

The 1949 - 1951 Lincolns



Your editor's 1951 Cosmopolitan Sport Sedan. Sweet Olga is wishing that her dad would put away the camera and take her for a ride to the DQ for a treat.

Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.

This story originally appeared in the May - June 2003 issue of Continental Comments and was written by Tim Howley. We have reprinted it for your reading enjoyment. The 1949 through 1951 Lincolns were unique automobiles and did their best to compete in the marketplace. Most people that owned them did like them and many drove these fine automobiles until they were all used up and worn-out. Not fully appreciated by collectors like the Zephyrs and Continentals or the 1952 models that came after, they were, for the most part good, quality vehicles well appreciated by those who owned them.

The year 1941 marked the beginning of a long decline in Lincoln sales. Before the establishment of a separate Lincoln-Mercury Division, October 22, 1945, Lincoln had a very weak dealer organization. Frequently, Lincolns were sold through Ford dealers. To further complicate matters, Edsel Ford died in May 1943, leaving Lincoln rudderless. There were postwar Lincolns designed and even made up as full-sized clays by 1944. But none of these were produced immediately after World War II. The 1946 Lincoln was a face lifted 1942, and even the 1946 Lincoln Continental was a 1942 facelift. After the 1948 model, there was no longer a Lincoln Continental.

E.T. "Bob" Gregorie and his staff were working on proposals for postwar Fords, Mercurys, and Lincolns in 1942. It can only be presumed that Edsel Ford, now in failing health, took only limited interest in these projects. Gregorie's staff could only spend a small amount of time on these projects due to wartime design priorities. In fact, technically, automobile manufacturers were forbidden by the government to design peacetime products. In September 1943, Gre-

(Continued on page 4)

This Issue Contains

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	Welcome Wagon	14
Trivia	2	North Star Events	15

Trivia from the Internet



*Bronko Nagurski
One fine football player
1908 - 1990*

Bronislaw "Bronko" Nagurski (November 3, 1908 - January 7, 1990) was a Canadian-born American football player in the National Football League (NFL), renowned for his strength and size. Nagurski was also a successful professional wrestler, recognized as a multiple-time World Heavyweight Champion.

Nagurski became a standout playing both tackle on defense and fullback on offense at the University of Minnesota from 1927 to 1929, selected a consensus All-American in 1929, and inducted into the College Football Hall of Fame in its inaugural year of 1951. His professional career with the Chicago Bears; which began in 1930 and ended on two occasions in 1937 and 1943, also made him an

(Continued on page 3)

Gentle readers.... This past October was somewhat of a bust. Only a few good days weather-wise, little to say that this past month contributed to a nice fall. Taking the glass half empty/half full theory, we could suggest that we have only about five months till we see spring once again. And, less than two months till the days start getting longer once again.

Olga is patiently awaiting Halloween eve when all the neighborhood (and some outside

the neighborhood) little people come by and plead for candy. I got some boxes of large bars which should make the youngsters, some dressed up very well, happy that they stopped by. I do hope that it is a dry, mild evening so that both Olga and I can wait outside on the bench, waiting for them to come to visit.

Olga gets so very excited; her tail is wagging about 100 miles per hour. I am guessing that she thinks that this is a really big deal.

This issue is sort of a miss mash. If it wasn't for the efforts of Francis Kalvoda and Bruce Freiberg, we would not have any original material. I try very hard to keep this newsletter interesting and somewhat informative. It would be really nice if some of our members out there in Lincoln Land would sit down with pen-in-hand and author a few articles that we can publish in future editions of the Northstar News. Tell us about your first car, or an interesting Lincoln that you may have owned over the years. I really believe that there are a lot of great stories out there. Write them down and send them to me as soon as possible. We are the only Lincoln club region that still publishes a monthly newsletter. Let us try to keep this tradition going as long as we can.

Our last event for the season will be a Sunday brunch at the Lowell Inn in Stillwater. Several people have reported having had a good dining experience there, so we decided to give them a try. Please RSVP Bob Johnson as soon as possible so we can make sure that we have enough seating for everyone that plans to attend. When you come, please bring some suggestions

for interesting activities for 2020. Our schedule is pretty much open, and we would like some input from our membership.

We need new members for the club. Our region is not doing too badly, but other parts of the country are falling behind. If you know of anyone who might be interested in joining, please either Bob Johnson or your editor know. We are not strictly a car club, but we are open to anyone that has an interest in cars and likes to



Sweet Olga is watching her dad load the back of the MKT with bags of groceries during a recent shopping trip at our local CUB store. She knows that there is a lot of good food in those bags and that her dad will share a little bit of it with her. Her dad also told her that two of the bags are full of candy for the children that come to call on Halloween eve. Olga is on her best behavior when she greets the "trick or treaters."

socialize with some really great people. We do our best to provide a good experience for all of our members. If you have any ideas on how best we can build our membership, please let us know. We are open to any and all suggestions. The old traditional methods do not seem to be working as they did 40 years ago, so some changes are needed. Maybe we need to focus more on the social aspects of our organization, rather than wrenching on cars. Give it a thought and work with us on developing a plan to add new members to our very fine club.

If you are looking for a new or newer car, stop by Bloomington Lincoln and check out what they have on hand. Sure, a new Lincoln would be

great, and the stretch to an MKZ or a new Corsair is not that great, considering what wonderful cars they are. They also have certified pre-owned Lincolns; which just could very well be a good fit for you. They are good people and really do their best for North Star members. Don't forget that as an LCOC member; you are entitled to the "X Plan" discount, which could provide for some additional discounts on new models. The staff is very kind, and they give Sweet Olga a lot of attention when ever she stops by, as they do all of their customers.

Thanksgiving will be here before we hardly know it. Do have a good holiday and we do hope that you will be able to spend some time with family and good friends.

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

Directors Message by Bob Johnson November 2019

(Continued from page 2)

inaugural inductee into the Pro Football Hall of Fame in 1963.

Nagurski was born in Rainy River, Ontario, Canada, in a family of Ukrainian and Polish descent. His family moved to International Falls, Minnesota, when he was 5 years old. His parents, "Mike" and Michalina Nagurski, were immigrants from Western Ukraine region called Kresy where many ethnicities lived together (Galicia). Nagurski grew up working on his parents' farm and sawmill, delivering groceries for his father's grocery store and in his teens laboring at nearby timbering operations, growing into a powerfully muscular six-footer.

Nagurski was discovered and signed by the University of Minnesota head coach Clarence Spears; who drove to International Falls to meet another player. On the outside of town, he watched Nagurski out plowing a field without assistance. According to legend, Spears asked directions, and Bronko lifted his plow and used it to point. He was signed on the spot to play for the Golden Gophers. Spears admitted he concocted the story on his long drive back to the university in Minneapolis.

Legends aside, on his first day of practice, Spears decided to test Nagurski in the "Nutcracker" drill, where a defensive player had to take on two

(Continued on page 5)



With October over half over as I write this column, I must ask where is the sun? The worst part of this year is we already have had a snowstorm. Maybe the next few weeks will turn around, and fall will make its presence known to all us persons that still want to take our Lincoln on more drives in 2019. One can only hope for better weather, and most of us are not farmers who are dependent on the forces of Mother Nature. I had a phone call with Paul Andahl; who farms and ranches in Bismarck, North Dakota, and they had 17 to 20 inches of snow and still have drifts. Most of his crops are still in the fields; which is to wet to harvest. Farming has changed

to high-tech with big equipment and profound changes in crop and animal production. But the key element is still the weather which no one can predict or control.

