

## Our Pride and Joy

By David Gustafson....

.My growing up years were spent in the Duluth, MN area, where I was a child in the 1940's. We lived along the North Shore Drive, some 12 miles northeast of the city. It was still a relatively rural area, the vehicles of choice were pretty much Chevrolets and Fords. Most folks were of Scandinavian decent, and very conservative in nature. Buick's, Oldsmobile's and Mercury's were few and far between. Our next door neighbor, a summertime resident, who would come up from St. Louis to escape the heat had a Lincoln Zephyr. It was dark blue,

was slow in rural areas, the home was not completed until late spring of 1950. One day a moving truck appeared and behind it was this very large, expensive looking car. It was a 1950 Lincoln Cosmopolitan four door sedan, dark blue in color, and it looked like nothing else that I had ever seen. It had a one-piece windshield, and those odd looking recessed headlights. It was very quiet, and just seemed to ooze luxury. It also had center opening doors, and a cavernous interior, with room for a small army. It looked like a car you could drive all day long. For some reason or another, I never remember any other of these



David and Marion's 1951 Lincoln Cosmopolitan

and my father truly admired that car. He would always comment on how smooth and quiet the V12 was, and how Jack Mueller could make that long drive in one day because the car was so comfortable. During the summer of 1949, a new home was under construction slightly west of where we lived. It was rumored that two sisters from the Chicago area were moving to Duluth to open a small store. As building often

series Lincolns from my early childhood. The Lincoln dealer did not sell very many, and most of the expensive cars sold in the area were Cadillac's, Packards, and some Chrysler New Yorkers. Strangely, the Chrysler Imperial sold about as well as the Lincolns, as there were very few of these fine cars also. Still, I often thought of that blue Cosmopolitan.

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*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.*

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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 Thursday 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.

## *Our Pride and Joy.. The 1951 Lincoln continued...*

*(Continued from page 1)*

Fast forward ahead to 1973. During that summer, My father spent seven weeks at the Methodist Hospital in Rochester. I would go down there every other day to visit him while he was recovering from having his knee joints replaced. On most of my trips, I parked next to a yellow and black 1950 Cosmopolitan. Not the best of colors, it was however in very good condition, showing little interior wear, and about 50K miles on the odometer. It had Minnesota plates, but California dealers emblems on the trunk lid. Seeing this Lincoln piqued my interest once again in owning one of these land yachts. In the spring of 1979, after acquiring our first older car, we became somewhat addicted to the hobby. I had seen an ad in Old Cars Weekly for a 1951 Cosmo down in Illinois. Black in color, and didn't look too bad from the picture. I gave the guy a call, and he assured me that it was in decent condition, and had mileage in the 50K range, and that it was a good solid vehicle. The price was in the \$2,500 range, which was pretty common for those in the late 70's. I got on a plane one morning and flew down to Peoria, Il and rented a car and then drove some 75 miles northwest of Peoria to see the car. Of

course, it was not in that great condition. The interior was shot, the stainless steel trim was dented, it wouldn't start, and the car suffered from a lot of rust in all four quarters. Thanks, but no thanks. I hustled back to the airport, and caught the next flight back to the Twin Cities, somewhat discouraged.

Later that summer, toward the end of August, I saw an ad for a 51 Cosmo out in Nebraska. I called the gentleman, who said he was the third owner, and it was a 40,000 mile car. Interior fair, and no rust. We had planned a trip out to the west coast in September, and I told him we would stop by Kearny, NB on our way to look at the car if he had not sold it by then. We stopped and saw the car, and took it for a short drive. It was as he had described, quiet running, and with a decent body, and fairly good chrome. The doors shut well, and didn't sag. It wasn't perfect, but looked good from 20 feet. The price was also about \$2,500. I said that we would think about it and contact him when we got back from trip out west.

