are starting to be appreciated more and more every year. And, you see the prices rising accordingly. We hope to see Al's 58 at more shows and perhaps we can even get a ride in it someday.

Our "Pride and Joy" has changed a bit this month. A few days before the Morries show, Marion received a call from John Aretz who wanted to let us know that they would be having a new pre-production MKC at the show for us to check out. I have been following

this car in the automotive news and by all reports it is going to be a world class car for Lincoln. Incorporating a high state of luxury in a smaller package, along with excellent fuel economy and performance, this will appeal to a wide range of consumers and

should produce some great sales numbers. While Lincoln produces excellent automobiles, some restyling is needed to interest younger buyers to try the brand. Cars like this will do this.

Expect to see a freshly styled MKX, along with a new MKS in the next



Samara, our West coast correspondent is checking alternative modes of transportation. The Tranquility is not a Lincoln, but what a nice way to travel in nice weather.

year. Lincoln represents great value for the money and you have to drive one to fully appreciate the brand. Freshened styling and a new model or two should help bring more potential buyers into the showroom.

Marion and I have been contacting people active in the Samoyed breed to try to find a suitable one to adopt. At one time, Sammies were about 18th on the list of the most popular dogs in the United States. They are a high maintenance breed and therefore not as popular among dog people as they used to be. Ideally, we would like another girl between two and five years of age. So, until we can find one, we will be featuring pictures of Faithie's daughter, Samara on this page. Samara is truly her mother's daughter and every bit as sweet as Faithie was.

Till next month, David and Marion

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clever marketing device.

Earl's Buick Y-Job was the first concept car. He started "Project Opel", which eventually became the Chevrolet Corvette, and he authorized the introduction of the tailfin to automotive styling. During World War II, he was an active contributor to the Allies' research and development program in advancing the effectiveness of camouflage.

Harley Earl was born in Hollywood, California. His father, J. W. Earl, began work as a coachbuilder in 1889. The senior Earl eventually changed his practice from horse-drawn vehicles to custom bodies and customized parts and accessories for automobiles, founding Earl Automobile Works in 1908.

Earl began studies at Stanford University, but left prematurely to work with, and learn from, his father at Earl Automotive Works. By this time, the shop was building custom bodies for Hollywood

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Directors Message by Bob Johnson

June 2014

It is the middle of May and I am finishing the column early for Dave, due to Memorial weekend and our 6th Annual Classic Lincoln Car Show at Morries. The weekend Dave normally does the newsletter would be the last weekend of the month. As our car show is that weekend, everything gets rescheduled a bit, so we can get the newsletter in the mail by June first. I cut the grass today, 47 degrees, where o where is spring. Hope-

fully we will have enough time to report in the June newsletter on the nice warm weather and the 50 Lincolns that showed up for the car show. We will have a preview of the new MKC Lincoln at Morries. This Lincoln is a mini hotrod, the MKC's standard engine will be a turbocharged 2.0-liter four-cylinder rated at 240 horsepower and 270 pound-feet of torque. An optional 2.3-liter EcoBoost engine with 275 hp and 300 lb-ft of torque which should help the MKC compete with its six-cylinder rivals. Front-wheel drive is standard, while all-wheel drive, great for the six months of Minnesota winter is optional.

Our 12th Annual Outstate Classic Lincoln Car Show will be on Saturday, June 14, at the Miller Auto Plaza, 2930 2nd Street South, St Cloud, from 10 AM to 2 PM. Owner Tom Miller will be our host. There are two hotels close by if you want to stay overnight, the Country Inn and Suites and the Holiday Inn. They are listed on the web.

North Star Region Car/Grille Badges are done and will be for sale at Morries Car Show. We ordered 40 car badges and cost will be \$40.00 each.

As we have mentioned in past newsletters, August 6 – 10, 2014 is the Lincoln Motor Car Foundation Museum Dedication. You should have received a Museum Dedication registration packet in the mail. The Sheraton and Holiday Inn Express hotels are already full, **extra rooms are blocked at additional hotels for your use, hotels are listed in the registration packet, call ASAP for reservations if you plan on attending.** Over 250 registrations are expected and more than 100 have registered already. Mary and I will lead a caravan that takes the northern Michigan route, via Mackinac Bridge, leaving on Tuesday, August 5th. If you would like to caravan with Mary and I, call me at 651.257.1715 for all the details.

Membership and Publications Director Dave Gustafson completed the 2014 Region Directory. We also want to thank Marion Gustafson for assembling and binding each and everyone. Copies were passed out to members who came to the Morries car show. The rest have been mailed. Some of you are still behind in your annual membership dues. It's only \$20, so please send it in now, or you will miss out on our great newsletter. Also, we would like to hear about your favorite Lincoln. Send in your story, along with a picture. Our readers really enjoy reading about Lincolns, both new and old. Our thanks to Tom Brace for the great story about his 1937 K last month. A really fine, very unique car with a interesting story.

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

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movie stars, including Roscoe "Fatty" Arbuckle and Tom Mix.

Earl Automotive Works was bought by Cadillac dealer Don Lee, who kept Harley Earl as director of its custom body shop.

