

## The Gray Ghost, an encore performance



One of the most photographed and admired prewar Lincoln Continentals

*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.*

The following is a story authored by Tom Brace. He recently provided invaluable assistance in transporting Harvey and Faythe Oberg's very special Continental Cabriolet from their home in Woodbury to the Lincoln Motor Car Museum at Hickory Corners. We would like to think of this as an "Encore Performance" for this very sweet and special grand old lady. After Tom Brace's story is a reprise of the first feature car article from the June 2001 Northstar News; which provides a little more detail about the Gray Ghost. Our sincere thanks to Tom for providing the details of this momentous occasion.

Many readers are aware of the beautiful Lincoln owned by Harvey and Faythe Oberg. This extraordinary car has probably won more awards than any other Lincoln in our Region. It was not surprising that it received an invitation to be displayed at the Lincoln Motor Car Heritage Museum for two years.

In his shy manner, our director, Bob Johnson, approached me with the idea of helping this car get to Hickory Corners, Michigan. This happened because I own a large pickup and a covered car trailer. I believe that this was the first time that this car had ever been in a trailer as Harvey was a strong advocate of driving his car wherever he went.

My wife, Gunta, and our good friend, David Sandels, left early Friday morning, August 21, to

*(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	North Star Events	15
Trivia	2		

*Trivia from the Internet*



Harry Chapin  
American Singer  
1942 - 1981

**Harry Forster Chapin** (December 7, 1942 - July 16, 1981) was an American singer-songwriter and philanthropist best known for his folk-rock and pop-rock songs.

He achieved worldwide success in the 1970s and became one of the most popular artists and highest-paid performers. Chapin is also one of the best charting musical artists in the United States.

Chapin, a Grammy Award-winning artist and Grammy Hall of Fame inductee, has sold over 16 million records worldwide. He has been described as one of the most beloved performers in music history.

Chapin recorded a total of 11 albums from 1972 until his death in 1981. All 14 singles that he released became hits on at least one national music chart.

Harry Forster Chapin was born December

(Continued on page 3)

*Editors Message*

*October 2020*

Dear Friends and Gentle Readers:

The summer that we waited so very long and patiently for has now come and gone. I

think that we had three, maybe four nice days... the ones that were neither terribly hot and humid or cooler and rainy. Perhaps, next year, if there is one for me, it will be better. One can always hope.

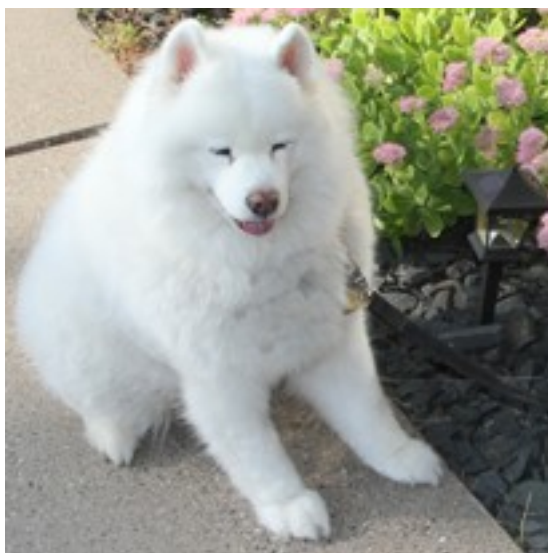
The season of silliness will be shortly coming to an end.

With most of our time being spent indoors, I find myself watching a lot of TV out of the corner of an eye while working on something else. It is more for company than entertainment. I do have a wide assortment of channels available through DishTV; which is my TV provider. I had Comcast for about 30

years, and it was one of the worst run companies on the face of the earth. The route for the buried cable from the street to my home took a very circuitous route, far too long for the cable "on-demand" feature to work. I switched to Dish about six years ago, and it does work much, much better than Comcast ever did. As a true TV junkie, I also have Amazon Prime, Netflix, Hulu, and a bunch of other internet-based services. If you search long enough, you can find almost anything that might pique your interest. I have watched many ancient Perry Mason episodes, from the early days when they were in black and white. *Dragnet* is out there, too. But, those shows were only 30 minutes in length. And straight forward plot lines. I have found *Carol Burnett* in a number of places, and those, too are fun to watch. Good honest humor by some of the best in the business. I have also seen a few *Riflemen* shows; now, those go a long way back and let us not forget *Lassie*. What person does not like to watch *Lassie* go through her moves? What you saw was what you got. No complicated plotlines, no double entendres or foul, off-color language. Real entertainment by some real stars.

Looking forward, we have just several weeks of weather good enough to take our be-

loved *Lincolns* out for a drive before the seemingly endless season of winter sets in. *Olga* is a real wintertime creature; this is her season to



*Olga*, who is somewhat of a flower girl, is checking out the pretty blue flowers by the side of the garage. She likes to sniff these and other flowers in the planter. They must smell really nice to her. She, along with her dad, will be sad to see them depart in a few weeks. Oh, where has our summer gone!

enjoy. The cold, blowing snow with zero visibility is what she loves best. Last January, when we had some below zero weather and a early morning of heavy blowing snow, I let *Olga* out into the fenced-in backyard. She waded through the snow and laid down and curled up in it. She looked back at me, standing in the open doorway, pleading with her to come in out of the bitter weather. But, to no avail. Finally, she just gave "me the paw" as if to tell me to leave her alone; she was happy in her element. However, dad had a bag of pretty good

treats, and after shaking the bag a bit, she decided that maybe a treat would not be a bad idea. The apple-pumpkin ones that she really likes best.

Her breed has pulled sleds for hundreds of years, and it is really imprinted in their DNA. Her dad, not so much. A couple of inches right before the holidays, and if it departed promptly around January 3, that would be good enough for me. I think that I could satisfy the cold weather craving that *Olga* has by showing her some pictures of winter while sitting in front of the open door of the refrigerator. Deep down, I just have that feeling that this may not work for her.

October brings Halloween and the parade of "trick or treaters." *Olga* likes to welcome all the little kids when they come to the front door to load up their bags with candy bars. *Olga* will be disappointed this year. The pandemic probably will take this simple joy from us. October will be a bit sadder for all of us.

Till next month, please stay safe and well, and let's keep all of our members in our thoughts.

David and Sweet *Olga*, the Samoyed...



*Directors Message by Bob Johnson October 2020*

*(Continued from page 2)*

7, 1942, in New York City, the second of four children, including future musicians Tom and Steve. His parents were Jeanne Elspeth (née Burke) and Jim Chapin, a legendary percussionist. He had English ancestry. The earliest Chapin to come to America was Samuel Chapin, who was the first deacon of Springfield, Massachusetts, in 1636. His other great-grandparents on his mother's side had immigrated in the late 19th century. His parents divorced in 1950, with his mother retaining custody of their four sons, as Jim spent much of his time on the road as a drummer for Big Band-era acts such as Woody Herman. Chapin's mother married *Films in Review* magazine editor Henry Hart a few years later. His maternal grandfather was literary critic Kenneth Burke.

