

NORTHSTAR NEWS

My Pride and Joy

My 1947 Zephyr Club Coupe, by Bruce Freiberg, Buffalo, MN.

In the spring of 1990, I was told of 20 plus old cars being sold by a retired mailman. I found the middleman, and he showed me the list. At the time all I was interested in was the 1947 Olds 68 convertible (all there and no rust, I was told). The mailman retired to a small town west of St. Cloud, had no phone, and was very hard to communicate with. Next month, I was told he had to sell a couple of old Lincoln's first, because if he sold the good stuff first, nobody would buy the junk. Well, four months go by and nobody's buying the Lincoln's. Then, the owner of the cars showed up at my door one day. "I can't sell you the Olds, I kind



THE 1947 ZEPHYR CLUB COUPE

"The Zephyr Roster lists about 20 1947 Club Coupes, I believe that perhaps mine is the only one that is actually street ready."

of promised it to someone else." Wanting that Olds real bad, and not thinking clearly. I said "would you sell me the Olds if I buy both of the Lincoln's." To my surprise, "yes" was the answer. What did I just do? I just bought 3 junk cars for around \$6,000, and had not seen any of them in person. Plus, I have no place to put them. To top it all off, I didn't

even come close to having the money to pay for them. (We worked out a payment each month, 'till paid off).

My friend and I go to pick up the 1st Lincoln, and I have no idea what a 1950 2 door baby Lincoln looks like. Most people called it a baby whale. No dings, no dents, no rust, and the inside was a little dirty. With very little work, we had it running in the fields and over the hills, and it was a great riding car. No groans, or creaks, and no clacking noise anywhere. What a nice quit running car this was. I sold it for \$2,000 to pay off more of my debt.

I picked up the Olds, and what a beauty it was, the steering wheel was perfect. My friend got in running, and everything worked, even the radio. I was in heaven, nobody has one of these. So, I found room in the garage and started to save my money to fix this baby up.

Now it is time to get the other Lincoln. Again, I had no idea what a 1947 Lincoln looked like. When the guy opens the garage door, there is this John Deere green shell of a car, on wheels. It had a very nice paint job on it, with 6-8 inches piled high of bird droppings, on each of the four fenders. The owner had it stripped down and spend \$1,000 on having the car dipped for rust proofing. Then, another \$2,500 to have it painted. He told me his wife died, and he lost interest in the car, and it had been sitting

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Welcome to the new 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.

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Board Of Directors - 2001-2002

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Members and guests are welcome to attend the Board Meetings which are held the second Wednesday of every month except December at 7:00 PM at Whitaker Lincoln-Mercury on South Robert Street just north of Highways 110 and 1494 in Inver Grove Heights, Minnesota.

My Pride and Joy, Continued.

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for 12 years. It took 3 washings to get the car cleaned.

Now, I'm at another barn to get the parts for the 1947 Lincoln, and next to the pile of parts is a 1933 Nash, complete. On the other side of the barn was a 1960 4 door Lincoln Continental, a nice solid car. (Hmmm, where can I get some more money?) My daily driver now sits outside, and it's stall is filled with Lincoln parts. The coupe now sits outside in the backyard, waiting to be sold.

A couple of years goes by, and in that time all I hear from the local car club members is how rare that car is. "You will never figure out where the parts go, let alone what the parts are. Where are you going to find the parts you need?" (Looking for parts is the challenge of putting together a car.) All the Chevy guys said "get a Chevy, why not put together something easy." Well, if I had listened to all those Chevy guys, the car would never have been finished. What do Chevy guys know anyway? All they do is complain don't they?

Even at that time, I still wasn't sure what a complete 1947 Lincoln looked like. At the St. Cloud swap meet that year,

I find a picture of a 1947 Lincoln coupe. Nice, I have to look further into this rare car. That fall was the Minnesota Lincoln Regional meet, and I see a 1941 Lincoln coupe. That was it, I was hooked. I joined the Lincoln clubs, where I got all the parts I needed. Then I put the 1947 Olds up for sale, and the money I got from it went towards the blue machine you see in the picture. Like all of us, I sure would like to have the other two cars back.