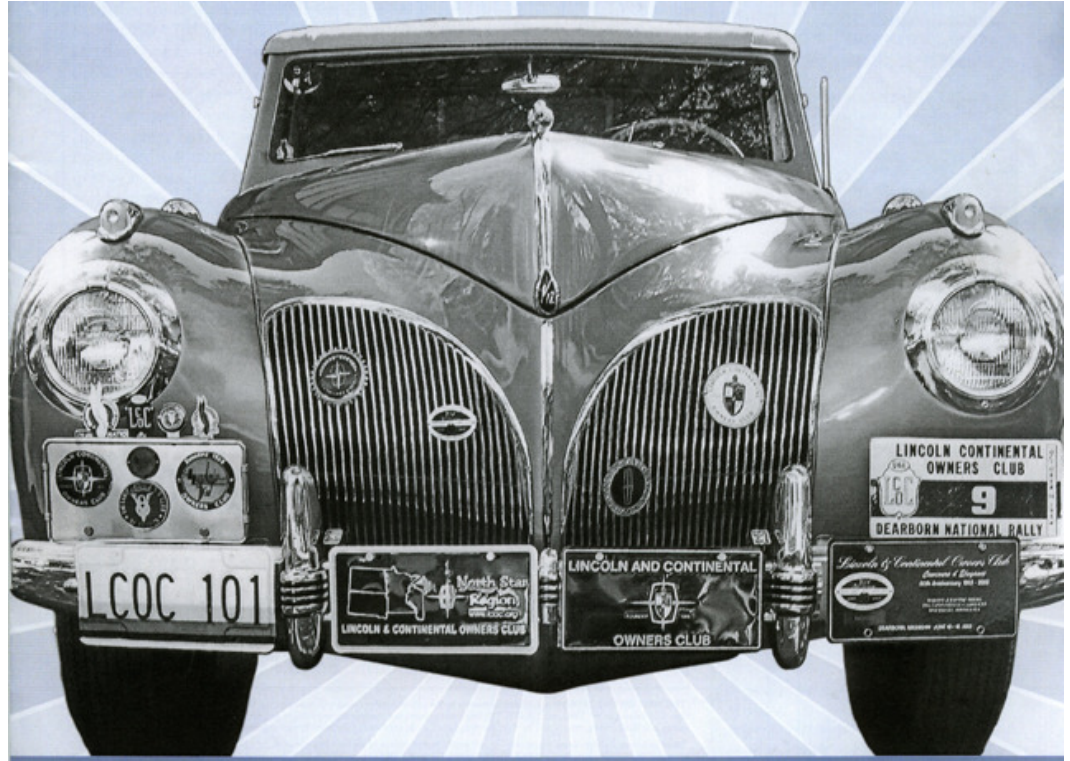
Lawrence P. Fisher, general manager of the Cadillac division, was visiting Cadillac dealers and distributors around the country, including Lee.

Fisher met Earl at Lee's dealership and observed him at work. Fisher, whose automotive career began with coachbuilder Fisher Body, was impressed with Earl's designs and methods, including the use of modeling clay to develop the forms of his designs.

Fisher commissioned Earl to design the 1927 LaSalle for Cadillac's companion marque. The success of the LaSalle convinced General Motors president Alfred P. Sloan to create the Art and Color Section of Gen-

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The Grey Ghost



_ Reprinted from the LZOC club magazine, The Way of the Zephyr, December, 2013.

Twenty-Five years ago, **Harvey Oberg** got his freshly restored 1941 Lincoln Continental Cabriolet back from the restoration shop. The car had been well cared for by its original owner and the second owners, too, but after over forty years of service it had become rather shabby nonetheless. The shop had returned the cabriolet to its original color, a fine metallic medium grey its first purchaser described as Jersey Grey. The dashboard was painted Jersey Grey, too, just as it had been originally for this special order. It seems the man who ordered the car, wealthy investment

banker Albert M. Barnes of Mendham, New Jersey, had all his cars painted a special medium gray. It was a rare color for 1941, although nowadays two-thirds of all the cars on the road seem to be medium grey of some shade or other.

Actually, it's been *more* than 25 years since Harvey had the Continental restored. It was completed in May, 1988, so it has been at least 25½ years. Anyway, it was back in near perfect condition, so when Harvey took it to its first showing at an all Lincoln meet, LZOC's GOF XX in Dearborn, Michigan—the club's 20th anniversary meet in July, 1988—the car racked up enough points to be declared

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Morrie's 6th Annual Car Show

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eral Motors, and to name Earl as its first director.

Prior to the establishment of the Art and Color Section, American automobile manufacturers did not assign any great importance to the appearance of automobile bodies. Volume manufacturers built bodies designed by engineers guided only by functionality and cost. Many luxury-car manufacturers, including GM, did not make bodies at all, opting instead to ship chassis assemblies to a coachbuilder of the buyer's choice.

The executives at General Motors at the time, including engineers, division heads, and sales executives, viewed Earl's conceptual ideas as flamboyant and unfounded. Earl struggled to legitimize his design approach against the tradition- and production-oriented executives. As head of the newly formed Art and Color Section in 1927, he was

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On Saturday, May 24, the weather gods gave us **PERFECT** weather. Thirty Lincoln's and the owners who attended were very happy to enjoy a fantastic day with old and new Lincoln friends. The day was in the mid 70's with a slight breeze and a few clouds. It truly was the day we have been waiting for all spring. We had representation from 9 decades, from the late 1930's through 2013.