Chapin's first formal introduction to music were trumpet lessons at The Greenwich House Music School under Mr. Karasic. Harry's younger brothers, Tom and Steve, were choirboys at Grace Episcopal Church in Brooklyn Heights. Through them, Chapin met "Big" John Wallace, a baritone with a five-octave range, who later became his bassist, backing vocalist, and straight man onstage. Chapin began performing with his brothers while a teenager, with their father occasionally joining them on drums. Chapin gradu-

*(Continued on page 5)*



We have now experienced over six months of COVID-19. This virus is just as dangerous today as it was when we shut down back in March, but we are slowly learning to live with it. Mary and I do feel safer now that masks are required when going inside any building when shopping. I hope that you appreciate the work that Dave Gustafson does month after month doing this excellent newsletter. Our newsletter is now the primary way we can communicate with all of our loyal North Star members. Please thank Dave!!!!

A North Star event is being added to October to relieve some of our boredom, but we can remain safe while still doing this driving tour, Leaf Cruise, St. Croix Valley 1 to 4 p.m., Thursday, October 8. Thursday was picked over a weekend day because of excessive traffic Saturday or Sunday due to other leaf lookers; and with most of us being retired, most days are open.

Our route will be about 90 miles and will begin in Hudson, going south to Red Wing with a stop at Keith Snider's ole time replica garage, Bay City, Wisconsin. Keith is a good friend of Allan Homeier; who will lead this part of our driving tour. John Zwinger will lead our tour though Red Wing, Hastings, and then back to the Bungalow Restaurant at I94/Hwy 95, just north of Lakeland. The Bungalow may have a Thursday night "Cruise In" for us also to enjoy. The Bungalow has fine food for those of you that want to eat in, or you can choose to return home. Please be safe and wear a mask and social distance as required. Please see the last page for more information about this event.

Bill Juring's Mark III is now residing in Al Longley's garage and is a featured photo by Gregg Gjerdingen, Willmar, Minnesota, in 100 years Lincoln History. Enjoy the story, which may be found at: [automotivehistory.org/this-day-in-automotive-history/the-first-lincoln-car/?fbclid=IwAR36UEbDtcooasx-IPLDaCeSLbp3BlxgCX1kilmM7uiqsmTptN8rsko5PH8](http://automotivehistory.org/this-day-in-automotive-history/the-first-lincoln-car/?fbclid=IwAR36UEbDtcooasx-IPLDaCeSLbp3BlxgCX1kilmM7uiqsmTptN8rsko5PH8). If you want to see more of Gregg's pictures, go to [flickr.com/photos/greggjerdngen/50222486456/](https://www.flickr.com/photos/greggjerdngen/50222486456/) go to drop down you have the choice of: By model and By year. Enjoy!

Harvey and Faythe Oberg have been honored to display their 1941 Lincoln Continental Cabriolet for a one to two year period at the Lincoln Motor Car Heritage Museum on the Gilmore Museum grounds, Hickory Corners, Michigan. This 1941 Continental is an excellent example of a Lincoln motor car for this museum. Tom Brace delivered the car on August 20, 2020. More to their story to come. Thank you, Harvey and Faye, for allowing the rest of the country to view this fine Lincoln; it is the best of the best.

It is time to do our November election for managers to the North Star board of directors for 2021. Please consider being a candidate; we need persons who care about our club and being involved in getting activities put together to enable our Region to do entertaining events and fun for our members. Each year in the fall, our Region must elect by blanket ballot, one-third of our board of directors, for 2021. North Star Board Managers up for reelection are Roger Wothe, Bill Holaday, and Jeff Eisenberg (who filled Larry Sasse term). The term of a Region Manager is three years. These positions will be filled by nominations in October and election using mail ballot in November. All active members of the Region are eligible to nominate and vote in the election. If you would like to be a candidate, you must contact Roger Wothe via email or regular mail by October 10, 2020, with the election in November.

Our Facebook presence continues to grow with likes of up to 315 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook.

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

*Bob and Mary Johnson*

# Board Of Directors - 2020

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2021
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	2022
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	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2020
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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

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

## The Gray Ghost continued.....

*(Continued from page 1)*

drive the 550 plus mile trip to Hickory Corners, Michigan. The trip was uneventful, although all of the Toll Booths were closed in Illinois. I was still waiting to hear from the Toll authorities as of the writing of this article.

We met with a key manager from the Gilmore complex on Saturday morning to off load the car and store it safely. The Gilmore people will place the car in the museum in a prearranged spot. The placement of the car in the Lincoln Museum is excellent and will be seen by both people walking by on the outside and also in the inside.

After two years, plans are underway to hopefully show it in the Classic Car Club Museum on the same Campus. This car has Senior Badge #3 and is painted a custom gray paint that has always shown well. It has also been one of the most completely researched Lincoln Continentals in the country. Harvey is known for his complete knowledge of what is correct, and this car will always look great wherever it is displayed.

Congratulations again to Harvey and Faythe for the honor of being selected to display their award-winning automobile. Here is the story about Oberg's Continental; which first appeared in the premier issue of the Northstar News, June 2001.

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

Harvey's 1941 was shipped from Dearborn, Michigan, on March 6, 1941, to Edgewater, New Jersey. The car was painted a special non-Lincoln color to match Nitro Valspar Grey Light in baked enamel finish Jersey Grey Acme 137. The original owner was Albert M. Barnes, a wealthy investment banker from Mendham, New Jersey. Mr. Barnes died in 1952, and the car was sold to a Morristown, New Jersey, auto dealer, and then auctioned off.

After Harvey purchased the car in 1983, he drove it for three years. Very little maintenance was required, and it performed

*(Continued on page 6)*



Harvey Oberg with his 1941 Continental.

## Northstar Monthly Board Meeting Minutes

September 3, 2020

### BOARD OF DIRECTORS' MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at his home in Shafer, Minnesota, via telephone conference call. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, and Matt Foley. The minutes of the previous meeting and the agenda of this meeting were approved.

### DIRECTORS' REPORTS

Regional Director Bob Johnson opened the meeting with a discussion on the COVID-19 virus effect on our club activities. We decided the health of all our members is still essential, but we will still hold certain outdoor type events. We did add one event to our September schedule. Our club was invited to attend the Classic Car Show at the Minnesota Transportation Museum on September 9, 5 to 9 p.m.