In October, I called to see if he still had the car. As fate would have it, he still had not sold it. Those cars never sold well new, and faired no better used. We made a deal over the

*(Continued on page 3)*

Great Trivia....  
The Year - 1951

*World Events:*  
Seoul falls first to communist forces, then to US led UN troops. Despite peace talks in July and October, the Korean War continues. Six Nations agree to Schuman Plan to pool European coal and steel. Japanese peace treaty signed in San Francisco by 49 nations on September 8<sup>th</sup>. Libya gains independence from Italy on December 24<sup>th</sup>. World population is now 2.593 billion.

*In the US:*  
The 22<sup>nd</sup> Amendment to the US Constitution, limiting the number of terms a president may serve, is ratified on February 2. Harry S Truman was President and Alben W. Barkley was Vice President. The population of the US was 154,877,889. Life expectancy estimated at 68.4 years. The homicide rate per 100,000 was 4.9. Federal spending was \$45.51 billion and the Federal debt was \$255.3 billion. Unemployment was 5.3%. The cost of a first-class stamp, 3 cents.

*In Sports:*  
It was the NY Yankees over the NY Giants 4-2. The NBA Champs were Rochester over New York (4-3). The Kentucky Derby Champion was Count Turf. NCAA Basketball Championship, it was Kentucky defeating Kansas State, 68-58. The NCAA Foot-

(Continued on page 4)

## Editors Message

It's February! The days are starting to get noticeably longer. Temperatures should start to warm up many of us will be harboring thoughts of an early spring. Perhaps in sixty days in early April it will be early enough to get the cars out after their winter hibernation.

In this issue we were fortunate to have reports from both Ray Nelson and Roger Wothe, long time LCOC members about their recent trip to the Barrett-Jackson auction. These articles contribute a lot to the newsletter and make it more interesting for all of us. We invite all of you to share interesting experiences with us. Send us your information by email or regular mail. We will try and get it into the newsletter.

Our next event is on February 8th, up at Ellingsons Car Museum on highway 94 in Rogers, Mn. We have been invited once again by the Upper Midwest Region of the Classic Car Club to join them in their annual potluck supper and auction. An additional benefit is to see what is new at Ellingsons and to have an extremely pleasurable evening visiting with our good friend in both clubs. It is a RSVP event, and you need to call Web Peterson, his phone number is listed along with other information on the last page of the newsletter. Let's plan on seeing each other there.

The North American Auto Show in Detroit has come and gone. There was a lot in the news about it. The concept cars were interesting to read about, especially the Cadillac V16 with a thousand horsepower. Due to a variable displacement engine, which will operate on either 4, 8 or 16 cylinders, it is claimed to average about 20 miles per gallon. Ford had the 427, a sedan with rear wheel drive and lots of horsepower. We all were anxiously awaiting a soon to market concept car from Lincoln to make up for the departed Mark series and our beloved Continentals. Perhaps next year. In the meantime, Lincoln is working hard to improve their existing models, the LS, the Town Car, the Navigator, and the Aviator. I personally would like to see some horsepower added to the Town Car. Now that would be neat.

The first of the year is also time to renew your membership in the Northstar LCOC. If you haven't, do it today. Till next month...

-30-

## Our Pride and Joy Continued.....

(Continued from page 2)

phone, and a few days later, Marion and I drove down to Kearny to get it. My beloved wife had serious doubts about the sensibilities of driving a car that old that far. She is the prudent one in the family. We got down there in the late afternoon, gave the man the money, and I got in the Cosmo, started it up, and we got under way. Stopping for gas, we checked the oil and found it to be down 3 quarts. Not the best of signs. The radiator was full, with no visible leaks from any of the parts of the cooling system or the water pumps. I filled up the oil, and bought 3 more quarts of 30 weight, and we hit the road in earnest. I found that it would cruise fairly easily at 70-75, a speed Marion was have trouble maintaining in our 79 Oldsmobile Toronado Diesel (a real dog). We stopped in Lincoln with the Lincoln for the night, and made it easily back to Burnsville the next day, getting back in the early afternoon. I used about a 1/2 quart of oil, and did about 17 miles per gallon. The first and last time the gas mileage was ever checked.