Al Longley received first place for his 1958 Lincoln Continental convertible. It is a very nice car. It is also one of the largest Lincolns ever produced.

We had five beautiful Lincolns shown for the first time, Al and Kathy Longley, Dayton, brought their new, from last fall, a 1958 Continental Convertible. Jon Cumpston, Roberts, came with his 1967 Continental Convertible and Keith and Jill Danner, St Paul, with their 1964 Continental Convertible. Dick Eilers and Gaye Purvis, Cottage Grove, showed off their nice 1997 Town Car and Mike Fiterman, Minnetonka, displayed his very fine looking 1956 Continental Mark II. Joe Schlueler, of Minnetonka, showed us his 1991 Mercury Colony Park Station Wagon, which unfortunately has achieved orphan status and really needs some brothers and sisters to hang out with. The oldest car at this show was driven by Karl and Sharon Flick, Apple Valley, with a 1939 Zephyr Coupe Sedan. The newest car

was a 2013 MKX driven by Marion Gustafson, Burnsville. This was Jill Danner's first time driving their Convertible to a car show, Keith had a severe stroke last fall and coming to this car show was one step in a long recovery.



Mike Fiterman with his 1956 Mark II. He received a third place for this fine car.

Our Peoples Choice Award for Best of Show, first place award went to a 1958 Continental Convertible, Al and Kathy Longley, Dayton. Our second place Award went to a 1946 Lincoln four door sedan, John and Dorothy Palmer, Barnum. Our third place award went to a 1956 Continental Mark II, Mike Fiterman, Minnetonka. Our Long Distance Award was presented to Francis and Micki Kalvoda, Willmar, with a 1979 Mark V.

Door prizes were won by almost everyone who stayed till 2:00 PM drawings. We want to again thank Morrie's, for supplying door prizes, a fine lunch and hosting this event at their dealership. A special thank you goes to John Aretz, General Manager and his staff for all their work to make this such a great car show. John even put up a bigger tent to provide more cover for everyone attending the car show.

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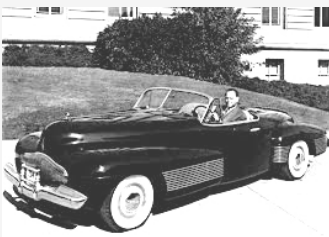
Morries Car Show

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initially referred to as one of the "pretty picture boys", and his Design Studio as being the "Beauty Parlor".

In 1937, the Art and Color Section was renamed the Styling Section. Sloan eventually promoted Earl all the way to the vice president level, making him (to Sloan's knowledge) the first styling person to be a VP at a large corporation.

Harley Earl and Alfred P. Sloan implemented "Dynamic Obsolescence" (essentially synonymous with planned obsolescence) and the "Annual Model Change" (tying model identity to a specific year) to further position design as an engine for the company's product success. These ideas are largely taken for granted today but were unusual at the time.



Iconic Buick "Y Job"

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Morries was able to get a preproduction MKC Crossover SUV for us to look at and check out. We look forward to doing the 8th Annual Classic Lincoln Car Show in 2015, again on Saturday, of the Memorial Day weekend.

We want to thank every one who attended this car show; your effort to bring your car to this type of event is always appreciated by everyone in the old car hobby.



John Aretz and Morrie Wagener (in front of the new MKC) with the commemorative plaque presented to Morries Ford Lincoln by the North Star Lincoln at the end of the show



Dorothy and John Palmer with their second place people's choice award for their 1946 Lincoln sedan.



Francis and Micki Kalvoda, with their Long Distance Award for coming all the way from Willmar to attend the show.



James Erickson, holding a coffee table book on classic cars, which he won for his correct guess of the mystery person contest in the April and May newsletter.



John and Dorothy Palmer's 1946 Lincoln

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In 1938, Harley introduced the world to another of his "show cars," the Buick Y-Job. Harley had struck up a friendship with Buick General Manager Harlow Curtice and begun to favor the Buick models above all of GM's products. Thus, the Y-Job was designated a Buick. The Y-Job was a showcase for future of not only Buick styling but for that of the entire corporation. The Y-Job was a two-passenger sports convertible built on a standard Buick chassis but because of its advanced exterior styling it appeared longer and lower than the cars of its time. It incorporated many state-of-the-art features including fender extensions over the doors, disappearing headlamps, flush door handles, a convertible top concealed automatically by a metal cover, and electric window regulators. Harley used the Y-Job as his everyday car for many years and eventually racked up more than 50,000 miles on it.

In 1942, during WWII, Earl established

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My Pride and Joy continued

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always-on modem in the car so you can use the new MyLincoln Mobile app on your smartphone to start the vehicle remotely (or schedule it), adjust the temperature, lock and unlock the vehicle, check fuel, battery and tire pressure levels, locate the vehicle in a parking lot, and call roadside assistance.

The Lincoln-specific features go beneath the skin as well. Though the standard engine is the 240-horsepower 2.0-liter EcoBoost turbocharged four-cylinder shared with the Escape that produces 270 lb-ft of torque, the optional upgrade isn't shared with any other vehicle yet, though it's slated for the new Mustang. It's the new 2.3-liter EcoBoost turbocharged four-cylinder good for 275 horsepower and 300 lb-ft of torque. Lincoln claims optimized turbochargers mean zero turbo lag and better fuel economy than comparable six-cylinder engines, but specific numbers haven't been released. Active grille shutters will also help improve fuel economy. Both engines drive six-speed automatic transmissions and the front wheels, or, optionally, all four wheels.