We will still do our event at the New Bohemia Craft Bier Hall, on Tuesday, 9/8, 4 to 8 p.m. We plan to do an October Leaf driving tour of the St. Croix River valley Saturday, October 11, 2020. More information on this tour will be communicated via email and Facebook.

The Region planning for 2021 activities will be delayed until the November meeting because of the COVID-19 virus.

It is time to do our November election for managers to the North Star board of directors for 2021. Each year in the fall, our Region is required to elect by blanket ballot, one-third of our board of directors, for 2021 North Star Board Managers up for reelection are Roger Wothe, Bill Holaday, and Jeff Eisenberg (who filled Larry Sasse Term). The term of a Region Manager is three years. These positions will be filled by nominations in October and election using mail ballot in November. All active members of the Region are eligible to nominate and vote in the election. If you want to be a candidate, you must contact by letter or email Roger Wothe by October 9, 2020, with the election in November.

Treasurer Matt Foley announced that the treasury balance at the end of August was \$2874.48 with all bills paid.

Membership and Publication Director Dave Gustafson announced Membership is currently about 140. He also requested more My Pride and Joy articles for the newsletter.

Tom Brace reported that he successfully delivered Harvey and Faythe Oberg's 1941 Lincoln Continental Cabriolet to the Lincoln Museum in Hickory Corners, where it will be on loan and displayed for the next two years. This is a well-deserved honor for the Oberg's as this is one of the finest Lincoln's in the world, and we had the privilege of seeing this car at many of our events over the past many years.

There being no further business, the meeting was adjourned at 7:10 p.m. The next meeting will be at 6:30 via conference call. October 1, 2020.

Respectfully submitted by Bob Johnson for Secretary Roger Wothe.

*(Continued from page 3)*

*ated from Brooklyn Technical High School in 1960 and was among the five inductees in the school's Alumni Hall Of Fame for the year 2000. He briefly attended the United States Air Force Academy in Colorado Springs, Colorado and was then an intermittent student at Cornell University in New York State, but did not complete a degree.*

*He originally intended to be a documentary filmmaker and took a job with The Big Fights, a company run by Bill Cayton that owned a large library of classic boxing films. Chapin directed *Legendary Champions* in 1968, which was nominated for a documentary Academy Award. In 1971, he began focusing on music. With John Wallace, Tim Scott, and Ron Palmer, Chapin started playing in various nightclubs in New York City.*

*In 1972, there was a bidding war between music business heavyweights Clive Davis at Columbia and Jac Holzman at Elektra over Chapin. He signed a multimillion-dollar recording contract with Elektra Records. The contract was one of the biggest of its time. It granted him free recording time, along with many other perks.*

*The same year, he released his debut album, *Heads & Tales*. The*

*(Continued on page 6)*

## More on the 41 Continental

*(Continued from page 5)*

album was an international success, selling over 1 million units. Its success was due to the top 25 *Billboard* Hot 100 hit single, "Taxi." The song also became a top 5 hit in Canada. The success of the song in America is credited to American radio personality Jim Connors, who helped promote the song on the radio despite its length, and helped it to stay on the charts for 16 weeks. It became the number one requested song for ten weeks in a row. The song was performed on *The Tonight Show Starring Johnny Carson*, which received so many calls that Chapin returned the next night. It was the first time in the show's history that a performer had been called back the next night. It was also one of the first performances on *The Midnight Special*, with John Denver hosting.

When asked if the song was true, Chapin said, "It's emotionally true, if not literally true. I've been in the film business on and off for many years and wasn't doing well at one point. So I went out and got a hack license for bread, and during the month that I was waiting for it to come through, I heard an old girlfriend of mine had gotten married, and instead of becoming an

*(Continued on page 7)*

*(Continued from page 4)*

to wake the owner, so I went to the motel and well. Then in the fall of 1986, he decided to have the car totally restored. After 18 months, it came back looking great, and back to its original Jersey Grey color. Harvey had his dream come true.

Since his Lincoln came out of restoration in May 1988, he and Faythe have driven it to all the national meets that they have attended, at least two per year. One was over 900 miles one way. The Lincoln has always performed well, except for a few minor problems along the way, such as a flat tire, a carburetor float that developed a crack, etc. They have always looked forward to their driving trips and considered them to be a rewarding challenge.

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

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

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

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

### 1941 Lincoln Continental Facts and Figures

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

### Lincoln and the Competition in 1941

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

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

The Cadillacs of 1941 had a fresh face featuring a complex, egg crate grille with the central section most prominent. This remained a Cadillac styling tradition into the 1970s. Taillights were enlarged, with one of them neatly concealing the gas filler cap. All models used the 346 cubic inch V8, which was rated at 150 bhp at 3400 rpm. Most Cadillacs could achieve 100 mph.

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

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



(Continued from page 6)

actress, she married a rich guy. I envisioned some night I'd be driving a cab in the big city streets, and this lady would get in the back, and I'd turn and look at her, and she'd look at me and know we both sold out our dreams." Billboard ranked "Taxi" as the 85th song of the year. "Taxi" also earned Chapin a Grammy nomination for Best New Artist of the Year.

In 1974, Chapin released his most successful album, *Verities, and Balderdash*. The album sold 2.5 million units due to the number 1 hit, "Cat's in the Cradle." The song is about a father who doesn't find time for his son during his childhood, and ultimately his son grows up to be just like his father, not making any time for his dad. The song earned Chapin another Grammy nomination for Best Male Pop Vocal Performance, and he was inducted into the Grammy Hall of Fame.

In 1975, Chapin released his fifth album, *Portrait Gallery*. The album produced a top 40 Billboard Adult Contemporary hit, "Dreams Go By." However, the album was less successful than the last. It sold 350,000 units.

By 1976, Chapin was established as one of the most popular singers of the decade. He released his first live album, *Greatest Stories Live*. The album sold 2.1 million units.

By the end of the decade, Chapin concentrated

(Continued on page 8)

## One Rare 1936 Lincoln Zephyr



Roy Thorson's 1936 Lincoln Zephyr pictured at the 1999 Western National Meet.

This interesting story first appeared in Continental Comments, issue 243, November-December 2001 and was written by Tim Howley, Comments editor at that time. This Lincoln has had an interesting journey through out its life and has been much loved and appreciated by the owners it has had over the years. In 50 years, will we be able to say that of the cars of today? I would venture to say, most will be forgotten. Please enjoy the following story, keeping in mind that it is 19 years old.

One of the rarest of all Lincoln-Zephyrs is the 1936 coupe-sedan, of which 1,498 were built, nine are known to survive, and only about half are in presentable condition. One belongs to A.W. "Bert" Huffman in Granite Falls, North Carolina, a second was made into a hot rod by Don Moyer in Eastlake, Ohio, one was restored by Ray Miller in Blytheville, Arkansas, and one more was restored by Roy Thorson in Green Valley, Arizona. It is the Thorson car that is the subject of our story.