Our last event for 2019 is our November year-end Sunday Brunch, and it will be at the Lowell Inn, Stillwater, Minnesota, November 10 at 11:30 a.m. Jay White has checked them out and highly recommends the Lowell Inn, so please attend. **Please RSVP to me by Thursday, November 7, as Jay will be in Florida and he will be unable to take your call for RSVP purposes.**

Please bring a friend that may be interested in our Lincoln car hobby. We need you to recruit everyone that you know that is interested in Lincolns.

We had 90 persons sign up for our Annual North Star Brunch Sunday, October 6, 2019, at Morrie's Car Collection in Long Lake, Minnesota. Everyone was amazed at the new additions to Morrie's collection. It is best said that you had to see this collection to realize what an honor we have to be able to view and enjoy Morrie's car collection. A BIG THANK YOU GOES TO Morrie Wagener, and his staff, John Minnick, Gene Wendt, Jim Fredrick, and Al Hagen; who all gave up a Sunday at home to welcome and guide us through this amazing car collection. We also gained two new members that joined LCOC to be eligible to attend this event. New LCOC members are Dwight Radcliffe, Fargo, North Dakota recruited by John Trandem and Randy Smith, Atwater, MN recruited by Francis Kalvoda. HiVee catered our lunch, and we have had several positive comments on the quality of their food. The cost was reasonable, and the service the best. Hopefully, we will be able to use them again next year.

Managers at our October Board meeting voted to approve by acclamation the election of five North Star Managers for the three year terms 2020 to 2022; they are Dave Gustafson, Tom Brace, Matt Foley, Jeff Eisenberg, and Tony Karsnia. Please contact them and thank them for being willing to do your region's work, and give them any suggestions on what we can do to improve our region. Please remember this is your region, please be involved in its success.

We have four events planned for 2020, so please contact us on an activity that you think our members would enjoy:

May, Annual Memorial weekend Car Show at Bloomington Lincoln, Bloomington, MN

August, Seventh Annual Lincoln Homecoming, celebrating Lincoln Production, 1920 to 2020. Hickory Corners, MI and Kalamazoo/Dearborn MI

October, our annual visit to Morrie's car Collection, Long Lake MN

Road Trip to Milwaukee area, tour and or car show, Bill Holaday is doing the planning. Date for this very interesting trip is open.

Face book progress, we are now up to 250 likes. Please post your Lincoln pictures and stories on our face book page. North Star Lincoln Continental Car Club.

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

Bob and Mary Johnson. . .

Board Of Directors - 2019

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

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 1949 - 51 Lincolns

(Continued from page 1)

gorie was forced out for six months by Charlie Sorensen and his right hand body engineer, Joe Galamb. Larry Sheldrick; whose radical engineering ideas displeased Sorensen and Henry Ford, was fired. Sheldrick was gone for good, but when Henry Ford II came on board in 1944, Gregorie was rehired. While Gregorie was out for six months Tom Hibbard was in charge of all Ford design projects. However, there seems to be no radical difference between Gregorie's design direction and Hibbard's.

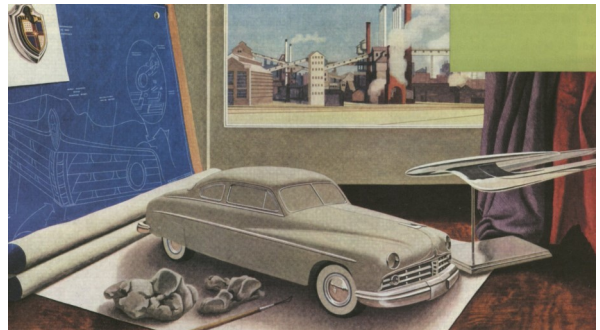
Gregorie's idea for postwar cars was much bigger, Fords, Mercurys, and Lincolns. These cars all had very rounded lines. In those days they called it "monocoque" design. Today, we call them "bathtubs." These cars were supposed to be living rooms on wheels with passengers cradled between the axles on wide, pillowy seats and surrounded by all the comforts of streamlined passenger trains. Such styling philosophy prevailed throughout the industry just before and during World War II.

Then, immediately after the war, there was nothing but design chaos at Ford because of reorganization and because Ford brought in so many new designers, primarily from General Motors. This was also the case in all other departments.

Despite all that has been rumored and written, there was never any serious work done on a radically new and different post-war Lincoln Continental, with one exception: a full-sized clay done under George Snyder; who came over from General Motors Corporation. The primary thought was to lengthen the wheelbase of the car that became the 1949 Lincoln Cosmopolitan and put a Continental kit on it. Ford did not have the money in those days to develop a Lincoln Continental with separate sheet metal, nor did the market justify such an expense. Ford had always lost money on the Lincoln Continental. It was only built to satisfy Edsel Ford, and after his death, it had no supporters.

We can speculate endlessly on what might have happened. Here is what did happen. On July 1, 1946, Ernest R. Breech came over from the Bendix Division of General Motors to become second in command to Henry Ford II. He was not at all impressed with Gregorie's clays for 1949 Fords, Mercurys, and Lincolns. But he realized that tooling was too far along to

(Continued on page 6)



Northstar Monthly Board Meeting Minutes

October 1, 2019

BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:35 p.m. at Bloomington Lincoln. Board Members present were Bob Johnson, Dave Gustafson, Bob Roth, Matt Foley, Bill Holaday, and Roger Wothe. Other members present were Mary Johnson and Sweet Olga. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

A discussion was held by all Directors present to consider what measures could be taken to increase or solidify the current membership. Several suggestions were made by Bill Holaday that might appeal to younger people. He sighted the Studebaker Drivers Club show at the Blacksmith Lounge, which was open to all makes of cars. There were cars of many different makes attending. Bill suggested that it could be something we might do in conjunction with other clubs. The general agreement was that we must do something. There are ninety people RSVP'd for the Sunday dinner at Morrie Wagener's collection.

The Directors took a vote on the "Car of the Year." The candidates were David Carlson's 1957 Premiere from the Bloomington Lincoln meet and David Gustafson's 1951 Cosmopolitan from the Morries Wend End Lincoln meet. The winner will be announced during our November Sunday Bruch at the Lowell Inn, Stillwater, on November 10. This will be our last brunch to wind up 2019.

The Board of Managers approved by acclamation the 2020 addition to the North Star Region Board of Directors: Dave Gustafson, Tom Brace, Matt Foley, Jeff Eisenberg, and Tony Karsnia each for a three year term starting January 2020.

The only 2020 LCOC Meet for the year will be at Dearborn Michigan, August 3-6, and Hickory Corners MI, August 6-10, with a car show during the day Sunday and the Awards Banquet Sunday evening.

Treasurer Matt Foley reported the treasury balance to be \$4,489.34 with all bills paid.

Membership and Publications Director Dave Gustafson reported two new members, Jim Olson, Mendota Heights, and Dan Lubber, Minneapolis. The current paid membership is 142.

There being no further business, the meeting was adjourned at 7:30 p.m. The next Board meeting will be Thursday, November 7, at Bloomington Lincoln at 6:30 p.m.

Respectfully submitted by Secretary Roger Wothe.

Plans are in the works for North Star activities for 2020. Please let us know what your favorites are, or if you have any ideas for new places to visit or have a good meal at. Help us make 2020 a banner year, and send us your ideas. Better yet, Call Bob Johnson at 651-257-1715, operators are on duty 24 hours per day to take your call.