Those wheels come in 18, 19, and 20 inches and are backed by bigger, strong brakes than its platform sibling. Behind all that is Lincoln's Continuously Controlled Damping, which reacts to changes in the road surface in 20 milliseconds and operates in Comfort, Normal, and Sport driver-selected modes, and is available on both front-wheel-drive and all-wheel-drive models.

Climbing into the MKC, you'll find plush, comfortable seats front and rear, similar to the larger Lincoln

MKS sedan. Headroom, shoulder room, and legroom are good up front and surprisingly good in the rear. The rear features a split-folding bench, but it's still a pleasant place to sit and features a three-prong, 110-volt outlet near your feet for all your charging needs. Behind all that, the MKC offers a decently sized cargo area for this type of vehicle. In front, the new steering wheel is pleasantly plump and sits nicely in the hand. The center console makes the most of the relocated gear selector by giving you two nicely placed cupholders and a covered bin full of USB and other inputs for the entertainment system. The forward section of the sunroof tilts and opens over the rear section, while the power-retracting cover is made of quality stuff that actually keeps the light out.



Throughout, the MKC features top-quality materials all around. Most of the surfaces are wrapped in soft leather with accent stitching running across the dash, doors, seats, and console. The wood is real, the plastics are high-quality, and the headliner and pillars are soft, woven fabric.

The MKC will be in Morrie's showroom within a few weeks. You are invited to stop by, take a look and go for a test drive. This really is an all new Lincoln.

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a camouflage research and training division at General Motors, one consequence of which was a 22-page document called *Camouflage Manual for General Motors Camouflage*. A decade before, two former WWI camouflage artists, Harold Ledyard Towle (a U.S. Army camoufleur) and McClelland Barclay (who created the Fisher Body ads, and contributed to U.S. Navy camouflage during both World Wars) had worked as designers at General Motors. Among Earl's apprentices was English designer David Jones, who worked at its British division at Vauxhall Motors, who served in the camouflage section of the Royal Engineers during WWII.

Harley Earl authorized the Frank Hershey design for the 1948 Cadillac, which incorporated the first automotive tailfin. Inspiration for the fins came from the Lockheed P-38 Lightning. But it extended beyond the war, during the age when space rockets captured the

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2014 Eastern National Meet

In spite of rain, rain and still more rain, North Star members enjoyed every bit of the 2014 LCOC Eastern National show this past April 30 through May 4 held at St. Pete's Beach, Florida. The show began Saturday morning as we lined up our Lincolns in the rain to drive to the car show at the Fort DeSoto park. Richard Eilers and Gaye Purvis worked hard to number the show field, all the while being pummeled by the pouring rain. There were 25 of the 36 lincolns registered displayed on the show field, some stayed home or remained in their trailers due to the continuing rain. Park shelter number two was reserved for our use, so we were able to get out of the rain when needed.

The Saturday night Banquet began in the Mediterranean Palm Ballroom with a cash bar and then dinner, featuring New York Strip steak or seared salmon. The awards banquet began with meet chairman, Bob Johnson thanking members from 12 states and Canada, and all first time members attending this meet. President John Talbourdet acknowledged all attending LCOC Directors and special guests. New Florida Region Director Glen Wirtanen thanked everyone for coming to the 2014 Eastern National Show and then awards were presented by Bob Johnson.

Awards presented on Saturday night, made the drive from Minnesota worthwhile for our North Star members. Meet participants voted for the Lincolns that they liked the best. Please remember this is a new feature at our national meets for our members to select their favorite Lincoln. There was no Judging at this show.

And the winners are - People's Choice Awards won were First Place, John and Dorothy Palmer, Barnum,

Minnesota, 1955 Lincoln Capri Hardtop. Florida Region had a special Award, the Charlie Steward Memorial Long Distance Driven Award, it was presented to Richard Eilers and Gaye Purvis, from Duluth, Minnesota. The Tampa Bay Auto Museum Driving Tour, best Lincoln by decade on the tour, voted on by all driving tour participants, decade winners were; 1950's Decade, 1955 Lincoln Capri Hardtop, John and Dorothy Palmer, Barnum, Minnesota; 1980's Decade, 1989 Mark VII Convertible, Bob and Mary Johnson, Shafer, Minnesota; 1990's Decade, 1997 Town Car, Richard Eilers and Gaye Purvis, Duluth, Minnesota. On Friday Night, the Lincoln parts and memorabilia auction was held featuring auctioneer Blake Kennedy and his two able assistants, nine year old Jensya, and 5 year old Jacob, daughter and son of Phil Skaar from Bloomer, Wisconsin, a brand new North Star Region member. The kids shared



Left to right, top row: John Palmer, Gaye Purvis, Dick Eilers, Mary Johnson, Bob Johnson. Lower; Dorothy Palmer, Jensya, Jacob and Phil Skaar, North Star Region members giving the thumbs up... John Walcek photo...