We have not done to much to it over the years. The engine had fairly good compression, so I felt that it wasn't necessarily to overhaul it. The Hydramatic transmission is fairly bullet-proof, and only has had some minor adjustments over the years. We have done some interior work including the headliner and door panels. One of these days we will have the seats redone. I have added an electric fuel pump and converted the electrical system to 12 volts. It starts very nicely now, even after sitting for long periods of time. It is also time to rebuild the carburetor as it stumbles a bit on acceleration.

What do I like about it? Even though it is 52 years old, it will still cruise along at highway speeds and keep up with all of the other cars. It also attracts attention wherever I park it, as the only prominent markings is the *Cosmopolitan* Script on front fenders. Most people do not know what it is. Some suspect it to be a Mercury. The center opening doors are also a bit unique along with the recessed headlamps and tail lamps. The quality is as good as all of the other high end 51 models.

We have had fun with this old Cosmopolitan. That is what this hobby is all about and you don't have to spend a fortune to have fun.

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*ball Champs were Tennessee with 10-0-0.*

*Entertainment: Yul Brynner makes his first appearance as the King of Siam in Rodgers and Hammerstein's The King and I. Gertrude Lawrence costars. In an effort to introduce rhythm and blues to a broader white audience, which was hesitant to embrace "black music," disc jockey Alan Freed uses the term rock'n'roll to describe R&B. In the first broadcast of Edward R. Murrow's See It Now series, Murrow shows the split-screen image of the Golden Gate and Brooklyn bridges and tells viewers it is the first time to see the Atlantic and Pacific oceans simultaneously. Movies included the African Queen, A Streetcar Named Desire, An American in Paris, and A Place in the Sun. Books included Truman Capote, The Grass Harp, J.D. Salinger, The Catcher in the Rye, and Herman Wouk, The Caine Mutiny.*

*In Science: Univac, the first business computer to handle both numeric and alphabetic data is introduced. The first nuclear power plant is built by the US Atomic Energy Commission.*

*Popular songs included: It's Beginning*  
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## Monthly Director's Meeting .....

### BOARD OF DIRECTOR'S MEETING

January 9th, 2003

Regional Director Bob Johnson called the meeting to order at 7:00 PM at Whitaker Lincoln-Mercury. Board members present were Bob Johnson, Harvey Oberg, Dave Gustafson, Bob Gavrilesco, Jay White and Roger Wothe. Other members present were Faye Oberg and Jim Jacobsen. The minutes of the previous meeting and the agenda for this meeting were approved.

#### Directors Reports

Regional director Bob Johnson reported that he will be attending the LCOC Winter Meeting and will present two items for discussion: add membership number and expiration date to *Continental Comments* and suggestions for a better way to treat exhibition cars at judged meets.

Secretary Roger Wothe is still waiting for a copy of the LCOC logo from Doug Mattix so that the logo can be used for the newsletter, jackets etc.

Treasurer Harvey Oberg reported that the balance is \$4,859.71 except for the invoice for the past newsletter expenses, due the former editor, which have been negotiated and agreed upon. So far thirty-one raffle tickets for the two bronze models have been purchased. The models will be shown again at the next club event at Gulden's on January 19th.

Membership and Publications director Dave Gustafson reported that our regional web site should be up and running in approximately sixty days. The address will be [www.northstarlcoc.org](http://www.northstarlcoc.org).

Activities Director Jay White announced that a revised calling committee has been formed. The next events are brunch at Gulden's on January 19th, potluck with the UMR-CCCA at Ellingson's February 8th, brunch at Picadilly's March 30th, and the show at Whitaker's on May 17th. Then followed a discussion of a regional show either in the Brainerd or Rochester areas.

The June Board of Directors Meeting will be

rescheduled to June 19th because of the conflict with the Ford Centennial Celebration in Dearborn.

There being no further business, the meeting was adjourned at 8:15 PM.