(Continued from page 3)

blockers and try to tackle a following ball carrier. On the first drill two All-Big Ten linemen and Herb Joesting charged at Bronko, who promptly split the blockers and drove the big fullback into a blocking dummy. Spears sent in three more players, blew his whistle and watched Bronko produce the same explosive results, and after a third try with the same conclusion realized what a super player he had recruited.

Nagurski became a standout playing both tackle on defense and fullback on offense at Minnesota from 1927 to 1929. In 1929, after posting 737 rushing yards, he was a consensus All-American at fullback, and despite playing fewer games at the position, he also made some All-American teams at tackle. The preeminent sports writer of the day, Grantland Rice, listed him at the two positions in picking his 1929 All-America team. Rice later wrote, "Who would you pick to win a football game - 11 Jim Thorpes - 11 Glen Davises - 11 Red Granges - or 11 Bronko Nagurskis? The 11 Nagurskis would be a mop-up. It would be something close to murder and massacre. For the Bronk could star at any position on the field, with 216 pounds of authority to back him up."

(Continued on page 6)

Lincolns 1949 through 1951 continued

(Continued from page 5)

His greatest collegiate game was against Wisconsin in the season finale in 1928. Wearing a corset to protect cracked vertebrae, he recovered a Badger fumble deep in their territory, then ran the ball six straight times to score the go-ahead touchdown. Later in the same game, he intercepted a pass to seal the victory.

During his three varsity seasons at Minnesota, the Gophers went 18-4-2 (.792) and won the Big Ten Conference championship in 1927. Nagurski was inducted into the College Football Hall of Fame in 1951.

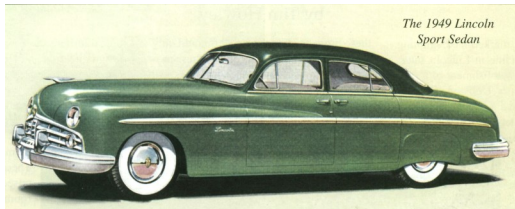
Nagurski turned professional to play for the Chicago Bears from 1930 to 1937. At 6 ft 2 in and 235 pounds, he was a formidable presence, and in his day he was a dominant force, helping the Bears win several division titles and two NFL championships. He ended his eight-year stint with 3,947 rushing yards on 856 attempts, completed 36 of 80 passes, and scored a total of 236 points.

Nagurski had the largest recorded NFL Championship ring size at 19 1/2 and wore a size-8 helmet. He was probably the largest running back of his time, bigger than most linemen of the day, often dragging multiple tacklers with him. In a

(Continued on page 7)

(Continued from page 4)

eliminate these cars completely. Then, according to the often told story, one night in August 1946, he had a vision. Breech proposed bumping up the proposed 118-inch wheelbase 1949 Ford to become a Mercury, the 121-inch wheel-base Mercury to become a smaller Lincoln, and the 125-inch Lincoln to become the Lincoln Cosmopolitan. The 128-inch wheelbase Lincoln Custom and 132-inch wheelbase Lincoln Continental projects would be scrapped. An all new 1949 Ford would be designed from a fresh sheet of paper, and in August 1949, nobody had the foggiest idea what the 1949 Ford would look like. In the end, the '49 Ford was designed by George Walker's outside styling group. This explains why the 1949 Ford looks nothing like the 1949 Mercury, and why the 1949 Mercury and smaller Lincoln look so much alike. 1949-51 is the only period in Ford history when a Lincoln shares its body with a Mercury.



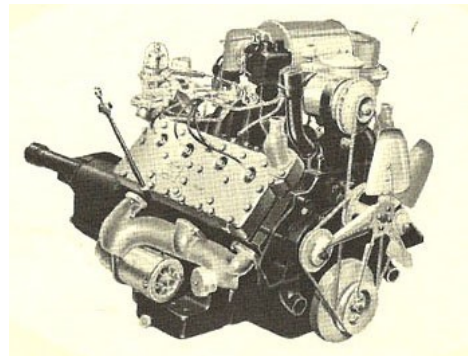
A key to understanding all of this, seldom mentioned in most articles and books, is that the rearrangement made by Breech and supported by all top management gave Lincoln-Mercury two makes of cars in the medium-priced field, the Mercury and the Mercury bodied Lincoln. This was a first time event in Lincoln and Mercury history.

The 121-inch wheelbase Lincoln shared its body from the cowl back with the Mercury. The Lincoln and Lincoln Cosmopolitan had similar K type box section frames with the Lincoln frame extended an additional three inches over the Mercury frame. The Cosmopolitan was an entirely different car on a 125-inch wheel-base frame with the body from the cowl back unique to this model.

The Lincoln Cosmopolitan had a one-piece curved windshield while the Lincoln shared its flat, two-piece windshield with the Mercury. Do the Lincoln and Lincoln Cosmopolitan have the same front clips? It looks like they do, but since the Lincoln Cosmo-

politan body is 2.5 inches wider than the Lincoln and Mercury body, I would suspect not. Has any restorer ever tried interchanging fenders and hood between the two models? Also, the instrument panels should be slightly different due to the Cosmopolitan's greater body width.

Why do 1949 - 51 Lincolns and Cosmopolitans have sunken headlamps? Originally the cars were to have retracting doors over the headlamps like the 1942 DeSotos. There are two stories as to why this did not come about. The first is that they were never able to get the doors to retract satisfactorily. The second is that Ford was doing everything possible in those days to cut production costs. In either event, the dies for the fenders with their unique stampings were already made before the decision was made to abandon the hideaway headlamps. So, at the last minute, someone got the bright idea of putting sunken chromed bezels around the headlamps, thus creating the sad, sunken eyes of the cars nicknamed the "Water Buffalo" Lincolns.



Lincoln's answer to the new Cadillac overhead valve V8 engine was this 337 cubic inch flathead V8 engine adapted from the Ford F8 truck. While it performed well, it was not what the public expected and was finally replaced with the all new Lincoln cars in 1952. It was named the Lincoln "Invincible" V8. Advertising slogans can take you just so far.

Both the Lincoln and Lincoln Cosmopolitan shared the same 336.7 cid flathead V-8, the largest flathead Ford V-8 built since the Lincoln 385 was retired in 1932, and an engine that was the first introduced as a Ford F-7 and F-8 truck engine and even continued as a Ford

(Continued on page 7)

More Lincolns

(Continued from page 6)

time when players were expected to play on both sides of the ball, he was a standout defensive lineman as well playing a ranging tackle or "The Monster." After an injury, instead of sitting on the bench, he would sometimes be put in as an offensive tackle. In a 1984 interview with *Sports Illustrated* writer Paul "Dr. Z" Zimmerman, when asked what position he would play if he were coming up in the present day, he said, "I would probably be a line-backer today. I wouldn't be carrying the ball 30 or 35 times a game."

A time-honored and perhaps apocryphal story about Nagurski is a scoring gallop that he made against the Washington Redskins, knocking two linebackers in opposite directions, stomping a defensive back and crushing a safety, then bouncing off the goalposts and cracking Wrigley Field's brick wall. On returning to the huddle for the extra point try, he reportedly said: "That last guy hit me awfully hard."

Once in a game against the Packers, the Bears prepared to punt, and Green Bay's Cal Hubbard went to Red Grange and said: "I promise not to try to block the kick, Red, but get out of the way so I can get a shot at that Polack."