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popular imagination 1950s and 1960s). The style caught on throughout Detroit and eventually led to competition between Harley Earl and Virgil Exner over the size and complexity of tailfins, culminating with those on the 1959 Cadillac models.



General Motors introduced many styling innovations onto their production models during the 1950s as well. During this last decade of Harley's tenure, Styling Section created the classic Chevrolets of 1955-1957, designed pillarless hardtops on both coupes (1950 Pontiac Chieftain Catalina) and sedans (Buick Roadmaster, Oldsmobile Ninety-Eight and Cadillac Sedan de Ville) in 1955 and developed the first true, American sports car in the 1953 Chevrolet Corvette. He was also very active in the Fire-

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More Eastern National Meet

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the auction spotlight for their enthusiastic displaying auction items. Job well done Jensya and Jacob. A complete list of all the awards will be in Continental Comments Magazine later this year.

This meet had two driving tours, a combined registration and hospitality room, and for the first time, no formal judging, substituting LCOC People's Choice Award for members favorite Lincoln. This non-judged category was approved in 2013 by LCOC to give registered meet participants a voice in choosing the Lincoln they liked the best at this show. This award is selected by a ballot cast by all registered meet attendees. This award may allow members who do not wish to go through the formal judging process, show their cars and win an award, through peer selection process. There are no specific criteria for selection, it is a true people's choice award.



The Palmers greeting LCOC members at the Quaker Steak and Lube. John Walcek photo

We are most grateful for the fine support from our Lincoln vendors that helped make this meet possible. We want to thank Chris Dunn, Lincoln

Land of Clearwater, Florida, for sponsoring the driving tour and lunch; Kelly McClure, Lincoln/Mercury Old Parts Store, also of Clearwater, for her sponsorship of the driving tour and the neat T-Shirts. Other long time vendors Steve Ouellette, Baker's Auto, of Putman, Connecticut, John Cashman, Lithia, Florida, Michael Wiener, Romoland, Lincoln Parts International, California, Jim Schmidt, Gainesville, Florida, for contributions and sponsorship of our hospitality room.



Dorothy Palmer securing the Lincoln to the trailer bed for it's long trip back to Barnum. Photo courtesy of John Walcek.

Much credit for this successful met goes to Glen Wirtanen, the new Florida Region Director, for his great work to organize the driving tours and activities. Dennis Wolfson and Mike McGuire staffed the registration room. John Richter helped with the trophies and dash plaques and all the other Florida Region members who tirelessly toiled to make this Eastern National a success. We also thank David and Marion Gustafson for printing and assembling the registration forms, booklets and name tags.

Again thanks to all who pulled together to make this a great experience for those attending "Lincolns touring the Gulf".

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bird gas turbine program.



Influenced by the English and European sports cars being raced on road racing circuits after World War II, Earl decided that General Motors needed to make a sports car. Design work on "Project Opel" began as a secret project. He first offered the project to Chevrolet general manager Ed Cole. Cole accepted the project without hesitation, and the car was offered to the public in 1953 as the Chevrolet Corvette.

Styling Department by Bill Mitchell, under whose leadership GM design became less ornamental.

Before Earl retired, General Motors became the largest corporation in the world, and design was acknowledged as the leading sales factor within the automotive industry.

In 1959 when he

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The Grey Ghost continued...

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Best Junior Continental co-winner (the other car being **Everett Brann's** '40 Cabriolet, which is now owned by **Jerry Emery**, of San Jose, California). In the meet report, the late **Paul Clancy** said he was amazed "that Harvey Oberg drove his freshly restored 1941 Cabriolet from Woodbury, Minnesota, a marvelous feat considering the perfection of the car..."

Since that first win in 1988, the car has been shown many times in LZOC, L&COC, CCA and other prestigious venues, in which it has always made a perfect score of 100 points or something mighty close to that. It has been named Best of Show many times, or first in class; seldom second. In an article in our January-February, 2006, issue titled, "Still 100 Points after 50,000 Miles . . . How does Harvey Oberg do it?," he explains how he has managed to keep the car in the same splendid condition for all these 25¹/₂ years. It seems that eternal vigilance is not only the price of liberty, but also of keeping a show car that is driven to its showings in show-worthy shape.

And yet, every time you see Harvey's '41 Cabriolet, affectionately known as "the Grey Ghost," at a meet, it looks a lit-

tle bit different than it did last time. Maybe you've figured out just what differs with every showing: it's the assortment of car club grille badges, emblems, insignias, plates and toppers with which the front of the car is always decorated! Harvey belongs to the Lincoln Zephyr Owners Club, LCOC, the Early Ford V-8 Club, the Classic Car Club of America, and all their regional groups, and each of them offers to its members some sort of embellishment to put on the car to attest to its owner's membership therein. Some also give owners a thing to put on the car when it wins a major prize. Harvey collects all this stuff and displays a tasteful selection of it on the Grey Ghost, but the assortment seems to be a bit different every time he shows it.

Just a few months ago, Harvey took a notion to deck the car with all the badges, emblems and plates from Lincoln or Ford clubs that he could fit on the front of the car, and take a picture of it that way. That's what you see on the front cover of this issue of *The Way of the Zephyr*, and the identity of each item is called out in our center pages. The result would seem to indicate that when it comes to supplying this sort of thing, the Lincoln & Continental Owners

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reached the mandatory retirement age of 65, Harley Earl left General Motors and was succeeded by his protégé William Mitchell. He and his wife Sue left Detroit behind for the sunny climes of Florida but his legacy in the world of automotive design would be felt for decades to come.