Now, even the Chevy guys smile when I drive up and join them for a cruise. You know it's great to be different, especially a Lincoln man.

Bruce Freiberg, out in Buffalo, Minnesota.

Editors Note...

As I have mentioned in prior newsletters, almost every car we own has a interesting story about how we came to acquire it. Sometimes we buy them because they relate to a special time in our lives, others we may buy because of a good deal at the right time. Whatever the story, we would like to hear about it. Please let me know. We want to feature your car in a future newsletter. Please write, call or email me today. Thanks.

The Year - 1947

World Events

Britain nationalizes coal mines on January 1st. The Marshall Plan was proposed to help European nations recover economically from WWII.

In the US:

Hollywood "Black List" was created the House Un-American Activities Committee. The Truman Doctrine proposes "containment" of communist expansion on March 12th. Jackie Robinson joins the Brooklyn Dodgers. Population of the US was 144,126,071. Life expectancy is 66.8 years. The Federal Debt was \$257.1 billion. Cost of a first class stamp is 3 cents. Unemployment was 3.9%.

In sports:

The NY Yankees bested the Brooklyn Dodgers 4-3 for the World Series, which was the first ever televised. NBA Championship had the Philadelphia Warriors over the Chicago Stags 4-1. The Kentucky Derby was won by Jet Pilot.

Entertainment:

Meet the Press debuts on NBC. The first

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Editors Message

As I write this, August is rapidly drawing to a close. Hopefully, September and October will still provide us with some fine driving days to take the cars out and enjoy them before the long cold winter sets in.

Marion and I ventured to downtown St. Paul twice this summer to participate in the Saturday night car shows that are held along Kellogg Boulevard. For those who have not been there, it is best to get there about 4:30 PM to stake out a good spot, where you can sit under a tree with your lawn chairs. Many of the Northstar LCOC faithful will show up, and it is fun to visit with other club members. There are a lot of really great cars that make the scene, many of which do not appear at other car shows. It is best to take along some snacks and cold drinks that you like, as the food vendors are not too prevalent in the area. St. Paul's finest continuously patrol the area, which lends a good feeling to all participants. It is a show that the family can come to and really enjoy, either as a participant or to just look at the cars. All are welcome.

Last Friday, I took one of my old cars up to North St. Paul for their car show. It was the first time that I had been up there, and it was also a lot of fun. Many street rods, but other older cars too. I was there with one of the other car clubs that we belong to, but you can just attend as a family or with other friends. The show is well attended with a lot of people

coming by that are very interested in cars, asking questions to satisfy their curiosity about the various unique cars at the show. These events are great for our hobby as they provide additional venues to talk to others about the joy of old car ownership.

We are all looking forward to the great picnic that we have each year on the grounds of Environments. It is nice event to bring the family to, and all our members are welcome to attend. Please read the picnic related information contained elsewhere in our newsletter. We hope to see you there.

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Facts and Figures Lincoln Club Coupe

Factory Price	\$2,533
Shipping Weight	3,915 lbs
V12 L head, 305 cubic inches	
130 hp at 3600 RPM	
Wheelbase 125 inches	
Overall length 216 inches	
Tires 7.00 x 15	
Cooling system 27 quarts	
Gasoline tank 19.5 gallons	
Carburetor: Chandler Grove two barrel	
3 speed manual transmission, Overdrive optional.	
Total production: including 4 dr sedan, 2 dr club coupe, and 2 dr Convertible	19,891 units.

Perhaps you may be Interested.....

Mr. Ed Limanen of Brooklyn Center has got to be one of the best Convertible Top and Interior men in the United States. He has done literally hundreds of high point classics, including the 1941 Continental belonging to Harvey Oberg. Ed has some of the original type Haartz Cotton top material (tan) now available. If you need the original, and want a prize winner, please give Ed a call at 763-561-1573. You will not be disappointed.