Grange, glad not to try to block Hubbard for once, obliged. Cal tore through the line, slammed into Nagurski, and bounced off.

Rising slowly, he turned to

(Continued on page 8)

(Continued from page 6)

truck engine after 1951. This was a 90-degree, 900-pound engine developing 152 horsepower @ 3,600 rpm. It was a vast improvement over the HV-12; which, as late as 1946 was planned for use in the 1949 Lincoln. The V-12's successor, the 336.7 V-8, had a 3.5 inch bore, 4.38 inch stroke, 7:1 compression ratio, and a maximum torque of 265 ft./lb @ 2000 rpm. In contrast, Cadillac's revolutionary ohv V-8, introduced on the 1949 models, weighed 200 pounds less. Lincoln did not have an ohv V-8 engine until 1952.



From one of the advertising brochures to show the 1949 Cosmopolitan convertible in the "best light."

Rather than employing a cast crankshaft, like the Ford and Mercury V-8, the Lincoln had a drop forged crankshaft and zero lash hydraulic valve lifters. The former single downdraft carburetor was replaced with a large dual-concentric downdraft carburetor with air-cooled fuel chambers. There was now a separate exhaust system for each bank of cylinders located outside the engine V to permit better exhaust cooling. Further cooling improvement was made through a completely redesigned cooling system and a new low profile radiator. The distributor was more conventional than on the V-12. About the only thing that wasn't improved was vibration damping. In 1949 models, engineers employed a silicone-type fluid in the damper, which leaked out and was blamed for engine vibration. The possi-

bility of piston slap on cold starts was reduced by embedding steel struts in the aluminum piston. These limited piston expansion under various temperature conditions, permitting closer tolerances between pistons and cylinder walls.

A vacuum boost pump permitted uniform windshield wiper operation, and a high capacity generator was added.

The transmission was a conventional three-speed gearbox with optional Borg-Warner overdrive, standard on the Lincoln Cosmopolitan, optional on the Lincoln. After Lincoln and Mercury's disastrous Liquamatic transmission for 1942, Lincoln engineers were reluctant to introduce any automatic transmission that was not fully developed. Therefore, from mid-1949 through 1954, Lincoln offered a General Motors Hydra-Matic transmission which must have been an embarrassment to dealers.

For 1949, Lincoln and Mercury employed independent front suspension for the first time. Both frames had front coil springs in wishbone pressed steel arms, and parallel rear leaf springs replacing transverse springs front and rear in 1946-48 models. The rear axle was a new semi-floating type replacing the old 3/4 floating axle.

The 1949 Lincoln and Lincoln Cosmopolitan were introduced to the public April 22, 1948, a week before the introduction of the 1949 Mercury and two months before the introduction of the 1949 Ford. The Lincoln introduction came three months before the introduction of the 1949 Cadillac, a warmed over 1948 model with a new ohv V-8. There were three Lincoln models, a coupe, four-door sports sedan, and a two-door convertible, plus four Lincoln Cosmopolitan models, a two-door coupe, four-door notchback sport sedan and fast-back town sedan and two-door convertible. The last time Lincoln would offer true pillared two-door models was 1949-51.

Beginning in 1952, all two-door Lincolns were pillarless hardtops. Also, beginning in 1952, Lincoln went back to one wheelbase, for both the upper end and lower end models. Total 1949 Lincoln production was 73,705--38,384 Lincolns and 23,123 Lincoln Cosmopolitans.

While 1949 Lincoln styling credit goes to E.T. Gregorie, and to a lesser degree Tom

(Continued on page 8)

The '49 through '51 story continues...

(Continued from page 7)

Grange and said: "Hey, Red, don't do me any more favors."

At the end of the 1932 season, the Chicago Bears and the Portsmouth Spartans were tied with the best regular-season records. To determine the champion, the league voted to hold its first playoff game. Because of cold weather, the game was held indoors at Chicago Stadium, which forced some temporary rule changes. Chicago won, 9-0. In the fourth quarter of the 1932 game, the Bears scored on a controversial touchdown: Carl Brumbaugh handed the ball off to fullback Nagurski, who pulled up and threw to Red Grange in the end zone for the score. The Spartans argued that Nagurski did not drop back 5 yards before passing to Grange, but the touchdown stood. The playoff proved so popular that the league reorganized into two divisions for the 1933 season, with the winners advancing to a scheduled championship game. A number of new rule changes were also instituted: the goal posts were moved forward to the goal line, every play started from between the hash marks, and forward passes could originate from anywhere behind the line of scrimmage (instead of the previous 5 yards behind).

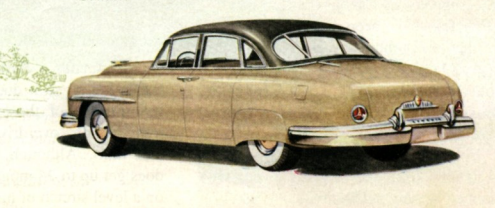
In 1943, with the Bears losing so many players to World War II, Nagurski

(Continued on page 9)

(Continued from page 7)

Hibbard, William F. "Bill" Schmidt was the primary stylist behind the 1950 and 1951 facelifts. He was the first head of Lincoln-Mercury styling when Lincoln-Mercury became a separate division in 1945 and remained division styling head until he resigned to go to Studebaker-Packard in 1955.

1949 Lincoln
Cosmopolitan Sport
Sedan.



Above; 1949 Lincoln Cosmopolitan Sport Sedan.

Below; 1951 Lincoln Cosmopolitan Sport Sedan.

Note the differences in side trim and rear tail lights between the two models. The '51 has a little cleaner styling.



The 1950 Lincoln and Lincoln Cosmopolitan received a new linear grille that was a combination of stainless steel and diecast metal and a slightly modified rear end treatment. The 1949 instrument panel was both costly to produce and troublesome in service, especially with its church organ keys. The 1950 instrument panel was a clean, one piece affair with all of the instruments housed in a single cluster under clear plastic. The new panel was walnut wood grained and swept gracefully into the front doors. There were minor improvements in suspension and steering, carburetion, automatic choke, and spark control. The engine did not change until late in the 1950 model year.

The Lincoln convertible was dropped. With 1949 Mercury sales so successful,

there seemed to be no reason to offer a Lincoln convertible; which did not sell very well. But the Lincoln Cosmopolitan convertible was continued. Also discontinued was the four-door Lincoln Cosmopolitan Town Sedan. Two new models were added in the spring of 1950. These were the Lincoln Lido coupe and Lincoln Cosmopolitan Capri coupe. Both these models had vinyl tops, and fancy convertible inspired interiors, plus some colors exclusive to these models such as Chantilly Green, a chartreuse. These two models were Ford's halfhearted answer to General Motors Corp.'s new hardtops introduced in mid 1949. Besides the Lincoln Lido and Capri, there was the Mercury Monterey and Ford Crestliner with similar trim themes. Even less known than the Lido and Capri were the Cosmopolitan sedans with Derham treatment. This consisted of filling in the rear quarter windows, placing a small oval window at the rear and covering the top with fabric.

1950 production was 17,489 Lincolns —5,748 coupes and 11,741 sedans. There were 10,701 Lincoln Cosmopolitans, 1,315 coupes, 8,341 sedans, 536 convertibles, and 509 Capris. Total 1950 production was 38,190 automobiles. This was a little more than half of 1949 production, and it can be attributed to three factors--a far shorter model year than 1949, lack of an ohv V-8 engine to compete with Cadillac and Oldsmobile and lack of true pillarless hardtops.