Harley Earl suffered a stroke and died in West Palm Beach, Florida, on April 10, 1969. He was 75 years old.

He is remembered as the first styling chief in the US automobile industry, the originator of clay modeling of automotive designs, the wrap-around windshield, the hardtop sedan, factory two-tone paint, and tail-fins. He said in 1954, "My primary purpose for twenty-eight years has been to lengthen and lower the American automobile, at times in reality and always at least in appearance." The extremely low and long American cars of the 1960s and 1970s show the extent to which Earl influenced an en-

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Grey Ghost continued...

Club has every other club beat! Ten of the seventeen items on the front of the car came from L&COC; only two from LZOC, two from the Ford V-8 Club, two celebrate the Columbia 2-speed axle, and one badge came from a gift shop.



No Classic Car Club adornments appear in this display, but there is one item permanently affixed to the side of the cowl: it's the CCCA Senior Winner badge #3, the lowest-numbered badge known to remain. In an article about this car eight years ago—in our Nov.-Dec., 2005 issue—we noted that on July 12, 1953, **Chris Custer**, son of the second owner, **Warren Custer**, of Newtown, Pennsylvania, took the cabriolet to the first CCCA Grand National in Washington Crossing, New Jersey, where it was judged. It came in first in its class, so it was awarded this senior winner badge, which is still on the car after 60, these sixty years. The cars that got

the #1 and #2 seem to have dropped out of sight.

The car clubs all make cloth shoulder patches for their members to sew onto jackets, caps and whatnot. Harvey Oberg collects those, too, and has them adorning a white shop coat he can wear when showing the car. The front of it and both sleeves are suitably decorated with various club patches, but until recently, the back was plain white. No more. Harvey learned that some sign shops or copy shops have the capability of printing almost any sort of image on whatever cloth item you give them, so he had the illustration from the front of the 1941 Lincoln Continental sales catalogue, Form 7330, copied on the back of his shop coat. The car pictured on the cover is a medium grey Cabriolet with a tan top in the lowered position, covered by a tan boot. This is what Harvey has—a grey Continental Cabriolet—so it might as well be the Grey Ghost that is pictured, even though Harvey seldom puts the top down.

When the car was restored, the odometer was reset back to 00000, just as it was when the car was built in 1941. Since Harvey drives the car to all its shows, the mileage on the car has really piled up. As noted above, the car had

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tire industry and culture.

One of his concept car designs, the turbine-powered Firebird I, is reproduced in miniature on the Harley J. Earl Trophy, which goes to the winner of the season-opening Daytona 500 NASCAR race.

Harley Earl was used in a brief advertising campaign for Buick, particularly during its reconstruction period between 2001 and 2002. Actor John Diehl, portraying Earl (or his ghost) was used to symbolize the importance of design in Buick's cars, or as the ads put it, the "Spirit of American Style". Earl's trademark fedora was often used as an icon in these advertisements.

In a December 1999 special section in the Detroit Free Press, Earl was ranked the third most significant Michigan artist of the 20th century, behind Aretha Franklin and Stevie Wonder.

From the internet...

More Grey Ghost

(Continued from page 12)

some fifty thousand miles on it by 2006, almost all of it on the highway between home in Woodbury, Minnesota (just east of the Twin Cities), and wherever the meet is being held where it is to be shown. Maintaining a classic show car as meticulously as Harvey Oberg cares for the Grey Ghost could become rather monotonous, tedious labor, having to go through the same cleaning and polishing routines time after time, not to mention changing engine parts—spark plugs, battery, and sundry other things—from the ones used on the road to those original ones that judges at the show expect to see, and then switching them back again after the show, for the trip home. Harvey has found a way to add some spice to what could easily become a boring routine: embellish the car with club badges and plates suitable for the occasion, change them for different venues, add cloth patches to your shop coat; in short, have some fun by adding variety to your routine. After all, the old car game is supposed to be fun, so go ahead and have some! That's what Harvey Oberg does.

6 Volt Problems?



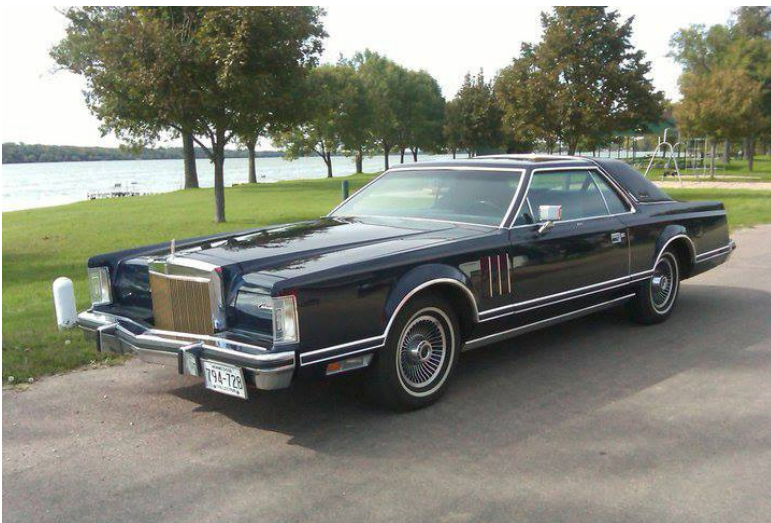
For years most of us that have older cars with six volt electrical system have struggled with getting them to start when they