This is Body Number 155, Engine Number H-5739, built February 17, 1936. It is now Stonington Gray, a color similar to the original Cordoba Gray, both of which are shades of tan. It is upholstered in light taupe narrow wale Bedford Cord. This car was originally bought by one Ms. Marjorie Eaton of Palo Alto, California. In 1938, she stumbled into acting and played in many movies.

It is hard to imagine the San Francisco Bay area when this car was new. By 1936, the city had completely rebuilt itself from the San Francisco earthquake and fire of 1906. But there were only small towns south of the city, leaving much open land. What is now Daly City was all pig farms. San Francisco International Airport in Burlingame was just a tiny new airport. The Golden Gate Bridge, a three-year construction project, opened in

1937. Possibly Mrs. Eaton's new Lincoln-Zephyr was one of the first cars to go over it. Who knows?!

Mrs. Eaton drove the car through World War II, an exciting time in San Francisco, which was the gateway to the Pacific theater and a place of substantial military installations. By 1948, Mrs. Eaton's Lincoln was wornout. Most owners at that point in time were glad to get rid of their pre-war cars. Mrs. Eaton could have traded it in on an all-new 1949 Lincoln or Lincoln Cosmopolitan. Instead, she went to the dealer to have the engine overhauled. Shocked at the cost, which in those days might have been around \$300, she had the HV-12 replaced with a Ford V-8 truck engine. Somewhere along the way, the rear axle was replaced with a later model, and the brakes were replaced with hydraulics. Now all of this would not add to the desirability of the car to a collector today, but it allowed Mrs. Eaton to drive the car until 1964.



By this time, the car was really beat out and had virtually no collector value regardless of condition. It was bought by one Thomas J. Maddock, who used the car to commute to work and also made several trips from the San Francisco Bay Area to Salt Lake City. During Maddock's ownership, the car deteriorated even more than during the last years of Mrs. Eaton's ownership. Finally, the car failed to run altogether, so Maddock parked it in the alley behind his home, and there it sat for two years, windows down and parts disappearing right and left.

Enter C. Barry Randell, Los Altos Hills used car dealer and lover of Lincoln-Zephyrs. I have often called Barry the W.C. Fields of car collectors because he looked and talked like W.C. Fields and had a W.C. Fields attitude about life in general. "I hate car clubs," C. Barry once told me. "They spend more time deciding whether they will put their jacket patches on the right or the left than they de-

(Continued on page 8)

## Zephyr Continued....

*(Continued from page 7)*

more on touring than producing hit singles but still released one album a year. He earned an estimated \$2,000,000 per year (approximately \$11,748,515 in 2017) until his death in 1981, making him one of the highest-paid artists in the world.

Chapin met Sandy Cashmore (née Gaston), a New York socialite eight years his senior, in 1966, after she called him asking for music lessons. They married two years later. The story of their meeting and romance is told in his song "I Wanna Learn a Love Song." Chapin wrote several additional songs about her, including "Shooting Star" about their relationship, and "Sandy." He had two children with her, Jennifer and Joshua, and was stepfather to her three children from a previous marriage, Jaime, Jason, and Jonathan.

Chapin resolved to leave his imprint on Long Island. He envisioned a Long Island where the arts flourished, universities expanded, and humane discourse was the norm. "He thought Long Island represented a remarkable opportunity," said Chapin's widow, Sandy.

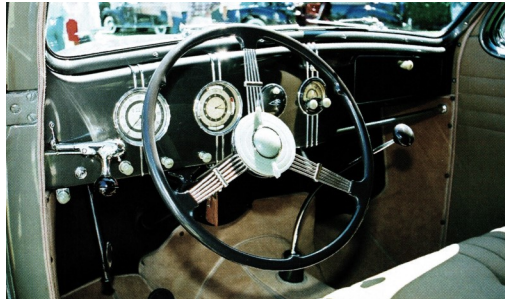
In the mid-1970s, Chapin devoted much time and effort to social activism, including raising money to combat hunger in the United States. His daughter Jen said: "He saw hunger and poverty as an insult to America." He co-

*(Continued on page 9)*

*(Continued from page 7)*

vote to the cars." I am not sure how Barry found the 1936 Lincoln-Zephyr. I guess his big W. C. Fields nose just had a special way of sniffing out cars. I don't know why he bought the car, and I don't think he kept the car very long. As I recall, he was trying to sell it to me in 1969, the year after I arrived in San Francisco from Chicago. I never bothered going town to Los Altos to look at it because it interested me that little. Ultimately, he sold it to Dave Cole of Santa Maria, California, for \$485, which was, as I recall, more than twice what he offered it to me for. On September 26, 1970, my birthday, Cole and his son towed the car back home behind their 1940 Lincoln-Zephyr club coupe.

The Coles restored the car to be a driver; they found most of the missing parts and did most of the restoration work themselves. The car was repainted back to its original Cordoba Gray, and a correct, authentic 1936 Lincoln-Zephyr V-12 engine was rebuilt and put back into the car.



The Coles kept the car for 19 years, and then Roy Thorson, then living in Los Alamitos, bought it. Thorson had already restored a 1937 Lincoln-Zephyr coupe to show condition and was looking for something even rarer. Thorson purchased the car on June 20, 1989, and began what turned out to be a ten-year restoration, and during that time, the Thorsons moved to Green Valley, Arizona.

Thorson remembers a 1937 Lincoln-Zephyr coupe owned by a friend's father, a dentist when Roy was growing up in Minnesota. But this car did not make him a Lincoln-Zephyr enthusiast. In the early '70s, Roy and his son restored a 1936 Ford coupe, and while doing it, Roy found a 1937 Lincoln-Zephyr coupe in time-worn but original condition at a Ford parts dealer whom he was dealing with. Since all of the parts appeared to be there, Roy decided to buy the car and restore it. This became his award-winning

1937 Lincoln-Zephyr.

After this project, he bought the 1936 coupe sedan from the Coles, knowing that it would be a project, but he never realized how much of a project. Roy says that during all of the ten years he worked on the car, he never once set it aside. While he may not have worked on it full time every week, he certainly worked on it 10-20 hours almost every week.



There were few missing parts, but much of the running gear was wrong. Roy added all of the rare accessories that are on the car now. He rebuilt components that others would not have bothered with, such as window regulators and windshield wiper motor. A rare Columbia two speed rear axle came from an antique Ford dealership in Orange County. Earle Brown found and supplied an original copy of the installation instructions for the Columbia, without which the installation could not have been done. Such difficult to find accessories as radio, deluxe (banjo) steering wheel, spotlight, and fog lights were found. Roy found the spotlight for his 1937 but was never able to find the brackets, so eventually, he built brackets himself and installed the spotlights on the '36. This has been written up in *The Way of the Zephyr*.