The most obvious change for 1951 was a fishtail rear end, ala 1951 Mercury. This was accompanied by a wider one-piece rear window. Both of these styling changes were made on the Lincoln only, not the Lincoln Cosmopolitan, which did have a slightly modified rear end. Headlamps on all models were set further apart and had a narrower bezel, but still were sunken into the fenders. The airfoils on the front fenders of the Cosmopolitan were replaced with a straight line of die cast metal running the entire length of the car. The fine wood graining on the Cosmopolitan instrument panel gave way to paints that matched the exterior color. The grille was reworked again. The '49 bumpers gave way to a cleaner design, which in the front began to integrate the bumper and grille, a styling theme, which would be carried much fur-

(Continued on page 9)

'49 through '51 Lincolns continued

(Continued from page 8)

came out of retirement to play tackle. He remained at the position until he returned to fullback against the Chicago Cardinals, whom the Bears needed to defeat to advance to the 1943 NFL Championship Game; Nagurski scored a touchdown in the game as the Bears won 35-24. Chicago went on to win the 1943 title after beating the Washington Redskins 41-21, while Nagurski scored on a three-yard touchdown run in the second quarter.

He retired again after the 1943 season and became the backfield coach for the UCLA Bruins. After one year, he resigned from his position with the Bruins to return to farming. Two years later, he returned to football for a brief time as general manager of the Sylvan Park Dead Cherokees, a semi-pro team in Tennessee.

During his football career, he built a second athletic career as a professional wrestler and became a major box-office attraction. Tony Stecher, brother of former world champion Joe Stecher, introduced Nagurski to wrestling in 1933 and became his manager. Nagurski defeated Tag Tagerson in his ring debut. Hitting his peak in the late 1930s, Nagurski won a limited version of the world championship by defeating Dean Detton June 29, 1937. But he finally achieved full recognition with his first Nation-

(Continued on page 10)

(Continued from page 8)

ther in 1952. Horsepower was increased from 152 to 154 in 1951.

Production in 1951 totaled 32,574. There were 4,482 Lincoln club coupes and 12,279 sedans. In the Cosmopolitan series, there were 12,229 four-door sedans, 1,476 coupes, 1,251 Capris, and 857 convertibles.

The 1949 Lincoln and Lincoln Cosmopolitan production at 73,460 was a Lincoln record until 1972. But you must remember that the 1949 Lincoln was introduced in April 1948. For the 1949 model year Lincoln produced 38,384 Lincolns and 35,123 Lincoln Cosmopolitans. In Cosmopolitans, there were 18,906 Sports Sedans, 7,302 Town Sedans, 7,685 coupes, and 1,230 convertibles. There is no break-down of Lincolns by body type.



The Lincoln Cosmopolitan

Above; 1949 Cosmopolitan front
Below; 1950 Cosmopolitan front



The 1951 Lincoln and Lincoln Cosmopolitan had very few styling changes over 1950. The 1951 grilles look almost the same as 1950, but there are subtle differences. In both 1950 and 1951, the diecast egg crate 1949 grille, reminiscent of 1948 and earlier Lincolns, was replaced with a linear combination stainless steel and diecast grille which had subdued park-ing lamps at the outer ends rather than large bug-eyed parking lamps within the grille. But the 1951 grille has a slightly different center bar arrangement than 1950. The troublesome pullout 1949 door handles were replaced in 1950 and 1951 with push-button door handles. Heater and vent systems were com-

pletely redesigned for 1950 and remained the same for 1951. The 1951 instrument panel remained the same as 1950 with colors keyed to the body color replacing the walnut wood-graining.

There was only one engine change during the 1949-51 era. That was late in 1950, as mentioned earlier, the vibration damper filled with a silicone fluid did not work out very well. This was blamed for a lot of complaints about engine vibration.

Another problem was oil consumption. Lincoln had four piston rings in 1949 and early 1950, but this did not stop oil consumption. Going on the theory that the fourth ring dragged, they tried three rings later in 1950. This cured the problem and gave a slight horsepower boost. Engineers further discovered that the vibration complaints stemmed not so much from the vibration damper as from a poorly balanced engine. Later 1950 models and all 1951 models had improved engine balancing and improved vibration damping. The cylinder blocks were made with more alloy to increase cylinder bore durability. Minor engine improvements included the addition of distribution tubes in the water passages for better cooling to the exhaust valves.

This engine marked the end of an era. For 1952, Lincoln went to an exciting new ohv V-8. (Mercury would not offer a Lincoln engine again until 1958.) With this new engine, Lincoln-Mercury dealer, Bob Estes and Bill Stroppe, would be able to persuade Benson Ford to re-enter the motor sports world where they had been absent since 1935. In the last issue, we had a feature on Ed Sullivan and his association with Lincoln-Mercury. The impact of the *Ed Sullivan Show* on Lincoln-Mercury sales in the '50s has never been fully explored by historians. Lincoln was poised on greatness during the 1949-51 era. They built exciting cars in the 1952-57 era, and these cars were marketed with passion. 1958-60 was a strange time in Lincoln design and in American car design in general. It was the lack of public acceptance of all Ford products during those years that turned Lincoln in a new direction in the '60s-certainly not Lincoln's passion for building unique cars and marketing them with gusto.

Bill Ford celebrates 40 years with Ford

(Continued from page 9)

al Wrestling Association world title by defeating Lou Thesz June 23, 1939. Losing the title to Ray Steele March 7, 1940, he regained it from Steele one year later March 11, 1941, but lost it three months later to Sandor Szabo June 5, 1941. Nagurski continued to wrestle until 1960.

Nagurski married his childhood sweetheart Eileen Kane on December 28, 1936. The couple had six children: sons Bronko Jr., Tony, Ronald and Kevin, and daughters Genie and Janice. Bronko Jr. was born on Christmas Day in 1937, played football at the University of Notre Dame, and became an all-star with the Hamilton Tiger-Cats of the Canadian Football League.



The Nagurski gas station in International Falls.

After his retirement from wrestling, he returned home to International Falls and opened a service station. A local legend claims that Nagurski had the best repeat business in town because he would screw customers' gas caps on so tightly after filling their tanks that no one else in town could unscrew them. He retired from that in 1978, at the

(Continued on page 11)

Ian Thibodeau, The Detroit News

Dearborn — Bill Ford wasn't sure how long he'd stick around when he started at Ford Motor Co at the age of 22. That was forty years ago.

"I thought I'd take it year by year," the Ford executive chairman told roughly 500 employees gathered Tuesday in the auditorium at Ford World Headquarters here. "I was terrified that first day of work would be the first day of the rest of my life. And it was."

But it's been a great ride, he said.



Bill Ford with his daughter, Alexandra Ford English talks about his time with Ford.

The automotive scion sat for an hour onstage with his daughter, Alexandra Ford English, to talk about his time with the company his great-grandfather founded. Around two dozen other Ford employees celebrating their 40th anniversaries with the company sat in the front of the auditorium, and others working in the Glass House filed in behind them.

Ford Motor Co. Executive Chairman Bill Ford sat for a fireside chat with his daughter, Alexandra Ford English, to celebrate his 40th anniversary with Ford. (Photo: Ford Motor Co.)

Bill Ford, 62, has seen a great deal of change at the Dearborn automaker since his first day at the company on October 15, 1979. The vehicles are sleeker. The Mustangs are louder. The trucks are bigger. The company is pushing ahead with plans to launch new electric vehicles. And, sometimes, the executives come into work dressed more casually, his daughter quipped.