Mr. Carl Walden, a Northstar LCOC member, has a 1942 Continental Cabriolet, complete with some new parts. It needs restoration, but it could be an award winning Lincoln for someone interested in completing it. Fairly

priced at \$18,500. Please call Carl Walden at 763-434-0764..

Mr. Bim Vogel, from the Mankato area, (507) 243-3304 or 345-8916, has a 1964 Lincoln Continental 4 dr. With only 12,000 original miles. It has fresh brakes, and new lines. The engine has been gone over, and it also has new tires. The exterior is beige, along with a matching beige cloth interior. Floyd Homstad has seen this car, and knows these models. He says it is one of the best looking 1964s that he has recently seen. Not cheap, asking \$9,000. But when you consider what it costs to make any car presentable these days, it is worth it.

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 news show will become televisions longest-running program. Pulitzer prizes for Fiction, *All the Kings' Men* by Robert Penn Warren. Tennessee Williams also wins a Pulitzer for a Street-car named *Desire*. Academy Award, Best Picture: *The Bishop's Wife*. Other movies included *Gentlemen's Agreement*, *Miracle on 34th Street*, *Great Expectations*, *The Best Years of Our Lives*, *Duel in the Sun*, the *Jolson Story*, *Forever Amber*, and *Life with Father*. Best Actor, Ronald Colman for "*A Double Life*" and Best Actress, Loretta Young for "*The Farmer's Daughter*".

In everyday life:

The "New Look" of long, full skirts becomes the rage of female fashion. Over 1 million veterans enroll in college through the G.I. Bill. The first food processors came along, as well as the invention of Tupperware. Earl Tupper's magnificent products marketed in a unique way directly to homemakers via parties. There are few households in the US that are bereft

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Directors Message

Jim French is on



vacation this month.

His message will return next month

The Competition In 1947

With the surrender of Japan in August of 1945, the Second World War finally came to an end. The automobile industry never had it so good. It was a sellers market, with long waiting lists for new cars that were essentially warmed over pre-war models. Only four American manufacturers, Cadillac, Chrysler, Lincoln and Packard now dominated the luxury market. Let us look at each one.

Cadillac only had a few cosmetic changes to set it apart from their earlier models. There were four models in the lineup, the 61, 62, 60 Special, and the 75. Each had their own wheelbase ranging from the 61 at 126.0 inches to the 75, at 136.0 inches, which was the large limousine offering. Prices ranged from \$2,200 to \$4,887. The most popular model was the 6219, a four door sedan, and had a production run of 25,834 units. The cost was \$2,523. Total production of all models in 1947 was

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Board of Directors' Meeting

The meeting was called to order at Whitaker Lincoln-Mercury at 7:05 PM by Regional Director Jim French. Board members present were Bob Gavrilesco, Harvey Oberg, Tim Purvis, Jay White, Dave Gustafson, Jim French and Roger Wothe. Other members present were Faythe Oberg, Gaye Purvis, Bob and Mary Johnson and new member Tim Behr. The minutes of the previous meeting and the agenda of this meeting were approved.

Directors Reports:

Regional Director Jim French reported that he

IN MEMORIAM

The recent death of our friend and car collector, Kermit Wilson, has saddened many in the old car hobby. Kermit was a very successful businessman, having been involved in WACO scaffolding, and creative seating and staging devices, of which he held several patents. Kermit was not as active physically in the last few years because of health issues, but he was continually interested in the old car hobby. He was very supportive of car collector's efforts in the local area in many helpful ways. He encouraged old car owners to drive their cars and had a great appreciation for a fine mechanical restoration. He had diverse interests in very early cars such as the 1903 Pierce Arrow, the 1903 Ford, and participated in the Brighton Run in England three times. He was instrumental in starting a similar run in Minnesota from New London to New Brighton. He had a particular love for most of the Lincolns, including his 1940 Continental. In the 1960's and 70's he inspired many to enter the old car hobby and continued to support many people with his efforts. Kermit will be missed by many of us in the car hobby.

