

# NORTHSTAR NEWS

## Our Pride and Joy

“As told by Allen Bundgaard”  
 Why was I so hot to restore a 1953 Lincoln Capri? Because I owned one back in the 50’s. I didn’t buy it new. I can’t remember how many miles were on it, but it was about 1955 when I saw it on the Packard lot on 3rd Avenue in Minneapolis...an off white and black hardtop convertible with splashy red and black leather and cloth upholstery. There are several stories I could tell about that car, some of which I will...if pressed (not very hard). It was a helluva car.



1953 CAPRI CONVERTIBLE

I almost walked away when I saw it, but I had sent \$100 to bind the deal, and my Danish blood boiled at the prospect of losing \$100, so I replaced the tires, hooked to the back of the pickup and started back. Midway back, I pulled into a rural filling station with an old, old farmer right behind me. As he got out of his car, he wondered, “Hauling’ it to the dump, sonny?” “No”, I said, “I’m going to fix it up.” “Well”, he offered, “You got a lot o’work.” He was right. I’m sure that old farmer died long before and it’s surprising I lived long enough.

Actually, I wasn’t looking for a Capri in 1985 when I started going through swap magazines,. I was looking for any old convertible which we could use as a parade car to represent our brand new radio station in Breezy Point, Minnesota. You see, our format was based on the music

*“Actually, I wasn’t Looking for a Capri When I started going Through Swap magazines.”*

of the 40’s, 50’s and 60’s (like WCCO, 30 years before) and I wanted the parade car to be of that era. Imagine my surprise when I saw a Capri convertible advertised. The picture looked better than the car did when I drove over to Appleton, Wisconsin with a truck to haul it back. The man had asked \$2,500 in his ad. On the phone I offered \$1,500. He accepted.

The car was from Binghamton, N.Y. The last registration was 1959. It had been sitting in a field when my Wisconsin friend found it. The floor under the carpet looked like Irish lace. The motor was frozen and I had no idea if it could run. Unfortunately, I’m not a gifted restorer like you readers likely are, so I had to find help. The body man who originally agreed, looked at my car, quit the business, and went to Seattle to paint bridges. It then sat in several garages gathering dust until Jim Tscheu at Ossipee Corners agreed. He was starting a body shop. I could be one of his first customers.

Acorns everywhere. Jim rolled the car on it’s side on mattresses to patch the floor. Then, little by little the car became whole. The old man at Dixon’s in Brainerd did a masterful job reboring the cylinders and finding oversize pistons, rings and inserts. I flipped at his \$3,500  
*(Continued on page 2)*

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

**This Issue Contains**

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# Board Of Directors - 2001-2002

Title	Name	Phone Numbers	email & FAX
Director	Jim French	H(651)451-6730	jwfrench2@juno.com Fax(775)599-2828
Asst Director	Jay White	H(952)432-5939	jaywhite1@prodigy.net
Activities Director	Tim Purvis	H(651)459-6176	
Projects Director	Bob Gavrilescu	H(651)488-3878	
Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net
Publications	Dave Gustafson	H(952)435-1919	Fax(952)898-5230 (home)
Treasurer	Harvey Oberg	H(651)739-9754	
Secretary	Roger Wothe	H(952)473-3038 O(952-933-9981	rwothe@environmentsinc.com Fax(952)473-0244(home)
Sunshine Secretary	Faythe Oberg	H(651)739-9754	

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.

## Our Pride and Joy, Continued.

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bill. Today it seems cheap. Leather alone for the upholstery would be \$800 then. I told the man..”Get the best vinyl you can find.” Hey, I was poor! The radio station was brand new. Oneal Nelson did most of the inside work having to be creative more than once. Things like the gas tank, the carburetor and wiring drove us crazy. The car was vapor (except for check book entries) for so long my wife took to calling it “The Missing Link”. Finally, around 1996, I think, we got in running. Not finished, we find things every year. Like, this winter, for example, a local will try to see if he can get the gas gauge to work, and to see if the speedometer will show more than 50 mph. The windshield wipers. And, oh yes, the automatic choke. After that we’ll find something else. Altogether about \$22,000 is invested. It doesn’t matter. It’s not for sale. Not as long as I get that nice tingle running down my back when someone stares and says, “Nice Car!”