But the chairman riffed on the future of the company. As enamored as he is with the history of his family company, the executive chairman was hard-pressed to pinpoint moments favorite in his career. His early career at Ford took him through various segments of

the automaker before he got to the front.

And that's when a few of his fondest memories pop up. Ford recruited Alan Mulally from Boeing Co. in 2006 to lead a sweeping industrial restructuring as the automaker slipped into crisis and then the Great Recession; which pushed two Detroit rivals into bankruptcy.

Those were dark times, Ford remembered. Then CEO, he'd lay awake at night, starting at the ceiling and wondering if the company would crumble on his watch. He was terrified of disappointing everyone: his family, the Ford employees, shareholders. Under Mulally, the automaker mortgaged all its assets in 2006 — even the Blue Oval atop the Glass House — to secure a \$23.5 billion loan; which helped Ford avoid a government bailout.

Bill Ford is proud that his company braved the recession without taking any money from the federal government. He's also proud of that day in 2012 when the automaker "got our name back" after mortgaging the logo to stay afloat. He's also proud of the company winning the 24 Hours of Le Mans in 2016, 50 years after Ford beat Ferrari in the epic race.

"We cannot let this great family down," Ford told his daughter. That's why the automaker is undergoing a massive overhaul of its global business under CEO Jim Hackett. "It's much more than us. If I can look back and say we've secured the future for those employees that would give me the most satisfaction."

Meantime, Ford plans over the next two years to launch new vehicles to its lineup that could propel the automaker into the next generation of the industry. Those products have Bill Ford excited. He rolled out several vehicles from his personal collection Tuesday to park them inside the Glass House for Ford employees to ogle. There was a heavily modified Bronco that's immensely difficult to drive; There were Ford GTs and a Model T.

But parked onstage over Ford's shoulder was a boxy green 2005 Ford Escape Hybrid. It was the first hybrid SUV, and it didn't catch on. That could be blamed on a half-hearted marketing effort, or it could have been a head of its time. Bill Ford has a collection of around 30 vehicles, he said, and they're all models to which he has an emotional connection.

(Continued on page 12)

Lincoln on track to rename vehicles.

(Continued from page 10)

age of seventy, and lived out a quiet life on the shores of Rainy Lake on the Canada-U.S. border.

In January 1984, Nagurski performed the coin toss at Super Bowl XVIII in Tampa, Florida, with Washington Redskins quarterback and co-captain Joe Theismann calling the toss on behalf of his team's co-captains and the captains of the opposing Los Angeles Raiders.

In 1990, he died in International Falls and was buried at its Saint Thomas Cemetery.

Nagurski was elected to the Pro Football Hall of Fame as a charter member on September 7, 1963. At the University of Minnesota-Twin Cities house of his fraternity, Sigma Chi, Nagurski's jersey, and Significant Sig recognition certificate are on display. After his death, the town of International Falls honored him by opening the Bronko Nagurski Museum in Smokey Bear Park.

Sports Illustrated named Nagurski one of the four greatest athletes in Minnesota state history; the other three were Dave Winfield, Kevin McHale, and Joe Mauer. In 1993, the Football Writers Association of America created the Bronko Nagurski Trophy, awarded annually to the best defensive player in college football. Notable winners include Warren Sapp, Charles Woodson, Terrell Suggs, Champ Bailey, and Derrick Johnson.

(Continued on page 12)

Mark Phelan, Detroit Free Press

CARMEL, California — Almost alone among luxury car brands, Lincoln vehicles have conventional names: Corsair, Aviator, Nautilus, Continental, and Navigator.

Nearly every other luxury brand uses letters, numbers or both: Audi A6, Jaguar XJ, Lexus LS 500, Mercedes SL 500, Volvo XC90. Why?

“With any brand, you’re trying to create an emotional connection,” Lincoln marketing director Michael Sprague told me over dinner. “It’s easier to do that with names.”

The Lincoln Corsair's name was previously used on a Ford of Britain sedan (Photo: Mark Phelan)

The Nautilus five-seat SUV used to be called the MKX. Sales of this year’s named model are 20.6% ahead of the MKX.

“The names we’re using all have a nautical or aviation theme,” Sprague said. “Consistent names are like consistent styling: they help you deliver a message. Plus, a name is warmer and more human than ‘MK’ or ‘GL.’”

Opinions differ about why alphanumeric jumbles came to dominate luxury brands. Some say the names are easily adaptable to cultures and languages around the world. Others suggest automakers with lesser pedigrees simply copied BMW and Mercedes, despite lacking the German duo’s decades of equity in names like S-class and 3-series.

Lincoln’s flirtation with letter names was particularly bad: MKX and MKS, MKZ, and T. They sounded and looked so much alike that even Ford executives frequently confused models. Not ideal for a brand trying to reestablish its identity.

Other brands say Chinese buyers are more comfortable with alphanumeric, but Sprague said Lincoln’s names set it apart in the huge and profitable market.

“Chinese buyers embrace the fact that Lincoln is an American luxury brand. Vehicle names in English are consistent with that.”

The fact that Lincoln sells in fewer countries than global brands, including Audi, BMW and Mercedes helps, too. Lincoln sells vehicles in North America, China, Korea, and the Middle East. “That reduces the complexity we face compared to selling vehicles in Europe,” he said.

Lincoln was an early adopter of numerical names with the 1956 Continental Mark II, which was succeeded by 40 years of Marks 3

through 8, but the brand has access to plenty of names in Ford’s corporate catalog.

“Corsair,” for instance, was used on a small Ford of Britain sedan from 1963-70, and a rebadged Nissan Ford sold in Australia 1989-92.

“Just because you have a really good name that doesn’t mean it’s right for a vehicle,” Sprague said.

“We involve designers. They’re closest to a vehicle as they develop it. We give them a brief to develop a vehicle; then, as they create it, we ask what inspires them. We develop a list of names from that.”

Cadillac doesn’t use conventional names, with the exception of the Escalade SUV, its bestselling and most profitable vehicle. The brand’s other vehicles include the XT6 SUV that recently went on sale, and a pair of upcoming sport sedans called CT4 and 5.

Cadillac didn’t make anyone available to discuss its thinking, but the brand has previously said alphanumeric strings allow you to use the same designation in multiple cultures, without regard to pronunciation, whether a word makes sense or has an unfortunate connotation. Still, a vocal group would like to see Caddy revive names used on great vehicles: Eldorado, Seville, and more.

There’s nothing inherently wrong with inconsistency, but there was much rejoicing when Lincoln announced it would replace the forgettable MKS with a reborn Continental in 2016.

The big luxury sedan — 2019 base price \$46,145 — is a great place from which to watch the scenery glide by, but it’s never been a big seller — just 4,741 so far this year, down 25.1% from 2018.

They limited edition "coach door" 2019 Lincoln Continental was a hit, but the standard sedan has not lived up to Lincoln's hopes.

The Continental is widely expected to go out of production in a year or two, despite causing a frenzy this year with a \$110,000 limited edition that recalls earlier luxury sedans with suicide doors.

While the sedan may be on borrowed time, it’s unlikely to be the last we’ll see of the Continental. The name’s a natural for another big, luxurious Lincoln.

Lincoln’s move to names accelerated with the Aviator and Corsair this year.

Alfa Romeo and Land Rover are the other established luxury brands that use names. Land Rovers sell well, but Alfa struggles.