Editors note:

Our thanks to member Lloyd Pearson for this fine tribute to Kermit Wilson. Kermit was well known to many of us in the hobby for his sincere efforts to advance car collecting.

received a call from a late Kermit Wilson's employee requesting advice in disposing of Kermit's collection. Bob Gavrilesco and Tom Brace have submitted a proposal for appraising the collection.

Assistant Director and Joint Club Events Coordinator Jay White reported that there will be a joint cruise/tour event with the MinniBirds of Minnesota to Lanesboro and points south on October 7th.

Treasurer Harvey Oberg reported that the

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of this product. The Microwave oven is invented by Percy Spencer. William B. Shockley developed the transistor. Captain Chuck Yeager, USAF breaks the sound barrier at Muroc AFB, California on October 14th. First documented sightings of "flying saucers", and drive-in theaters become a booming industry.

Henry Ford, 1863-1947, American industrialist, pioneer automobile manufacturer dies. His numerous philanthropies, in addition to the Ford Foundation, included \$7.5 Million for the Henry Ford Hospital in Detroit and \$5 million for a museum in Dearborn, where in 1933 he established Greenfield Village—a reproduction of an early American village. Ford was accused of failing to capitalize on his company's early success. It is said that the company failed to introduce new models quick enough to compete with Chrysler and General Motors. This was remedied with the new management headed by Henry Ford II. Information from the Internet.

The Competition in 1947

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61,926, with a backlog of 96,000 unfilled orders. They couldn't get them off the assembly lines and out the doors fast enough. The same 346 cubic inch L head, 150 hp engine powered all Cadillacs. This engine was extremely durable and proved its strength during WWII as a powerplant for the Army tanks. Most Cadillacs also had the 4 speed fully automatic Hydramatic installed, which made for true clutchless driving. Also first for the year were the optional "Sombrero" full size wheelcovers. At \$25 per set, they were very popular and widely copied throughout the industry.

The 1947 Chryslers looked almost the same as the 1946s except for detail changes to fender trim, hubcaps, colors, carburetors, wheels, and instruments. Chrysler also started using Goodyear low-pressure Super Cushion tires to improve the ride. Fluid Drive, a semi-automatic transmission was standard on the Crown Imperial, optional on other models. Models included the low priced Royal with a business coupe priced from \$1,873 to \$1,973; the Windsor series from \$1,691 to \$2,213; the Saratoga from \$1,873 to \$1,973; the popular New Yorker priced from \$1,973 through \$2,447 for the convertible coupe; the Town & Country, offered in both a sedan at \$2,713 and the convertible coupe at \$2,988. Crown Imperial were at the top of the line, 8 passenger sedans (limousines). These were truly large cars, with a wheelbase of 145.5 inches. Cost was pegged at \$4,305. The lower priced models, were powered by a L head 6 cylinder engine, 250.6 cubic inches, rated at 114 hp, the senior models, powered by a straight 8 L head engine, 323.5 cubic inches, and 135 hp. All engines provided for very leisurely acceleration. Production quantities of the Crowns were usually less than 100 per year.

For 1947, Packard, like the others saw little change. However, Packard, unlike the other three began to slowly loose ground in both styling and engineering advances. This would begin to show in 1948 when Cadillac unveils their new designs complete with fins. The post war Packards were of the highest quality, and excellent driving vehicles. But the record sales of prior years would slowly begin to drop. All Packards were known as Clippers, with the Clipper Six the price leader. They also made a Clipper Eight, a Clipper Deluxe Eight, a Super Clipper Eight, and a Custom Super Clipper Eight. The Custom series continued to come with distinctive interior trims with special carpeting and upholstery in rich broadcloth and leather combinations, and fine imitation wood grained paneling. Prices ranged from \$1,695 for the Clipper six to \$4,521 for the Custom Super Clipper extended wheelbase models. The Custom models were highly prized by the original owners as well as collectors today. Engines powering the cars included the L head six, 245.3 cubic inches with 105 hp; the Standard/deluxe eight, with 282.04 cubic inches, and 125 hp; and the Super Clipper Eight, with 356 Cubic inches, and 165 hp. It featured nine main bearings, and uncompromised smoothness.