Additional Information furnished by Allen:

The 1952-1954 Lincolns were also known as the “Road Race Lincolns, and were winners of the stock car division in 3 successive runnings of the grueling Carrera Pan

Americana, and a highly prized collector car. The Capri was introduced in 1952 and changed little in 1953, 1954 and 1955. 1952 was the first year of the overhead valve V8. This series Lincoln pioneered the use of ball-joint suspension on MacPherson struts.

Here is a picture of the “before restoration” of Allens’ 1953 Capri Convertible.



Our many thanks to Allen Bundgaard for writing this great story on his 1953 Capri convertible. We have seen this car several times, and have always admired it...

*The Year - 1953*

*World events this year...Joseph Stalin dies (March 5th) Georgi Malenkov becomes Soviet Premier; Vyacheslav Molotov Foreign Minister. East Berliners rise against Communist rule; quelled by tanks on June 17th. The Korean armistice was signed on July 27th. Moscow announces explosion of hydrogen bomb on August 20th. Joseph Broz Tito becomes president of Yugoslavia. Elisabeth II is crowned Queen of England succeeding her father, King George VI.*

*In the U.S...General Dwight D. Eisenhower inaugurated President of the United States on January 20th (He and President Harry Truman rode to the event in a Lincoln Cosmopolitan). Vice President was Richard M. Nixon. Population was 160,184,192. Life expectancy was 68.8 years. US Postage stamp was 3 cents. Federal spending... \$76.1 billion. Federal Debt was \$266.0 billion. Unemployment was 3.0%. President Eisenhower ends all wage, salary and price*

*(Continued on page 4)*

# Editors Message

This month we are featuring the 1953 Capri Convertible belonging to Alan and Lee Bundgaard of Breezy Point, Minnesota. In my opinion, the fifties produced some of the most interesting and exciting cars from both a styling and engineering standpoint. These were very drivable cars which featured such comforts as fully automatic transmissions installed on almost every car rolling off the assembly lines. Overhead valve engines were the standard by the mid-decade, along with power steering (first pioneered by Chrysler in 1951) and power brakes. The 1952-1954 Lincolns are often overlooked as fine collectable automobiles, and do deserve greater attention by collectors.

It is getting time to put the cars away for the season. Marion has been reminding me to rearrange the vehicles in our lower garage so that I can get my daily driver inside out of the weather. She is right of course, but somehow I always put it off 'till the first snowflake, hoping to get one more day of driving one of the older ones.

If you are considering a new Lincoln, you may want to investigate some of the incentives now offered by Ford Motor Company. This past September, we acquired a new Continental from our good friends at Whitaker Lincoln Mercury. It was a relatively painless transaction, with both parties coming away from the deal feeling fairly good. Chuck Whitaker or

Wade Zwick will do their best to find a car to fit your needs and your budget. The new Town Cars, Continentals and LS models are really fine driving cars. And if you really want a sporty look, think about a Navigator. It will change your image. You may also want to get one with the heated seats for the cold winter ahead. Many of you know that we also own a 1951 Cosmopolitan, and one of these days I will do a fifty year comparison between the old and the new.

Our last event of the season is at Al Bakers. See the back page for more details. We hope to have a good turnout, and we look forward to seeing most of you there for our season finale.

It is election time. We need to elect two club officers. Jim French, who has served us as Regional Director for the past five years wants a break. Also open is the position of Activities Director. Both of these positions have a three year term, beginning January 2002. Nominees are Bob Johnson of Shafer (near Taylors Falls) for Regional Director, and Jay White of Apple Valley for Activities Director. Your write-in vote is permitted and encouraged. Post card ballots are included with this newsletter. Please indicate your choice on the ballot, (again, write-in votes are permitted) attach a stamp, and mail back to Roger Wothe, Club Secretary.