(Continued from page 11)

In 1999 Nagurski was selected by *Sports Illustrated* as a starting defensive tackle for their "NCAA Football All-Century Team." The other starting defensive tackle on that list was Rich Glover. In 2007, Nagurski was ranked No. 17 on *ESPN's Top 25 Players In College Football History* list.

In 1999, he was ranked Number 35 on *The Sporting News'* list of the 100 Greatest Football Players, the highest-ranking foreign-born player. In 2000, he was voted the second-greatest Minnesotan sportsman of the 20th century by the sportswriters of the *Star Tribune*, coming in behind only Minnesota Twins Hall of Famer Kirby Puckett.

A fictionalized eyewitness account of Nagurski's 1943 comeback is the subject of a dramatic monologue in the 2001 film version of *Hearts in Atlantis*. The film's screenwriter, William Goldman, repeated much of this rendition from his earlier account of the same story in his novel *Magick*.

In 2009, Nagurski was an honorary team captain, represented by his son, Bronko Nagurski Jr., at the opening game of TCF Bank Stadium. His hometown International Falls high school nickname is the Broncos in his honor.

From the internet...

Ford's SecuriCode keypad, now 40 years old

Ford is about to mark 40 years of offering one of the auto industry's least known but most appreciated features: the SecuriCode keypad.

Millions of Ford and Lincoln owners have used the feature. Demand is so strong that when Ford launched a vehicle without it, the company had to scramble to add it.

Amazingly, the keypad remains a Ford specialty. In an industry that believes imitation is the most profitable form of flattery, no other automaker has successfully copied the formula that's captivated by two generations of Ford owners.

"It's standard in probably 90% of the vehicles we sell to the public," said Ruben Correa, a salesman at the massive Galpin Ford in Los Angeles. SecuriCode is available on every vehicle Ford and Lincoln make except for a few models that are sold primarily to commercial fleets, like utility trucks. Ford says SecuriCode costs less than \$50 on the vehicles where it's an option.

The feature is particularly popular with people who enjoy hiking, swimming, bicycling, and other outdoor action sports. They leave their keys in the vehicle, lock it and use a combination only they know to re-enter. No worry about losing keys or replacing expensive electronic fobs. It's not easy to make a touchpad that works all the time in all weather conditions. That may be why no other automaker has offered the feature as long or on as many vehicles, Ford switches, and mechatronics manager Joe Scott said.

"It's a challenge to design a switch that's accessible from outside the vehicle," Scott said. "Ford puts a lot of effort into making sure the customer can lock and unlock their vehicle. When people go away from Ford, they miss it."

Getting into your vehicle can't be a sometime thing. Imagine the consequences if a hiker fleeing a wildfire or a family rushing a child to the emergency room couldn't get into their Ford. You would have heard if that happened, and you haven't.

"A lot of people look for the keypad," said Jalen Ankton, a salesman at Royal Oak Ford in Michigan. "I've never had anybody complain about it."

The feature debuted on the 1980 Ford Thunderbird, Mercury Cougar, Lincoln Continental Mark VI, and Lincoln Town Car. If you were around in 1980, you'd never heard of a capacitive touch pad, much less a smartphone app. The keys were physical buttons, set into the metal of the door near the handle. Five buttons, each for two digits: 1-2; 3-4; 5-6; 7-8; 9-0.

In 2009, Ford updated the technology, replacing physical buttons with a capacitive

touch pad on the 2009 Lincoln MKS luxury sedan. The keypad migrated from near the exterior door handle to the B-pillar, the vertical support at the rear of the driver's door. The pad still has five touch points for 10 digits, virtually invisible under an applique on the B-pillar.

"It was Ford's first capacitive switch," Scott said. "It was a big challenge. It had to work with water flowing over it and at all temperatures."

Some vehicles still have physical switches, notably F-150 pickups and others whose drivers are likely to wear thick work gloves. The capacitive control is designed to work with gloves up to about 1.5 mm thick.

Every once in a while, an executive with a sharp pencil and dull brain asks why Ford continues to offer a feature none of its competitors bother with.

The company got the answer when it launched the Focus compact without a touch pad. "We had to add it within a year because of customer demand," Ford electrical engineer Sony Minhas said.

New features like Lincoln's Phone as a Key may challenge the touch pad, but SecuriCode's core benefit of leaving the phone secure in a locked vehicle remains.

Ford continues to refine the feature.

"Hopefully, we'll find a user experience that's even better than the one we offer today," Scott said. "We're even looking at facial recognition."

More Bill Ford

(Continued from page 10)

That lackluster hybrid kicked off Ford's foray into more fuel efficient and electrified vehicles. More than a decade later, Ford is devoting more resources to hybrid and electric vehicles. Most new Ford models will have a hybrid variant. The automaker is also spending \$11 billion on electric vehicles over the next few years.

That includes an as-yet-unnamed battery electric crossover expected to debut by the end of the year that Bill Ford is particularly excited about.

"If that could sort of be the exclamation point on my career, that would be awesome," he said. "I'm not finished yet. There's a lot I want to do. And I actually think we're at the most interesting point in my 40 years. There aren't a lot of 116-year-old companies that get a second and third act."

Childhood Memories... "That drab green thing"

The following is a story based upon childhood memories by member Bruce Freiberg. The family car provided to be a great source of both enjoyment and aggravation for all family members. We thank Bruce for sending this story to us.



File photo of a 1949 Chevrolet DeLuxe four door sedan. Similar to the model owned by the Freiberg family and used for their daily transportation. Not a bad looking car.

If you are reading this, it's because nobody sent to Dave a car story, so you are stuck with mine. This is about the dark green, 1949 Chevy 4 door Deluxe 6 cylinder that mom called that Green drab thing over there. I like to think of it as the Candy Car. So, this story is about some of the events that occurred in the first automobile I can remember. Just about every time as a little guy, I got some kind of candy to eat when we went for a drive. Licorice, remember Mr. Nibs (red or black, black left deeper stains in the upholstery from the saliva). Pop, any kind of chocolate bar, Big Boogie (remember that one-my favorite), caramel, ice cream, its all there on the front or back seat soaked in. Dad was always rubbing the seat with cleaning stuff. Then when my brother came along (5 years younger) dad gave up.

My first memory (5 years old) in the drab green thing was we were pulling into the garage at night, all sticky with a red and white candy cane. The headlights were shining on my dad's work bench, and I pointed to a picture and said, "look mommy that lady has no clothes on; she is going to catch a cold." That picture disappeared, and over the rest of his life I don't remember ever seeing another picture like that over his work bench or in the garage. I now wish I had asked him what mom said about that.

Now, three years later, the neighbor lady with her 2 girls, the same age as Bob and I, would go to the grocery store in the drab green thing together after payday. One time while checking out, I said to mom, "Mom, Bobby is throwing up blood." I knew something was up as he had a smile on his face. She looked in horror at the red stuff, then smiled at the cash register lady and stuck her finger into Bob's mouth, swirled it around, and pulled out a red fizzy. Back then they

came in a pack of 12, pick one out of the tin foil drop into glass of water, and it would fizz until you had Kool-Aid. Well, Bob had pulled one out and took a swig of pop us children passed around. On the way home, I said, "Mom Bobby is throwing up again" (on dad's colored back seat). The neighbor lady stuck her finger in Bob's mouth and pulled another fizzy out, and wiped her finger on the back of the front seat. Wonder what dad would have said to that. That's when the moms learned with Bob you had to check both hands. He got cured of that faze when he tried an Alka-Seltzer.