Directors Reports Continued

treasury balance is \$4,202.05 with all bills paid.

Membership Director Dave Gustafson reported that he received a couple of membership applications from the mailings to national members who live in our region but are not members of our region.

Projects Director Bob Gavrilesu reported the sale of one more set of weather stripping to someone in New York.

Activities director Tim Purvis reported that the UMRCCA has already planned a tour to Frank Warner's collection so we will postpone our tour until next spring. The Antique Boat Show is at Treasure Island Resort and Casino on 17, 18, and 19 August. The annual picnic at Envi-

ronments is Sunday September 23rd at noon and brunch at Al Baker's on Sunday, November 4th.

New Business

Jeff Eisenberg will be asked to chair the Club Merchandise Program at the 2001 Mid-America Meet. Roger Wothe volunteered to chair the Registration (if Dick Koop will help).

There being no further business, the meeting was adjourned at 8:04 PM. The next meeting will be at Whitaker Lincoln-Mercury on Wednesday September 12th at 7:00 PM.

Respectfully submitted by Secretary Roger Wothe.

Preview of Coming Attractions

The following are the scheduled club events, please call Tim Purvis at (651) 459-6176 for information and directions.

- Sept 2 34th Annual Twin Cities Collectors Car Show
Open at 8:00 AM. Aquatore Park in Blaine, MN
- Sept 8 Cadillac LaSalle Club—Camp Tanadoona Car Show
10:00 AM - to 3:30 PM at Camp Tanadoona, 3300 Tanadoona Drive, Excelsior, MN All monies raised will go to help support Camp Fire Boys and Girls and Camp Tanadoona. admission includes a burger and potato salad lunch.
- Sept 8 Wings and Wheels, Osceola, Wisconsin
- Sept 8 Burnsville Fire Muster Car Show. 3:30 to dusk, Burnsville City Center on Nicollet Avenue. Dash plaques and lots of door prizes. Small entry fee.
- Sept 23 **Annual Northstar LCOC Picnic at Environments 12:00 Noon. Meet at ENVIRONMENTS at 12:00 noon, tire kicking and socializing until 1:00 pm when the food is served. Free admission, food is paid by the club. There will be an auction to raise money for the club. The donation of an auto related item will be appreciated. Reservations are required. Call Roger Wothe, our host at Environments (952) 933-9981 and let Roger know no later than September 17th how many will attend. Environments the PICNIC LOCATION is at 5700 Baker Road, Minnetonka, Minnesota. 494 to Hwy 62, 62 west to Baker Road, North on Baker Rd to Environments. Remember, IT IS FREE!!!!!!**
- Sept 29-30 31st Annual Midwest Fall Swap Meet & Antique Auto Show
8:00 AM - 4:00 PM both days. At the Minnesota State Fairgrounds Speedway, St. Paul, MN. Hosted by the twin Cities Model 'A' Ford Club & the Capital City Chapter of the AACA.
- October 7 Lincoln and Mini Bird caravan to Lanesboro, MN. Leaving Big Daddies, a 50's diner in Rosemount (on the Main Street, in the old Loch Pharmacy Bldg) at 9:00 AM sharp. We will take Hwy 52 to Rochester, then to Lanesboro, which is a quaint small town with lots going on. Shops, antiques, and many other interesting features. The tour will have lunch at Lanesboro, then drive to Peterson, MN, just down river, where there is a large school which has been converted to a large antique store. They have some good car items and lots of other items of interest too!! This is what is called Bluff Country, and the woods should be alive with vibrant colors. Please call Jay White at 952-432-5939 to register for the tour, or for more information on this great fall driving event.