The next meeting will be at Whitaker Lincoln-Mercury on February 13th, 2003 at 7:00 pm.

### For Sale....

1971 Mark III, Rebuilt Motor, Bad Transmission, restore or for parts, little rust. \$500. Call Dennis at 763-682-3172

1983 Lincoln Mark VI four door. White with white top and white leather interior. All options except a sunroof. 302 cubic inch engine with automatic. The car was purchased in Florida in 1995 with 105,000 miles and has been driven only 3,000 miles in the last seven years. The car is in excellent condition. Please call Paul Pedersen at 952-473-1386 or cell phone 612-670-3547. A chance to own tomorrows collectable at today's prices.

Set of 4 Blizzak radial tires 225/70 – 15 inch mounted on new FOMOCO wheels with OEM Lincoln covers. Like new, with only 1500 miles, excellent winter tires, from a 1999 Lincoln Town Car. Price secondary, to use by Lincoln owner who appreciates the package. Call Frank at 952-929-8959

### For Rent....

Garage for rent in St. Paul, near Highland Park. Available from now until 4/30/03. \$65/mo. Contact Jerry Loberg at 651-224-6612 for details:

If you have something you want to buy or sell, please let us know. We will be glad to include your ad in the newsletter. Call, write, email or fax the Editor today.

*(Continued from page 4)*

*to Look a Lot Like  
Christmas by Perry  
Como; How High the  
Moon, Les Paul and  
Mary Ford; Mockin'  
bird Hill by Patti Page  
and Com On-a My  
House by Rosemary  
Clooney.*

*Burma-Shave was  
popular with their  
slogans.*

*The place to pass  
On curves  
You Know  
Is only at  
A beauty show  
Burma-Shave*

*A guy  
Who drives  
A car wide open  
Is not thinkin'  
He's just hopin'  
Burma-Shave\*

*On curves ahead  
Remember, sonny  
That rabbit's foot  
Didn't save  
The bunny  
Burma Shave*

*Born this year:  
Rush Limbaugh, Phil  
Collins, Jane Seymour,  
Tony Danza, Sally  
Ride, Jesse Ventura,  
Lynda Carter (Wonder  
Woman), Pam Dawber  
(Mork & Mindy) and  
Morgan Brittany.*

*Those who left us in-  
cluded Sinclair Lewis,  
Eddy Duchin, Fanny  
Brice and William  
Randolph Hearst.*

## Directors Message

By Bob Johnson

Our first event at Gulden's was a great success with 35 club members attending a great Brunch. Our Raffle drawing was held and our newest and youngest member, Jack Thompson, drew my name as winner of Bronze casting Lincoln model car. I picked the Lincoln Mark III model. This is the first time I have won anything that was of a great value. The club still has a Bronze casting of a Lincoln Mark II, which we would sell for \$500 or will be raffled off later this year.

We met our newest and youngest member Sunday, Jack Thompson. Youthful ambition paid off for Jack, as he does lawn mowing and snow shoveling in his neighborhood. Jack, also helped one of his elderly neighbors when needed, after her husband died. During a big garage sale, one of the items for sale was a 1979 Lincoln Continental Mark V. She told Jack that if it didn't sell, she would give it to him. Guess what, the car did not sell. Jack now is the proud owner of that Mark V. The best part of this story is that Jack is only FOURTEEN YEARS OLD. What a way to start, even without a driver's license to already own a classic car. How would you like to start taking drivers training by driving around in a Mark V, pretty cool, as they say.

Ken Sampson, new member, past on information about car detailing that should be useful to all members of region. If you want any information on car detailing: Exterior, Interior, Painted Surface Reconditioning and Final Check List, Car Brite, has a fantastic Professional Automotive Reconditioning Guidebook (LBC 74-21). Carm Distributing Inc. is the Midwest Distributor. They are located at: 894 Payne Ave., St Paul, Minnesota, Phone Number 651/ 776-3636. Car Brite has a web site: [www.carbrite.com](http://www.carbrite.com). The site has the Guidebook, a section for Frequently Asked Questions and detailed information on products, supplies, chemicals in products and precautions on use. These products are what the professional detailers use.