Rebuilding the seats was an especially difficult job. The seat back on the front passenger side was broken completely, plus it was supported with a piece of cardboard, and that was original. Roy had to do a lot of welding and replaced the cardboard with sheet aluminum. He says that the front seatbacks were so poorly constructed originally that he doesn't know how any of them held up. Remember, the four-door sedan did not have fold-back front seatbacks like the coupe sedan did, and he wonders if owners gave up on the broken seat backs and junked the cars during

*(Continued on page 9)*



*More about Thorson's Zephyrs*

(Continued from page 8)  
 founded the organization World Hunger Year with radio personality Bill Ayres, before returning to music with *On the Road to Kingdom Come*. He also released a book of poetry, *Looking ... Seeing*, in 1975. More than half of Chapin's concerts were benefit performances (for example, a concert to help save the Landmark Theatre in Syracuse, New York, and hunger causes such as food banks), and proceeds from his concert merchandise were used to support World Hunger Year. Among those he helped is filmmaker Michael Moore, who, in 1977, got help funding his Detroit-area independent newspaper startup, *The Flint Voice*, with Chapin benefit concerts. One report quotes his widow saying soon after his death - "only with slight exaggeration" - that "Harry was supporting 17 relatives, 14 associations, seven foundations, and 82 charities. Harry wasn't interested in saving money. He always said, 'Money is for people,' so he gave it away."  
 On the afternoon of July 16, 1981, Chapin was en route on the Long Island Expressway to perform at a free benefit concert at Eisenhower Park in East Meadow, New York that evening. At 12:27 p.m., Chapin was fatally injured in a fiery traffic collision with a semitractor-trailer

(Continued on page 10)

(Continued from page 8)  
 the early World War II years.

Seat springs had to be completely rebuilt. There were several different sizes of seat springs, and none of them are available today. Roy had to unwrap all of the original springs from their burlap bags, clean and restore every single spring, make and sew up new burlap bags and put all of the springs back in place. Moreover, the framework that held the springs was so out of shape it had to be reshaped. Restoring the seats was a task consuming untold hours.



The upholstery went a lot better. Colors and patterns very close to the original were obtained from LeBaron Bonney and one other supplier. Roy found a good upholsterer in Green Valley who came out to his house and did the work.



Stylish wind wing in the tear drop rear window was standard equipment.

Rubber weatherstripping for the peculiar shaped teardrop rear windows was another difficult task. Nobody makes weatherstripping for these windows. Roy made weatherstripping from early Ford V-8 weatherstripping using two sets of weatherstripping per window.

He did not like the original color of Cordoba Gray; a tan also used on the 1936 Ford. He went to Stonington Gray, a 1936 Lincoln-Zephyr gray exclusively, which he liked better.

This was a complete ground-up restoration right down to the last nut and bolt and the bare unitized body. One reason why it took so many years was that Roy did all of the work himself, excluding the engine and painting the body.



Front wind wings were a very stylish option on the 1936 Lincoln Zephyr.

Roy first showed the car at the September 1999 LZOC Central National Meet in Granbury, Texas, where it scored 98.5 points to win first in its class. The car then won a Primary 1st and a Ford Motor Company Trophy at the LCOC Western National Meet in October 1999 in Irvine, California. Next, the car won a Senior 1st and the Elliston H. Bell Founder's Trophy at the 2000 LCOC Western National Meet in Scottsdale, Arizona, in April 2000. This was followed by an LZOC Senior 1st and Best Lincoln-Zephyr of Show Award at the Lincolns for the Millennium Meet in St. Louis in September 2000. Finally, the car won Best Lincoln-Zephyr of Show at the G.O.F. West XI in Rio Verde, Arizona, in May 2001.

This car has been featured in four different issues of *Automobile Quarterly*; which has to be a record for a car that has never been considered to be a Classic!



*The all new Zephyr bowed in November 1935*

*(Continued from page 9)*

truck outside Jericho, New York. Passersby managed to help the unconscious Chapin out of his engulfed 1975 Volkswagen Rabbit. He was immediately taken by helicopter to the nearby Nassau County Medical Center, where he was pronounced dead at 1:05 p.m. due to internal bleeding. Chapin's widow, Sandy won a \$12 million decision in a negligence lawsuit against Supermarkets General, the owners of the semi involved.

Chapin is buried in the Huntington Rural Cemetery in Huntington, New York. His epitaph is taken from his 1978 song "I Wonder What Would Happen to This World": *Oh, if a man tried, to take his time on Earth; And prove before he died. What one man's life could be worth, I wonder what would happen to this world.*

On December 7, 1987, on what would have been his 45th birthday, Chapin was posthumously awarded the Congressional Gold Medal for his campaigning on social issues, particularly his highlighting of hunger around the world and in the United States. His work on hunger included being widely recognized as a key player in the creation of the Presidential Commission on World Hunger (under 39th President Jimmy Carter) in 1977 (he was the only member who attended every meeting).

*The Lakeside Theatre*

*(Continued on page 11)*



Officially designated Series H, the 1936 Lincoln Zephyr bowed in November 1935 in two body styles, a four-door fastback sedan listing at \$1,320 and a two-door counterpart called the "sedan coupe," priced at \$1,275.

The newcomer was inevitably compared with the languishing Airflows, yet it sold in numbers previously unheard of at Lincoln. At 14,994 units, the Zephyr accounted for better than 4/5ths of Lincoln's total 1936 model year output of 16,528 cars, which compared with its paltry 1,434 of 1935. All by itself, the little Lincoln lifted Ford Motor Company's finest from 22nd to 18th place in the industry production rankings, the first time the marque had ever broken into the top 20.

Targeted mainly against Cadillac's companion LaSalle and the Packard One Twenty, the new-wave Zephyr was invariably compared with Chrysler's slow-selling Airflow models. Yet, its volume was unheard of for a Lincoln.



Like the Tjaarda-designed prototypes, the production Zephyr was wonderfully roomy inside. Front seat passengers sat up close to the windshield for extraordinary visibility, thanks to a shallow dashboard that dropped straight down from the cowl, and there was ample space for six.

Directly in front of the driver were two instrument dials, one for the speedometer, the other for engine gauges and a clock, choke and throttle controls, and a cigar lighter spotted below.

Upholstery choices were limited to a

broadcloth in taupe and Bedford cord or leather in tan, but the materials were of high quality, as expected of a Lincoln. (By the way, leather would be available throughout this basic design's 12-year life span, though it was always a low-demand item for closed body styles and thus quite rare today.)