Till next month.....

## 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..

One of our long time members, Harry Anderson has a 1992 Lincoln Signature Town Car for sale. It is white, with white leather interior and red trim. It has a 1/2 carriage roof, and equipped with the usual fine accessories. It has been serviced at Prestige Lincoln Mercury, and all service records available. It is in near perfect condition, and would take little to make it an award winner at next years show. It has 93,700 miles. These are truly great cars. Fairly priced at \$7000. Please call Harry at (612) 869-2359. This car should go to a club member.

# Directors Message

(Continued from page 3)  
controls. U.S. Air Force test pilot Chuck Yeager sets speed record in X-1 rocket plane. John Kennedy marries former newspaper photographer Jacqueline Lee Bouvier.

Entertainment: Movies...Roman Holiday, from Here to Eternity, The Robe (first major motion picture filmed in wide-screen CinemaScope). Best picture was From Here to Eternity. Best Actor: William Holden for "Stalag 17". Best Actress: Audrey Hepburn for "Roman Holiday". Other movies included Shane, How to Marry a Millionaire, Gentlemen Prefer Blondes, and Moulin Rouge. Most popular TV shows included I Love Lucy (CBS), Dragnet (NBC); Arthur Godfrey's Talent Scouts (CBS); You Bet Your Life (NBC) How many remember Groucho and the DeSoto commercials on this show?; The Milton Berle Show (NBC) and the Jackie Gleason Show (CBS). TV Guide debuts; on the cover of the first issue are Lucille Ball and her newborn son, Desi Arnaz IV. Also new was the first issue of Playboy Magazine with Marilyn Monroe

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On Sunday, Octo-



ber 7th, we had a fall color cruise with the Mini-Bird Car Club to Lanesboro in Southeastern Minnesota. I want to thank the Mini-Birds for making the cruise a mini success. Of the seven cars on the cruise, five were mini-

birds. The LCOC can do better than two vehicles. Where was everyone? The weather was ideal, crisp and clear, and surely our Lincolns are as reliable as the '55 to '57 Thunderbirds. If everyone prefers to go with other car clubs to their events, let your board of directors know and we will all tag along.

The original Ford Motorcraft carburetor 4300 on the 1974 Mark IV went bad and rather than repair it, I have been trying out a bunch of different carbs on it. I have had a Carter, several Holleys, and two Rochester Quadra-jets on it. The linkage arrangement is usually the problem. I bought the Carter from an ebay auction because it had the correct linkage arrangement on it. Most Carters were used on '60's Lincolns which had a different linkage arrangement. The ebay Carter had the correct linkage for the '70's cars. Holley carbs were used on many Ford products from the '50's to the '80's. Thus, if the correct carb is purchased, linkage is not a problem. One of the Holleys was from

An '81 Ford truck with a 460, but

other Holleys are from other vintage ford products with various sized engines. Some of them I have fitted with externally replaceable Weber jets and emulsion tubes. The Quadra-Jets present a real challenge in the linkage and mounting departments. The Q-Jet was never used on Lincolns. An adapter has to be used on the manifold since the bolt pattern is different. Pieces of the linkage have to be re-engineered to hook up the throttle and kickdown rod. Fortunately, the stock air cleaner fits on all these carbs. As far as results go, the '81 truck Holley ran the best cold and hot. This was followed by the other Holleys, but they run so rich it is not surprising. These gave about 10 mpg. The Carter ran all right, but really sucked the gas. I only got about 9 mpg with it. The Q-Jets ran good, but with the small primary barrels, you really have to push the accelerator a long way to get the car moving. These gave the best mileage at between 11 and 12 mpg. Not that 11.5 is good, but it is better than the original carb at 10 mpg.

I have since sold one of the Q-Jets to a guy with a 1963 Chevy with a 327 small block and a four speed. He had a Holley that just did not work right on his car. The Rochester Quadra-Jet works great.

If anyone needs carburetor work done on their car, please let me know. I work fast and cheap.