When you read this I will be in Clearwater, Florida, attending the LCOC winter board meeting, I hope to get a suntan and enjoy

warmer weather while there. I hope to be back for our next event. We are driving the Mark VII convertible; hope the weather is hot enough to put top down.

The next event Saturday, February 8<sup>th</sup>, will be an evening with the CCCA at Ellingsons car museum, featuring potluck dinner and auction. It should be a lot of fun.

*DON'T FORGET  
ELLINGSON'S  
FEBRUARY 8TH  
SEE THE BACK  
PAGE FOR MORE  
INFORMATION*

*Jackets....Jackets.....*

Director Bob Johnson has made arrangements with Linda Goulet of Custom Outfitters of Centuria, Wisconsin for Northstar LCOC club jackets.

The jackets will be available in two styles, a Satin Baseball Award Jacket and a Oxford Coaches Jacket. The Baseball Award Jacket features a knit collar, cuffs and waistband and the Oxford Coaches Jacket has a laydown collar, knit cuffs and a draw cord at the bottom.

The jackets will be available in a variety of colors. The National LCOC emblem can be applied to the back of the jacket if desired. The Northstar Region emblem may be applied to the front upper left side.

Prices will vary depending on the style of jacket ordered, the type of lining desired and configuration of Club emblems.

With spring just around the corner, it is now time to order these great jackets. Ordering information will also be included in this issue.

## Barrett - Jackson, Two different Views.

This month we are fortunate to have two reports on the recent Barrett - Jackson auction held recently in Phoenix, Arizona. One from Ray Nelson and the Second from Roger Wothe. Both have been fortunate to have visited Barrett - Jackson a number of times over the years. By all reports it is a truly great experience for those who are into the hobby. Our first report.

From Ray Nelson:

We had a great time, great weather, and great company with Roger and Barbara Wothe, at the Barrett-Jackson auction in Scottsdale, Arizona. We attended the 80th birthday gala for Carroll Shelby on Wednesday evening; there was lots of food and drinks!

There were hundreds of beautiful cars, memorabilia and vendors everywhere. It was fun watching the cars go through the auction, (80% with no reserve) and the people-watching was pretty great too. Some were good buys, and others were a little pricey.

We also attended a Neiman-Marcus style show one evening. All the models looked like they only ate three grains of rice a day. We did not attend the auction on the last day, but I wish I would have, because there was a 1978 Lincoln Convertible that went through for about \$10,000, that I would have bid on. It was not as nice as Milt Peterson's, but it was a nice car.

The tent that housed all of the activities was the size of about three footballs fields, at least. It was supposed to be the largest temporary structure ever assembled. Jeanine and I are looking forward to going again next year.

### BARRETT-JACKSON SCOTTSDALE 2003

By Roger Wothe.

When I opened a present from my wife, Barb, on Christmas Eve, I was flabbergasted to find two airline tickets and hotel accommodations for a week in Scottsdale Arizona for the Barrett-Jackson Automobile Auction. We left on a wintry Tuesday morning and arrived in Scottsdale to a sunny seventy-nine degree afternoon. We headed to Westworld, the site of the auction, to review almost eight hundred cars and trucks to be auctioned on Thursday, Friday, Saturday and Sunday. What a sight! There were three huge open-sided tents with about one hundred fifty cars in each. The remaining cars were parked outside in several rows between the tents. The lot included almost every kind of cars from classics to muscle cars to hot rods and pickup trucks. We visited with club member Brian Carlson, who was covering the auction results for *Old Cars*