The Zephyr arrived with an awkward feature, the so-called "Winchester Mystery House" trunk lid. Lifting the lid on a 1936 revealed nothing but the spare tire bolted to an upright rear body brace, trunk access being from inside the car via a hinged, fold-down rear seatback.

In April 1936, a \$30 dealer-installed conversion kit was offered that laid the spare flat on the floor to provide easier, external access. Still, it involved reworking the structure around the trunk, so few cars likely got this modification.

A better solution appeared in July as another extra, which put the spare in its original position but attached to a bracket that swung down and out. It's not known whether any 1936s were so equipped, but all 1937-1939 models were.

Despite its weight-saving unit construction, the Zephyr did not have an exceptional power-to-weight ratio, reflecting the mild specific output of its V-12 engine. This explains the relatively short 4.33:1 final drive ratio, chosen to enhance low-end acceleration at some sacrifice in all-out speed.

But if not a high-performance machine even by mid-1930s standards, the Zephyr was decently quick. In a contemporary road test, Britain's automotive weekly *The Motor* reported: "At Brooklands track, we found the car capable of 90 mph, and it reached 62 mph on the middle gear of its 3-speed gearbox."

The magazine's test car ran the 0-60 mph sprint in 14 seconds through the gears, scaled 10-60 mph in 17 seconds with top gear only, and did 10-40 mph in six seconds in second gear.

"For main-road cruising," said the editors, "a very comfortable speed is 75 mph where conditions permit. The engine is then running at about half throttle, with plenty of reserve for acceleration or hills."

Surprisingly, the suspension and brakes earned praise despite their antiquated specification. Typical fuel consumption was 16-18 miles per gallon, excellent all things considered.



## Jack Shea's 1936 Zephyr

(Continued from page 10)

at Eisenhower Park in East Meadow, New York, was renamed Harry Chapin Lakeside Theatre during a memorial concert held one month after his death, as a tribute to his efforts to combat world hunger. Other Long Island landmarks named in honor of Chapin include a graduate-student apartment complex at Stony Brook University, a theater in Heckscher Park in Huntington, New York, and a playground at the intersection of Columbia Heights and Middagh Street in Brooklyn Heights.

On September 27, 2011, former U.S. Representative Alan Grayson wrote an article on the internet publication *The Huffington Post* about Chapin's song "What Made America Famous."

Singer and songwriter Guthrie Thomas has long publicly stated that Chapin's song "Cat's in the Cradle" is one of the most difficult songs to perform, due to Chapin's master guitar playing and his brilliant syncopation of the lyrics, meaning each word must fit perfectly and in time with the playing. Also, despite seeming social and political differences with Chapin, Dr. James Dobson often quotes the entirety of "Cat's In The Cradle" to illustrate dynamics of contemporary American families.

Harry's widow, Sandy is now chair of the Harry

(Continued on page 12)



Jack and Ginny Shea's 1936 Zephyr sedan at the Millennium Meet in St. Louis in 2000.

This story originally appeared in Continental Comments, the November/December 2001 issue. The early Zephyr's are very interesting vehicles and were largely responsible for keeping Lincoln in business during the years leading up to World War II. As you all know, after the war, the Zephyr model name disappeared and through 1948, they branded everything Lincoln. These were fairly popular vehicles, and with the exception of coupes and convertibles, they are still mostly affordable. They were nice driving cars and do have a large following even today. Jack and Ginny Shea are long time members of the Lincoln and Continental Owners club and have lived on the west cost of Florida for many years. The Shea's have had a wide variety of Lincolns over the years and have actively competed most of them at many LCOC and other club meets.

Jack and Ginny Shea's 1936 Lincoln-Zephyr is one of only three 1936 Lincoln-Zephyrs listed in the LCOC Directory. Since the Shea's acquired the car, it has been entered at three LCOC National Meets, the 1998 Eastern National Meet in Fort Myers, Florida, the 1999 Eastern National Meet in Ellenville, New York, and finally, the 2000 Lincolns for the Millennium joint meet in St. Louis, Missouri where it won an LCOC Pre-Primary first. Here is Jack's story of the car:

"To my knowledge, our Lincoln-Zephyr spent its early years in the Clearwater, Florida, area. It was purchased in the mid-'80s by Jim Tacket and James Dellas from Naples, Florida. Tacket and Dellas were partners in a construction business and purchased the '36 Zephyr to run on The Great American Race; where it competed in the 1987, 1988, and 1990 races. The decals from the 1990 race are still on the car. In 1989, it completed the lap around Texas.

Oil change stickers indicate that the mile-

age was about 42,000 when purchased by Tacket and Dellas. In preparation for the race, much of the authenticity of the car was destroyed, as were the parts that were removed. The car was converted to 12 volt, shocks replaced with modern shocks, dual exhaust, dual spotlights, and fog lights were installed, the speedometer cluster was replaced with gages and a big speedometer with calibrated hash marks was installed on the steering column, the cooling system was converted to a closed system with an overflow tank, the breathing system was also modified to circulate the fumes through a Mustang air cleaner. The car was given a fresh coat of black enamel.

I first met Jim Tacket in the early '90s at an Edison Region AACA Winter Show and heard about the car; however, I had never seen the car. Dellas ended up with the car, but he and his wife wanted a car with more creature comforts, so in 1996 they traded it at Show Cars in Fort Myers for a 1964 Lincoln Continental convertible sedan.

Ginny and I have gone on two AACA Founders Tours, and we were interested in purchasing a car that would be eligible for the Glidden Tour. In the fall of 1996, we looked in Carlyle, Pennsylvania but found nothing. When we returned to Fort Myers, we passed Show Cars on our way to Sam's Club, and I spotted the Zephyr in the showroom. We were delighted that we had found our tour car.

The car ran like a top, but leaked some oil. We showed the car several times during the fall and winter. In April 1997, we were on our way to a Veteran Motor Car Club Meet in Mt. Dora, Florida (about a 220-mile trip) when we lost our oil pressure. We completed the trip, but had to add oil about every 30 miles. hindsight being clearer than foresight, we now believe that back pressure from the modified breathing system was causing the severe oil leak. Before the trip, I had replaced the Mustang air cleaner with a 1937 vintage air cleaner; which had a small vent tube to which I attached the breather hose from the modified breathing system.

After the Ellenville, New York LCOC Meet in September 1999, we took the car to George Trickett to have the oil leak problem solved; which resulted in rebuilding the motor. Much to our surprise, the motor had very little wear; it was spotless and didn't require rebor-ing. We estimate that the mileage on the car is 55,000 to 60,000 miles.