have been run for a while and the engine is warm. You put the key in the ignition switch, press the starter button and listen to the starter slowly turn the large flat engine over and over, but not quite fast enough to start. Henderson Machine has that problem solved. I saw their ad in one of the recent issues of Old Cars Weekly and checked them out on their website. Gave them a call and drove down highway 169 about 40 miles to Henderson, MN. There, Kevin Lehnert assembles a pack consisting of TWO six volt Optima spiral cell batteries with 2000 cranking amps. I purchased one and two 00 gauge battery cables to connect the battery to the engine block and to the starter solenoid. What a difference. Hot or cold, the engine now spins over quickly and starts very, very easily.

Do yourself a favor and check out one today. Check out their website: henmach.com or give Kevin a call at 507.868.0070 and he will be quick to help you with your needs. He also will make up 00 gauge battery cables to whatever length you need. His web site is great and he will accept all major credit cards and pay-pal.

Offered for Sale, Some Great Lincolns

As a courtesy to our members, we try to make space available in our newsletter for Lincolns for sale, along with parts, related information, and memorabilia. There is no charge for this service, but we do ask that you send us descriptive information along with a good digital image of the Lincoln that you wish to sell. We do have the ability to scan pictures, but considerable quality and detail are often lost in the scanning process. Also, we ask that you let us know when something has sold so we can make space available for someone else. Through the newsletter several cars have found new homes with new owners.



One Owner 1979 Lincoln Mark V Collector Edition

Completely equipped with sunroof, Lincoln CB radio, and the full complement of fine Lincoln accessories. Purchased new in 1979 by the present owner, it has traveled but 5,000 miles over its 35 year life. Properly maintained and sparingly driven, only enough to keep the car limber it is almost as perfect as the day it was first delivered. Dark blue with a blue velour interior it truly must be seen to be appreciated. This quality Lincoln is priced at \$15,000. Please call Phil Blake, 320.839.6163 or Cell 320.815.7918. Ortonville, MN



Will somebody at least take a guess as who this future member of the Lincoln Club is? Call us, email us or send your answer by smoke signals or carrier pigeon. We will up the ante to two prizes for the first person to contact the editor.

Within a few years, this young boy will be driving fast cars and chasing girls. Who is this future car guy?

Well, somebody did finally contact your editor and made the correct guess. The young tyke in the picture is none other than Roger Wothe, the terror of Main street in Redwood Falls in the late 1940's. James Ericson made the lucky guess, and for his efforts received a nice "coffee table" book about Classic Cars.



Northstar Region grille badges are now available.

Half of the initial order have been sold. To obtain yours, contact Harvey Oberg at 651.739.9754

You May Be Interested in these Items for Sale

For Sale: **1948 Lincoln Continental Coupe**. Complete V-12 engine overhaul. New brakes and battery, New tires. Chrome has been replated. New dark green paint. Good working overdrive. Trunk just has been recarpeted. Reduced to \$14,000. also have V-12 radiator for sale and V-12 motor mounts, complete set of upper and lower grilles and fog light holders for a 1946 - 1949 Lincoln. Call Ted Anderson 763.561.8143

FOR SALE: **1982 Mark VI 2dr** with Sun Roof. 132,000 miles \$1,000; **1983 Lincoln Continental 4dr**, no title and doesn't run \$500. **Parts cars: 1956 Lincoln Capri Sedan, 1955 Custom Sedan, 1954 Lincoln Front Clip, 1953 Lincoln Cosmopolitan Sedan**. Contact Elrod Kaufman, 27951 440 Avenue, Freeman, SD 57029 Call after 6PM for more details 605.925.4986

FOR SALE:

1989 Lincoln Town Car, Black exterior, Grey Leather interior, 60,100 miles. One owner, Excellent Condition, 5.0 V8 Engine, Automatic Overdrive Transmission. Michelin Tires, Power Glass Moon Roof, Dual Power Heater Mirrors. Keyless Entry, Power Everything, Listed new for \$32,938, Asking \$5,695.00

Del at 608.837.5990 **Great car with a Great price**

FOR SALE:

1981 Mark VI Signature Series. White, moon roof, padded trunk lid, lots of extras. All interior features work. Red cloth interior. Mileage on high side, 161,700. Started recently after long term storage. Call Karl Westenfield (C) 763-229-2183

FOR SALE:

1971 Continental Mark III, white, blue leather interior, clean car. \$2,500obo.

1975 Continental, four door, yellow with gold-white leather interior. \$2,500 obo Nice original condition. Call Rodney at 701-252-2222 or 252-4149.

FOR SALE:

I need a new home. I am a **1969 MK III** with only 103,000 miles and I am green with a like new green interior. Front windows need some work. Call Rich at 715.321.1938 \$4,900/Best offer will own me.