Jim French.....

## Facts and Figures - 1953

Length, all models	214.1 in
Wheelbase, all models	123.0 in
Tires, standard	8.00x15
Tires, optional	8.20x15
Weight, Cosmopolitan 4dr	4135 lb
Capri Cvt	4310 lb

Both the Cosmopolitan and the Capri series shared the same overhead valve 317.5 cubic inch engine. It featured a 3.8 in x 3.5 in bore and stroke, with a compression ration of 8.0 to 1, developing 205 hp at 4200 R.P.M. It had 5 main bearings. The Carburetor was a Holley model 2410.

Production numbers:		
Model	Price	Number
Cosmopolitan		
2 dr ht	\$3322	6,562
4 dr sedan	\$3226	7,560
Capri		
2 dr ht	\$3549	12,916
4 dr sedan	\$3453	11,352
2 dr cvt	\$3699	2,372

Hydra-Matic automatic transmission was standard. Power brakes, four-way power seat, power steering, electric windows, tinted windows, WSW tires and radio were optional.

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*on the cover. Top songs included (How much is that) Doggie in the Window, I believe, Stranger in Paradise, and I Love Paris.*

*New items included the birth of the Corvette, and Instant Ice Tea.*

*In sports: New York Yankees over Brooklyn, 4-2 (first team in baseball history to win five consecutive World Series). St. Louis Browns move to Baltimore to become the Orioles. Boston Braves move to Milwaukee. Ben Hogan becomes the first golfer to sweep the U.S. Open, the Masters and the British Open in a single year. NBA Champs were the Minneapolis Lakers over New York (4-1). Dark Star won the Kentucky Derby.*

*Those born in 1953 include: Pat Benatar, Mary Steenburgen, Pierce Brosnan, Cyndi Lauper, and Kathie Lee Gifford.*

*Those who left us: Hank Williams, Jim Thorpe, Dylan Thomas, and Eugene O'Neill.*

*Information from the Internet.*

## *Lincoln and The Competition in 1953*

While we tend to think of Cadillac to be the primary competitor of Lincoln, in 1953 there were a few others. Packard was still selling cars, along with Chrysler and their top of the line model Imperial. Also price overlap in a number of other cars probably offered alternatives to prospective Lincoln buyers. Among those were the senior Buick Roadmaster models, and the upscale Oldsmobile 98's.

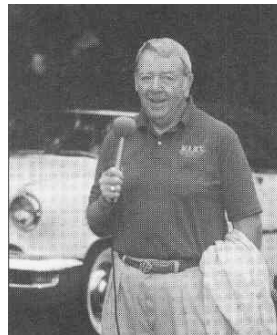
Lets take a look at Cadillac. In 1953 they offered the Series 62, which included Sedans, 2 door hardtops, with the sub series Coupe DeVille which was a deluxe style hardtop. Also offered were the 60's Special Fleetwood, larger and more elegantly appointed. The Series 75 Fleetwood were the extended length limousine style models. Some 2,200 were sold in 1953. Prices ranged from \$3,571 for the 62 series 2 dr hardtop to \$5,818 for the 75 limousine. A special model, the Eldorado convertible was the hit at the auto show, and limited quantities were sold to the public at \$7,750, making it one of the most expensive postwar cars to date. All Cadillacs could be had with a wide range of options, including the first year for air conditioning. Cadillac sold some 109,650 cars in 1953.

Packard continued to soldier on with their venerable straight eight engine under the hood. In the age of overhead valve V8 power, this must have cost them some sales by 1953. They still produced a very fine car, and were a quality product in fit and finish. Packard also offered a

number of models in 1953, including the Clipper Special/Clipper Deluxe, the Cavalier/Packard 2631 model, and the Patrician, Series 2606, which was the top of the line model. Also offered to compete with the Cadillac Eldorado was the special Caribbean 2 dr convertible. Prices ranged from \$2,544 for a Clipper 2 door sedan to \$5,210 for the Caribbean convertible. Packard did offer a wide range of options that equaled the other manufacturers of the time. Packard sold 89,730 cars in 1953.