(Continued on page 12)



(Continued from page 11)

Chapin Foundation, where she continues to pursue Harry's legacy. His son, Josh is involved with the foundation, along with other family members. Chapin often remarked that he came from an artistic family. His father Jim, brothers, Tom and Steve, and daughter, Jen Chapin are musicians. His nieces, Abigail and Lily Chapin, perform under the name the Chapin Sisters. His paternal grandfather, James Ormsbee Chapin, was an artist who illustrated Robert Frost's first two books of poetry; his maternal grandfather was the philosopher and rhetorician Kenneth Burke.

Harry Chapin's brothers sometimes performed with Harry at various times throughout his career, particularly during live performances. They played with him before his solo career took off, and were credited on the albums *Greatest Stories Live*, *Legends of the Lost and Found*, and *Chapin Music!* Tom and Steve continued to perform together (often with Harry's former bandmates) from time to time after his death.

Country singer Mary Chapin Carpenter is Chapin's fifth cousin.

From the internet.....

## More Jack Shea



Jack's car pictured at the Eastern National Meet in Ft. Myers, Florida in 1998.

The motor was, of course, the tip of the iceberg. In addition to considerable detailing in the engine compartment and undercarriage, the car was converted back to original, and most of the non-authentic parts were replaced. The car was shown at the Millennium Meet and at the LZOC Tidewater Meet. We still hope to drive it on some major tours.

## Oberg's 41 arriving at Hickory Corners.

Below are pictures of Harvey and Faythe Oberg's Continental being delivered and off loaded at the Gilmore complex at Hickory Corners, Michigan this past August. It will soon be displayed in a position of prominence in the Lincoln Motor Car Museum.



Pictures courtesy of David Sandels

## Happenings of 1936.



The painting above recalls those innocent times of the mid-30s. It comes from the May, 1973 Exxon calendar.

Where were you in 1936? Most of our members were not even born. If you do remember 1936, you would now have to be at least 85 years old.

Life Magazine had its debut in 1936. Dale Carnegie's book *How To Win Friends and Influence People* became a best seller, but not as big a seller as Margaret Mitchell's *Gone With The Wind* that sold a million copies in the first six months.

Motion pictures of the year included *The Great Ziegfeld*, *Mr. Deeds Goes to Town*, *San Francisco* and *A Tale of Two Cities*.

While television was still a few years off, radio was in its heyday. Kate Smith, The Easy Aces and newscaster, Boake Carter were top personalities. New programs were *Gangbusters* and *The Major Bowes Amateur Hour*.

This was a big election year, and a heated one, too, because many Americans thought that Franklin D. Roosevelt and his "New Deal" had gone too far. In the end FDR beat out Kansas Governor Alfred Landon, carrying every state but Maine and Vermont.

Meanwhile, Americans watched nervously as Hitler marched into the demilitarized Rhineland and Mussolini completed his Ethiopian campaign with the seizure of Addis Ababa. A civil war broke out in Spain and Edward VIII abdicated the British throne, although he was never crowned.

Many Lincolns could be found traversing the country on Route 66. By 1936, most of Route 66 was paved. Imagine traveling from Chicago to Los Angeles in your new Lincoln-Zephyr on Route 66, filling up with gas at 16 cents a gallon from modern "head for figures" pumps, enjoying a steak dinner for 75 cents, staying in the latest cottage motels for \$2 a night, complete with hot and cold running water and a radio in every room with Bing Crosby crooning *Pennies From Heaven* or *There's A Small Hotel*.

## Welcome Wagon by Francis J. Kalvoda

Contact...[fjk@charter.net](mailto:fjk@charter.net) 320-235-5777



The Welcome Wagon. If you see this, Francis Kalvoda is close by.

Autumn has fallen, but there is still time to exercise and enjoy our Lincolns before the corrosive season starts. Micki and I parked the wagon this month and brought out the 1957 Premiere. I first saw the car when I was on my bike in 1959. Forty years later, I had the opportunity to purchase it. I was able to give the 1959 owner a ride in it. She said it was her favorite car and never forgave her husband for trading it. Micki doesn't want me to sell much either. Many of us are blessed and thankful.

I am very pleased to introduce our new members this month who have truly awesome cars. Since we don't have many LCOC gatherings, perhaps you can give our new members a call or send an email with a photo or two of your pride and joy. David Gustafson needs your articles to keep our North Star News a poignant premiere periodical.

First, we greet Terry and Mary Brodehl (Bro dell), 4007 Alpine Ave., Vadnais Heights, Minnesota 55127, 651-200-4075, Cell 763-772-5802, [mcb55@comcast.net](mailto:mcb55@comcast.net). Mary and Terry did such a nice job of sending me a bio; I will let them take it from here...



Terry and Mary Brodehl own this very nice Mark VI.

*My name is Terry Brodehl, and my wife is Mary Brodehl. We live in Vadnais Heights and are both retired. Me -- from teaching Architectural Drafting at Hennepin Tech College in Eden Prairie and my wife from nursing at Regions Hospital Emergency Room. We spend our winters near Palm Springs, California. Much warmer!*

*I have been a car collector my whole life; most recently,*

*I was a MOPAR man with fin cars from the 50s and early 60s (two of our favorites were a '59 Dodge 2 dr hardtop and a '56 Chrysler St. Regis 2 dr hardtop). We spent many happy hours traveling all over the United States, going to salvage yards searching out parts. I did most of the restoration and bodywork on the Mopars hence the reason we went to salvage yards and swap meets as there were not many aftermarket parts available for finned cars. After being talked into downsizing to a townhouse, we had to sell our collection. However, I just couldn't stay away from it, and I recently purchased this 1983 Lincoln Mark VI with only 47,000 miles. I am working on restoring it to its original glory. There are lots of early electronics in this challenging car. In the winter months, I enjoy restoring vintage pressed steel toy trucks from the 20s and 30s. We joined the club in August and are looking forward to attending events next summer.*

The store banner above Terry and Mary's stunning Mark VI has a word I have not seen before, but I believe it perfectly describes our feelings when we enjoy our Lincolns – happify.

Next, I want you to meet David and Katherine McDowall, 505 Old Farm Road, Shoreview, Minnesota 55126, 651-248-1973, [davemcdowall@ettelfranz.com](mailto:davemcdowall@ettelfranz.com). Dave and Katherine like beautiful, comfortable, luxurious automobiles. The ride is extraordinary, and eye appeal is wowpulent (tends to happify).



David and Katherine McDowall's 1978 Mark V.

The McDowalls are currently enjoying a recently acquired 19,000 mile 1978 Emilio Pucci Designer Series Mark V. They also have a white 1996 Cadillac Fleetwood Sedan and a blue 1995 Fleetwood Sedan. Those of you with a great memory may recall seeing the '78 Pucci Mark V in John McDowall's collection near St. Cloud. John is Dave's brother, and that is the car. Ask Dave if he got the family discount and a warranty.