*Weekly*. We knew that Ray and Jeanine Nelson would be arriving that afternoon, so I tried Ray's cell phone several times until I finally got an answer late afternoon. I tried to tell Ray where I was in the crowd of about fifteen thousand people. Then I heard Jeanine say, "There he is." We were only ten feet apart, but looking in the opposite directions. After spending the rest of the day looking at cars, we all returned to our hotels to spruce up for the big reception to celebrate Carroll Shelby's eightieth birthday with about ten thousand close friends. It was quite a bash with all of the food and refreshments included. The reception was in a huge tent where the auction took place during the day. Instead of having a revolving mirrored ball hanging from the ceiling, there was a highly polished, aluminum bodied, full-size Shelby Cobra hanging upside down from the top of the tent revolving in the spotlights. The Barrett-Jackson people don't do things half way! Thursday evening all of the bidders, consigners and their guests were invited to a champagne reception and a Neiman-Marcus style show. More great people watching.

Thursday's auction featured cars that were probably less expensive than the big buck automobiles featured on Saturday and Sunday. There were some very good bargains to be had on both Thursday and Friday. There were only ten Lincolns offered for sale. The oldest was a 1939 K Brunn Bodied Victoria Convertible that sold for \$42,000. The rest were: a 1942 Continental Convertible, a 1947 Lincoln Club Coupe, a 1949 coupe, the 1949 Lincoln Hot Rod Sport Sedan that was at the Mid-America Meet, two Mark II's (one with fender skirts), 1961 and 1963 Continental Convertibles and a 1978 Continental Convertible conversion, somewhat like Milt Petersen's, but not nearly as nice.

On Saturday the bidding intensified. Don Johnson, of the TV series *Nash Bridges*, had some personal cars and some from the TV show for sale. His Plymouth 'Cuda Convertible was sold for a whopping \$148,500. The featured car of the auction was a 1957 Jaguar XK-SS which was bid up to \$950,000, but did not sell. The reserve was one million bucks. The muscle cars were the biggest hit of the event. The first generation Thunderbirds, Mustangs, Cameros and Corvettes all sold and for top dollars.

On Saturday evening all four of us went to the Pavilion Shopping Center to see the world's longest running car show. It was started several years ago by the local MacDonald's owner who thought that he might scare up some extra business on normally slow Saturday evenings. The event snow-balled to where cars start arriving at 8:00 AM and stay until 10:00 PM. We were told by another Lincoln owner that there were over 1,050 cars attending. By the

*(Continued on page 7)*

*Barrett-Jackson continued....*

way, MacDonald's was full.

We all skipped the auction on Sunday and spent the day looking at what the real estate market was like in that area. If you are willing to go outside of the Scottsdale area, you could buy a new home for considerably less than one costs in Minnesota, but you will find that the lots are very small, the houses only about ten feet apart and the Home Owner's Association fees between one and two hundred dollars per month. The biggest consolation is that you could enjoy your classic cars year around if you can get them to run when the temperature is over one hundred ten degrees.

We all agreed that this auction is a car event that every car enthusiast should attend at least once, whether you intend to buy a car or not. Would I do it again? You bet! Now the question is, did I succumb to the dazzling display of cars and

all of the excitement? Of course. I didn't find a Lincoln that I wanted, but I did fall for a beautiful 1968 Camero RS/SS Convertible that had a complete body off restoration. I will try to sneak it in to a Lincoln event this summer.

Editors note:

We thank both Ray Nelson and Roger Wothe for sharing experiences of their Barrett-Jackson auction attendance. It is something that a lot of us dream about, but for one reason or another never get to do. Marion and I saw some of it on the Speed Channel, but I am sure that being there is much better. For example, Speed Channel coverage tended to focus on Tbirds, Corvettes and other muscle cars. Of course, the Speed Channel is about racing and related events, and does not focus on the older special interest and classic cars. Alas, some coverage is better than none.