We eventually got a dog, and one time while we were in the car with the dog, we stopped at a Dairy Queen, and they gave the dog a small dish with free ice cream. Every time after that, when we were coming up on a DQ dad would point in the other direction to distract us. But the dog would bark. Then us children would turn to see what the dog was barking at, then beg to stop there. Then dad would say, "Damn dog, there goes another couple bucks!" I never did see any deer and wondered why deer would be around a DQ. Now I see many bucks going to the DQ.

That drab green car drove us children to the bigger neighborhoods for Halloween. We would have big paper grocery bags half full by the end of the night, the candy bars then were the size of your forearm. It would last me three weeks if I hid it good enough from my dad and brother; who would finish his candy in 2-3 days, then every night go to dad and say can we take the car and go to that neighborhood tonight?

The last conversation I remember in the drab green thing was we were on our way to grandma's, and we all had finished our root beer floats, and dad stuck his finger up and said, "Bob pull my finger." Mom said "NO YOU ARE NOT TEACHING THE BOYS ANYTHING LIKE THAT." Then, Bob quickly pulled it. Three seconds later we all laughed, then mom turned and looked out her window till we hit grandmas. Bob was the hit of the day. Uncle Glen can I pull your finger? Uncle Ed can I pull your finger? And others. Later they laughed and looked at mom, who was glaring at dad, who was smiling. On the way home, mom zeroed in on dad. Look what you started, after 15 minutes, she stopped to take a breath.

Dad pointed his finger at her and said, "Honey, pull my finger." Bob jumped from the back seat and pulled it. Three seconds later, we all laughed. Then mom turned and looked out the window and said nothing till we got home.

One hot day, we heard a blast coming from the garage, the back window blew out of the green drab thing. It must have been the fermentation buildup of all the sugar and heat. Well that was it for the drab green thing, dad bought a used 59 Desoto station wagon, and the 49 green thing was going to the junk yard. HE DROVE IT TO THE JUNK YARD AND WAS SO HAPPY THAT THEY GAVE HIM \$75.

That's my story, and I AM NOT PULLING YOUR LEG. Get your car story to Dave, or you will hear my story of the neighbor's station wagon. What can go wrong with a wagon and 13 boys ages 9 to 18?

Welcome Wagon by Francis Kalvoda

by Francis J. Kalvoda, Willmar Minnesota
320-235-5777 fjk@charter.net



The very elusive Welcome Wagon, caught on camera in Willmar, always on the lookout for new members.

Welcome to Novembrrr. Hopefully, temperatures and road conditions will be bearable for a bit longer. Micki and I do not have Thanksgiving plans, yet. For Halloween I planned to give out Lincolns this year. Micki did not think a penny was enough and I thought a \$5 bill was too much. The children seem to enjoy the Reeses peanut butter cups as much as I do.

Our new members this month are **Randy and Diana Smith**, 12423 HWY 12 NE, Atwater Minnesota 56209, 382-6541, 320-295-0811 (c), rws6635@hotmail.com. I have known the Smiths for many years, and we were fellow members of the Willmar Car Club. I must confess that Randy has been more of a Chrysler man, and I, of course, am a Ford man. I have admired his Chryslers, Imperial, Plymouths, Dodges, Nash, and a Hudson. Randy admired my Mercurys, Lincolns, and Nashes. Many, MANY years ago, before I knew him, Randy had a 1949 Lincoln Cosmopolitan convertible and a 1958 Continental Mark III four door. He has always wanted a 1952 – 1956 Lincoln, but too many nice Chryslers kept getting in the way. Last month, he found the right Lincoln on eBay. His son checked the car out in Missouri, and at the end of the auction; Randy was the proud owner of a VERY NICE low mileage two tone green 1954 Lincoln Capri hardtop. The Lincoln shares the garage with a VERY NICE dark blue 1937 Dodge Sedan.



Randy Smith's 1937 Dodge sedan.



Randy's newly acquired 1954 Lincoln Capri.

Randy has enjoyed MANY amazing cars in the last 60+ years, which included a 1957 Cadillac Eldorado, 1957 Chrysler 300, 1957 J2 Oldsmobile 98, Jaguar XK 150, a perfectly restored 1955 Dodge pickup. More recently, a 1937 Chrysler Airflow, a low mile 1956 Hudson, a 1951 Nash Ambassador, a 1964 Chrysler 300K; and since he started slowing down in his 80s, a Dodge Viper. I told Randy that the club likes to hear about member's first cars, so in a future NorthStar News, look for his article about the two cars he had when he was 15; a 1935 Plymouth Sedan and a 1941 Cadillac four door convertible. Randy thoroughly enjoyed his first experience with the NorthStar family at the Fall dinner at Morrie's. Randy not only enjoyed meeting fellow car enthusiasts and viewing Morrie's collection, but also connecting with his high school classmate, Ray Nelson.

I had planned to chauffeur Randy to Morries, but Greg Gjerdingen assumed those duties and also took photos of Randy's cars. Thanks, Greg! From Micki and me, **HAPPY THANKSGIVING TO ALL!**



TRIVIA WAGON QUESTION: The car pictured here was a concept vehicle for which car make: Lincoln, Packard, Chrysler, or Kaiser?

Editor's note: The first one to give Francis the correct answer to the Trivia Wagon Question... Might win something useful. The operable word is "Might."

Preview of Coming Events

- November Year-end **Sunday brunch, November 10, 2019**, at 11:30 a.m. **Lowell Inn**, Stillwater, Minnesota. RSVP to Bob Johnson, 651-257-1715 no later than November 7, 2019. email: arborbob41@aol.com.
- December No North Star Activities planned. Please spend some quality time with good friends and relatives.
- January Sunday Brunch in the planning



For Sale 1979 Lincoln Mark V

Shows under 37,000 miles, two owner car.

Diamond Blue metallic paint, rare color for 1979. Matching blue leather interior. Has moon roof and all other accessories Lincoln offered in 1979. Always garaged, never driven in winter. A great car for either touring or showing.

No dings, dents or scrapes. Have all maintenance records and factory manuals. Fairly priced at \$14,500/best offer. Call Maxine at 320-269-7547 Minnesota.



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.**

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

www.northstarlloc.org Click on publications.

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

North Star Activities



November Year End Sunday Brunch Historic Lowell Inn, Stillwater

Our last great brunch to wind up 2019
Sunday, November 10, 11:30 a.m.

Make plans to attend this North Star year end event. This will be a RSVP event, so if you are planning to attend, please contact Bob Johnson no later than November 7, if you plan to attend. Bob Johnson, 651-257-1715, email: arborbob41@aol.com

Let's get together one more time this year and have a group commiseration about how bad the weather was in 2019, and make a group offering to the weather gods for a better 2020.

In all seriousness, it is always a good time when the good people of the Lincoln club get together.

December 2019

No Activities planned for December, to permit you to spend plenty of time with family and friends. Enjoy the holiday season and we will be back with a fresh slate of activities beginning with a January brunch to help all our members celebrate the New Year.

Members with ideas about events for 2020 should get in touch with your North Star Board of Directors and let us know what you would like us to do. Keep in touch, we value your opinion. Thank you very much for your friendship this past year and your continued interest in the Lincoln Club.

Let us all get together to welcome in the
New Year at our first event for 2020.

We will be having our January Sunday Brunch early in the New Year. Check this page in our December issue for the location, date and time. It will be a nice place with very good food and service. Perfect for getting together and doing some serious visiting with your North Star friends.