Chrysler also offered a wide range of models in 1953. Their entry priced Windsor series had a 6 cylinder L head engine, and the lowest priced model was a 2 dr sedan at \$2,555. Further up the line was the Windsor deluxe models, the New Yorker and New Yorker Deluxe series, priced from \$3,336 to \$4,260 for the Town and Country station wagon. Convertibles, sedans and 2 dr hardtops were offered in most series. Power for the New Yorker was the 331 cubic inch Hemi engine. It was rated at 180 hp. Unfortunately, it was linked to the old Fluid Matic (fluid drive) semi automatic transmission, which still required a clutch to go between forward, reverse and neutral. Air conditioning was offered, but few cars were so equipped. Their senior car was the Imperial series, finely appointed, with very nice interiors. They came in 2 door hardtops, 4 door sedans, and limousine style bodies. Priced from \$4,260 to \$7,044 for the special order Crown Imperial. 168,875 Chryslers were made

### *Allen "Gray" Bundgaard noted broadcaster & LCOC member*



The following tribute to Allen appeared in the recent issue of the Pavek Museum of Broadcasting Newsletter. Allen was one of the recent inductees at the "Hall of Fame Pioneer Broadcaster ceremony" held on

October 13, 2001 in Bloomington, MN. The tribute is as follows:

In over 60 years in broadcasting, Allen Gray has risen from student announcer to station owner, doing it all with honesty, charm, integrity, and style. His career began at WSUI at the University of Iowa in 1939. He joined

KMA Shenandoah, Iowa, while still in school, then moved to KORN Fremont, Nebraska, and later to KFAB, Omaha, Nebraska, where he was named one of the top twelve radio announcers in the nation. He moved to WCCO Minneapolis/Saint Paul in 1951, where he served as director and talent for the CBS "Housewives Protective League" and also hosted the late-evening "Starlight Salute" program. He returned to WCCO in the late 1960s after spending several years at WCBS New York City. He operated an advertising agency and did freelance radio and television work before building his own station, KLKS FM Breezy Point, in 1984."

Thanks for your contributions to the field of broadcasting over these many years.

# *Preview of Coming Attractions*

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

- November 4 Sunday 12:00 Noon. Lunch/Brunch at **AL BAKERS** in Eagan. We have been there before, and it is a fun place to eat. The food is great, the service good, and the prices reasonable. With club members for company, what more could you ask for. AL BAKERS is located at 3434 Washington Drive in Eagan. 651-454-9000. Near the intersection of Yankee Doodle Road, Pilot Knob Road, and Highway 35E. Let us have a good turnout this for the last scheduled club event of the year.
- November 8 Board Meeting, Whitaker L/M, 7:00 pm Thursday evening. Note day change.
- November Elections....Be sure to vote by returning the enclosed ballot.
- December Happy Holidays Ask for car books and parts for Christmas, maybe some tools...
- January No events planned (save your money, pay your dues)
- February Annual potluck supper with the CCCA at Ellingsons car museum at Rogers, MN. More information to follow. This is always a fun evening to start off the new year with.
- March To be determined
- April Sunday Brunch, Time and Date to be determined
- May Annual Car Show at Whitaker Lincoln Mercury
- June MSRA "Back to the Fifties" at the Minnesota State Fairgrounds.
- August LCOC Mid America Meet at Treasure Island, Red Wing. A Really Big Event. More details to follow.
- September Annual Northstar LCOC Picnic.

**Please note:** Due to printing schedules for this months newsletter, we are unable to print the minutes of the October monthly board meeting. They will be printed in their entirety in the December issue.

**BOARD MEETING** NEXT NORTHSTAR LCOC BOARD MEETING AT WHITAKER L/M 7:00 P.M. NOVEMBER 8, 2001. THIS IS A CHANGE. BOARD MEETINGS WILL NOW BE HELD MONTHLY, THE 2ND THURSDAY OF THE MONTH.