*Lincoln and the Competition in 1951.....*

Make/Model	Price	horsepower	Displacement	Wheelbase	Length	Weight	Production
Lincoln 1EL	\$2,553	154	337	121	214.8	4,130	16,761 all models
Cosmopolitan 1EH	\$3,182	154	337	125	222.5	4,415	15,813 all models
Chrysler Imperial	\$3,699	180	331.7	131.5	213.1	4,350	27,000 all models
Chrysler New Yorker	\$3,378	180	331.7	131.5	213.1	4,260	34,285 all models
Packard 400 series	\$3,662	155	327	127	217.75	4,115	9,001
Packard 300 series	\$3,034	150	327	127	217.75	3,875	15,309
Cadillac 60s Fleetwood	\$4,142	160	331	130	224.8	4,136	18,631
Cadillac 62	\$3,528	160	331	126	215.8	4,102	81,844 all models

Numbers are for four door sedans. The 1951 Lincoln was in the last year of the three year run of the "Flat head" V8. Packard continued to install their venerable straight eight engine, 8 main bearings with the 400 series and 5 main bearings with the 300 series. Packard only offered four door sedans in the 300 and 400 series. Cadillac was in the third year of their overhead valve engine that set the pace for other manufacturers in the model year 1949. Chrysler introduced their "Fire Power Hemispherical" head overhead valve engine this year. It was conservatively rated at 180 horsepower and was considered by the automotive writers to be one of the finest engines produced. It was however, mated to the Fluid Drive/Fluid Torque Drive semi automatic transmission that Chrysler had developed before the War. It was a bullet proof transmission, virtually indestructible, but very slow shifting. It would be late in 1953 before a fully automatic transmission would appear in Chryslers. Split windshields were also found in Chrysler products along with fairly conservative styling. Chrysler also offered their Full Time Coaxial power steering this year. A first in the industry. It worked very well, but did not offer the driver any type of feedback. It is hard to describe, you have to drive on to experience the feeling.

1951 produced a good group of luxury cars. The fit and finish was very good on all of them. The quality of the interior materials was also very good. No garish colors or patterns, just good tasteful décor. A first time collector could do a lot worse than selecting one of the 51's to begin with. Mechanical parts are readily available, and most systems are not horribly complex. Marion and I have the 1951 Lincoln Cosmopolitan featured this month and we also have two Chrysler Imperials of that year. Both the Lincoln and the Imperials are very fine cars with their own unique features. They both are also very good drivers. If we had a lot of money, it would be fun to add a 1951 Cadillac Fleetwood and a 1951 Packard 400 to our collection. The best of 1951.

## *Preview of Coming Attractions*

The following are the scheduled club events, please call Jay White at (952) 432-5939 for information and directions.

- February 8 Evening at Ellingson's. Pot luck dinner with the CCCA on Saturday February 8th. . This is always a fun event and a great chance to get together with all of our friends in the CCCA. Bring some food to share and something to auction off. 5PM at Ellingsons. Plan on attending. **RSVP Webster Peterson, 952-922-2334.** Potluck food, please bring either a Entrée, Snack, Salad or Dessert. Please let Web what you intend to bring. Also please bring one car related item per person for the auction. Bring friends, heck even bring your wife. It's always a fun time. Please be there for all the fun. Call Web Peterson today.
- March Brunch at Picadillies, March 30th. We were there last year, great food, great prices.
- April Tobey's by the Lake, April 27th, 11:30 AM. Our annual visit. Great place, great food.
- May Whitaker Lincoln-Mercury 4th annual car show. Get your cars ready for May 17th
- June Back to the Fifties. Ford Centennial at Dearborn, MI June 9, 10, & 11th.
- July Downtown St. Paul on Kellogg Boulevard & tour to Woodhead's Ford collection.
- August Cruise to the Creamery in WI and Elmer's toys.
- September Annual Picnic....Where has the summer gone....September 21st.
- October Cruise to LaCrosse, Wisconsin.
- November Brunch/Lunch to be determined

If you have any ideas for future club activities, please let your board members know, or call or email Jay White. We welcome your suggestions for future events.

We invite you to become involved in your club. The monthly Board of Directors meetings are open to the membership. Meetings are held on the second Thursday of each month at Whitaker Lincoln Mercury located in Inver Grove Heights. Your participation is invited.