For Sale

FOR SALE:

1980 Mark VI Givenchy Coupe, New FoMoCo 302 V8 has 40,000 miles; car needs a little TLC, \$2500/offer. 320-429-0139

For Sale:

1984 Mercury Colony Park wagon. White with "wood trim" and nice dark brown velour interior. Fully equipped with 41 options, no rust ever, turbine wheels and complete service history. 181,000 miles, but doesn't show it. Please give me a call for more information. Roald and Rosalee Storvick, Austin, MN **Call 507.433.3944 or cell, 507.438.1016.**

For Sale:

1961 through 1967 Lincoln Continentals, complete and mostly complete cars, Sedans and Convertibles. I need to thin out my collection and if you need one of these cars either to restore or to use in your existing restoration project, please give me a call. Gordy Jensen 612.819.2107

For Sale:

1966 Lincoln four door sedan. 121K miles, runs, but needs some carburetor work, green with black vinyl top. Nice interior. Call Craig Brenner, 320.262.1043, Bird Island, MN

For Sale:

1972 Mark IV \$2,000 - 60K Miles. Rebuild Carb, Pertronics Ignition system (old system goes with car), Crager spoke wheels, complete set of service manuals, Personalized "Lincoln" plates good through 2011. Some other new parts go with car. Needs some Tender Loving Care, but the car is basically sound and a good value at the price. Call Dave Breault at 612-722-2075 and leave a message. Come take a look at this Lincoln Mark IV soon.

For Sale:

I have over 150 1960's Lincolns now, mostly parts cars. More than I will ever use. I have now decided to sell my extra parts; sheet metal, trim, whatever. If you are restoring a Lincoln of this era and need parts, please contact me now. I may have what you need. Just Arrived! New wind-shields that fit 1961 through 1969 Continentals. Available Now. Please call Gordy Jensen at 612.819.2107

Preview of Coming Events

- June **12th Annual Outstate Classic Lincoln Car Show**, Saturday, June 14, Miller Auto Plaza, St Cloud, 10 AM to 2 PM.
10,000 Lakes Concours d'Elegance, Sunday June 1, Excelsior Commons on Lake Minnetonka, MN, 10 am to 4 PM. Information at www.10000lakesconcours.com
MSRA "41st BACK TO THE 50's", June 20-22, 2014, Minnesota Fairgrounds, St Paul, MN
16th Annual Barnum Car Show, Carlton County Fairgrounds, Saturday, June 14, 9:00AM - 2:00PM (Rain or Shine) Come see some of the Palmer collection at the show.
- July **Western National Meet** July 23-26, 2014
Sunday Brunch, Lord Fletchers on Lake Minnetonka, July 13, at 11:30 AM, 3746 Sunset Drive, Spring Park.
- August **Dedication Lincoln Motor Car Heritage Museum**, driving tour
August 7 - 10 Host hotel: Four Point by Sheraton Kalamazoo, 269-385-3922 and adjacent hotel, Holiday Inn Express, Kalamazoo, 269-373-0770. Room rate is \$99.00 plus tax includes two hot breakfasts. You must mention "**LINCOLN OWN**" for this *special rate*. Call now as rooms are limited.
- September **8th Annual Luther North Country Lincoln Car Show**, Saturday, September 13, 10 to 2 PM
Mid America National Meet, September 17 -21 in Rockford, Il. Make reservations now. at the Radisson Hotel now. This room Rate is \$90.00, a saving of at least \$35 per night, which includes taxes, a real deal. Call the hotel at 815-226-2100 and mention the Lincoln Club for this rate. Mark your calendars now for September and reserve your room now before all the rooms are gone.
- October Annual North Star potluck and auction at Morries in Long Lake, Sunday October, 12 10 AM to 2 PM

BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS AVAILABLE
ON THE NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

Issues are in PDF format and may be printed on your color printer.

North Star Activities



12th Annual "Outstate" Lincoln Car Show

Saturday, June 14th, at the Miller Auto Plaza, St. Cloud, MN
10:00AM to 2:00PM. Close to home for most of us, it should be a easy drive up and back. Here is a great chance to see some new cars and meet some prospective members and help get them into the club. Lunch will be served and door prizes will be given out. Plus, a dash plaque to commemorate this "outstate show" for all attending.
See you there on June 14th.

16th Annual Barnum Car Show, Carlton County Fairgrounds, Saturday, June 14, 9:00AM - 2:00PM (Rain or Shine) Come see some of the Palmer collection at show.

LCOC Western National Meet, July 16 through July 20, Tacoma, WA



Sunday, July 13, Lord Fletchers on Lake Minnetonka 11:30AM.

Quite possibly one of the best places to have a Sunday Brunch in the Twin Cities, Lord Fletchers really has it all. Everything you could want and more. We can promise you that you will not go away hungry. The service is great and the food is even better. Not the most inexpensive restaurant, but it is well worth it. So start saving your dimes and quarters now and we will see you on Sunday July 13 at Lord Fletchers, located at 3746 Sunset Drive, Spring Park. Highway 7 from highway 494 West to Excelsior. Turn right at Oak Street/Cty 19, continuing on to Manitou road, which turns into Shadywood Road. Continue to Lord Fletchers.

The North Star club will hold a board meeting from 10:30AM to 11:30AM, before brunch. Join in the governing process and come early for the meeting. Express your thoughts and help guide your club to bigger and better things. You are always welcome to attend and participate in the club processes.