Speaking of family, John and Dave's father, George J, was in the roofing business in St. Cloud. John continues and has expanded the family business (McDowall Company), which was actually started by their great-grandfather, George A, in 1895. The McDowalls must have roofing cement in their veins as Dave is the owner of Ettel & Franz Roofing Company; which was started in 1905. Ettel & Franz is primarily into industrial and commercial roofing; they are located at 2222 Robins Street, St. Paul, 55114. 651-646-4811. And now a bio from Dave.... *I was raised in St. Cloud and moved to The Twin Cities in 1984.*

*(Continued on page 14)*



## More Welcome Wagon

(Continued from page 13)

*Katherine was raised in Roseville. I am the owner of Ettel & Franz, a commercial Roofing & Sheet Metal company. It started in St. Paul in 1905. I was not there when it started. I purchased it in 2003! My wife, Katherine, owns a Montessori preschool in Shoreview. She has her hands full with those little people. We have lived in Shoreview for 23 years and love it except for the taxes. We have a winter home in Fountain Hills, Arizona; which we purchased in 2019! Taxes are much friendlier in Arizona. We both ride Harley-Davidson motorcycles and enjoy day trips along the St. Croix River down to Winona. Love to snow ski in Upper Michigan. We ride our bicycles, roller blade & run on the miles of paved paths in Shoreview. We are empty nesters.*



David and Katherine also own this nice 1996 Cadillac Fleetwood sedan. In addition, they have a blue 1995 Fleetwood. These were some of the best Cadillac's made during the mid-90s and some consider them to be as good as the Town Cars of that same period. The later models came with the well known LT1 engine, which gave Cadillac a slight performance edge.

Micki and I hope you can contact our new members before we can all gather again. We send a big comfortable Lincoln 'WELCOME' to Terry & Mary and Dave & Katherine. May you and all of our North Star Lincoln and Continental Owners Club members enjoy some colorful autumn windshield time in your Lincolns. Stay safe and warm. This may seem like a political message, but we just want to encourage your continued support of the LINCOLN automobile, *The Finest Car in the Fine Car Field.*



## For Sale - 1974 Mark IV



“Old Blue” is a Mark IV, medium blue with a darker blue top. Nice straight Mark, very clean and well-kept over the years. It has never spent a night outdoors and never driven in rainy or snowy weather. It is completely rust free.

New exhaust system, good tires and battery. This Mark drives and handles very well and catches the eye whenever it is driven. Interior is spotless and shows very little signs of wear.

Equipped with all of the usual Mark IV accessories and all work well. This fine Lincoln belonged to my late husband and my grandson and I have decided that it is time for it to go to a new owner. A bit over the average mileage for some of these cars at 82,000 miles, but the price will reflect this.

I will be pleased to consider any reasonable offer for this Mark IV.

Please call Arlene Gillett at 763-434-9567 or email: [ggillett@usfamily.net](mailto:ggillett@usfamily.net)



# Preview of Coming Events

## October St. Croix Fall Leaf Tour, Thursday, October 6.

Relieve your boredom, escape your self imposed exile. Come journey with the Northstar club on a fall leaf tour down the very scenic St. Croix Valley this October 8, (Thursday) from 1 to 4 p.m. This weekday was picked to avoid all of the excessive traffic from the weekend gawkers. With most of us in the retirement mode, this seemed like a very logical choice to make.

Our route will be approximately 90 miles in length, and we will start in Hudson, Wisconsin, going on to Red Wing. Along the way, we will stop at Keith Snider's Ole Tyme replica garage, in Bay City, Wisconsin. Keith is a friend of North Star member Allan Homeir, who will lead this part of our tour. John Zwinger will lead the next part of the tour through Red Wing, Hastings, and back to the Bungalow restaurant near the intersection of I94 and Highway 95, just north of Lakeland, Minnesota.

The Bungalow may have a Thursday night Cruise-In for us to also enjoy. The Bungalow is noted for their fine food for those who might want to eat in, or you may leave directly for home. Remember to please be safe and wear your protective mask and social distance as appropriate. We want all of our members to stay safe and well.

1 p.m. Leave McDonald's in Hudson 2100 Crest View Drive. We will go to River Falls and then take County Rd O to Keith Snyder's, N1151 730<sup>th</sup> Street, in Bay City, Wisconsin.

2:30 p.m. Leave Bay City/Redwing; we will go through Hasting on the way to The Bungalow Restaurant in Lakeland, 1151 Rivercrest Rd N, I94/Hwy 95 you may drive home or dine in.

We will be driving past the Treasure Island Casino after we leave Red wing if you are interested in stopping on your own. **Please RSVP to Bob Johnson with your choice of car and number attending by Tuesday, October 6.**

**A member in need.... Harvey Oberg** is in need of a truck driver or anyone else who might be making a run to California in the near future. He has some boxes of car related items in need of transportation out to the Golden State. He is anxious and will pay a fee for service. Please call Harvey at 651.739.9754 and help Harvey out with his parts and a new owner with his badly needed items to complete a restoration.



## 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.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications.

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

# North Star Activities

A member needs some help. **James Hamann** has a nice 1968 Imperial, a division of the Chrysler Corporation during the mid to late 1960s. He has some damage to one of the quarter panels. Part of the repair work has been completed, but due to health reasons, the person doing the work cannot complete this project. Jim needs some paintwork and reassembly of the chrome pieces and bumpers. If you know of anyone that can come to Jim's assistance on this project, he would really appreciate your help in getting his much-loved car back on the road. Please **call Jim at 612-406-1041**. We are a club that has been known over the years to provide advice and assistance when and where we can. Let us see if we can help out here.

## For Sale



1997 Lincoln Town Car, Cartier Edition. Good looking car, needing some work. It is well equipped and could be a nice entry level car for someone looking for their first "older Lincoln." Make me an offer that is good for both of us. Call Bud Ready at 763.786.8923

Bored to tears... Call your friends and take a drive in your classic Lincoln up the Drive-In in Taylors Falls. The food will be good and if you pick an off hour, social distance should be easily achieved. With all that is going on now, it is time to be a little creative in what we do for fun. Go before it closes for the season and check out all the beautiful leaves along the St. Croix Trail going up to Taylors Falls.



## THE DRIVE-IN, TAYLORS FALLS

With a giant mug of root beer on a pole out front, you can't miss this gathering spot where carhops bring juicy burgers and frosty mugs of homemade root beer to your vehicle. Bonus: 18 holes of mini-golf on site, plus hiking at Interstate State Park less than half a mile away. Call Bob Johnson, he lives only a few miles away and he will meet you there.