



The Polishing Rag

March 2023

Willmar Car Club



Prez Sez....

Where Did You and Your Car Go Today?

I took the title for this month from a Mopar Collector/ Enthusiast website. Most of the entries from Penta Star owners on this subject write about attending shows in their area, cruise night gatherings, going on a drive which could be by themselves or with others, or maybe a test run of a repair or new modification. Of course, readers from the north, at this time of year respond with, "the old Mopar is patiently waiting for dry salt free roads".

However, even in sloppy road March, we can still go places with our cars (kind of). At our March meeting, we will finalize the summer breakfast locations. Also, I would like suggestions of where we can go for the upcoming cruising season. Last year, Tim and Rhonda Zitzmann, showed me a printed one-page list of activities the Redwood Falls Club had planned for the year. It is, something for quick reference, maybe official club dates would be highlighted, and listed also would be area shows and cruise nights.

Last year, Wendy and I took in some events new to us. The Holdingford Show and Tuesday evening in Henderson come to mind. When you are aware of the dates, you may want to make arrangements with other members to attend.

The next Willmar Car Club gathering to attend is the March 4th Car Buffs Breakfast at McMillian's Restaurant in Willmar. We had twenty-eight people at the February Breakfast. A decision to order off the menu went well. Winter weather attendance is always a question when setting up these events, so if Mother Nature keeps the numbers down, the restaurant won't have the work of setting up a buffet. A nice thing about McMillian's, when we do have a buffet, you can still order a lighter breakfast if you would like. Beth Peterson from Lake Region Buying Group was on hand with jacket samples and was taking orders. She also brought a gift of free flashlights for everyone. A thank you to Jay Mork for coordinating new club jackets with Beth.

Someplace you can go with your daily driver in March is Willmar Pizza Ranch on March 16th, this is the third Thursday of the month. In response to a suggestion from an officer/ board of directors meeting, we are going to try a meal/ meeting. The meeting time is 6:00 p.m. We will be in the side room with pizza and/ or chicken first and the March meeting will follow.

Hope can join us, Bob

Willmar Car Club Meeting Minutes

No meeting in February – no minutes

Next meeting: March 16 – Pizza Ranch in Willmar – 6 p.m.

Old Iron Company Garage Tour Photo Link

By Greg Gjerdingen

The following is a link to the photos from the Garage Tour that some of the club members participated in on February 18th.

<https://www.flickr.com/photos/greggjerdingen/sets/72177720306144545/>

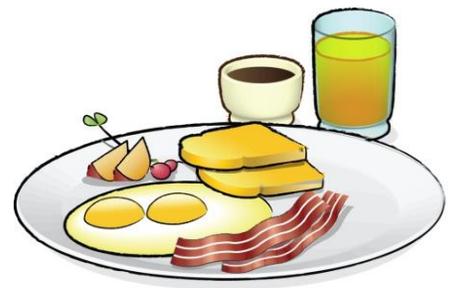
(You may need to copy and paste in your browser to get it to work.)

Wanted: Articles, photos, etc. for the newsletter!

Please email items to berdellej@gmail.com

Deadline to submit: 25th day of each month – easy to remember!!

**March Car Club Breakfast
March 4 – 9 a.m. at McMillian's
Willmar**



MARCH QUIZ

The Price Is Right

What is the new car suggested retail price? Information was taken from History of American Cars, published by Publications International, Ltd.

1. AMC Priciest 1972 model was the Ambassador Brougham
A. \$3742 B. \$4437 C. \$4990
2. Starting price for a 1939 American Bantam
A. \$399 B. \$595 C. \$1025
3. 1939 Buick Century Touring Sedan (18,783 built)
A. \$985 B. \$1125 C. \$1246
4. 1939 Chevy Master 85 Town Sedan
A. \$669 B. \$985 C. \$1119
5. Ford T-Bird, 1962 Sports Roof Roadster w/ removeable fiberglass rear seat cover
A. \$3995 B. \$4545 C. \$ 5439
6. 6. 1949 Lincoln Cosmopolitan Sports Sedan
A. \$2789 B.\$3228 C. \$3558
7. 7. Dodge, first hardtop, '51 Coronet Diplomat
A. \$1920 B. \$2289 C. \$2478
8. 8. 1965 Checker Marathon Town 8-passenger Limo
A.\$4500 B. \$6750 C. \$8000
9. 1947 Studebaker Champion Deluxe Coupe
A. \$1199 B. \$1378 C. \$1586
10. 1963 Corvair Monza
A. \$1990 B. \$2272 C. \$2486

Answers 1.-B, 2-A, 3-C, 4-A, 5-C, 6-B, 7-C, 8-C, 9-B, 10-B

NOTICE – MARCH CAR CLUB MEETING

Thursday, March 16 – 6:00 p.m.



Pizza Ranch, Willmar

Join us for a meal, and then we will conduct the business meeting!

Musings....

by Greg Gjerdingen

I have been enjoying Bob's quizzical articles in the "Polishing Rag" the last couple months. The resurrection of car model names brought up some examples I had not thought of when I assembled a photo album on Flickr.

The results of my efforts can be viewed at this link.

<https://flic.kr/s/aHBqjzDPSo>

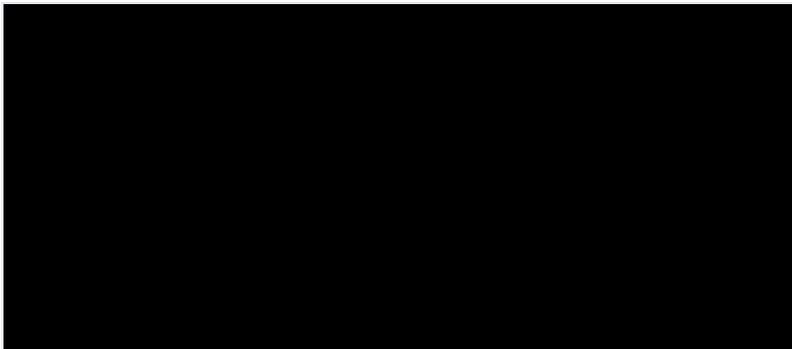
It also is related to similar topic that I tackled about the naming of "Hardtop" models. In the 1950's no engine, transmission, ventilation system or almost any other feature was safe from some lofty, fanciful terminology developed by the marketing teams. Two excellent examples come to mind that belong to Willmar Car Club members.

Bud & Sharon's 1952 Buick Special Riviera (Ruby)

<https://flic.kr/p/2mCu19T>

Gary & Holly's 1955 Oldsmobile 88 Holiday (inaugural year for the Oldsmobile FOUR door hardtop)

[1955 Oldsmobile 88 Holiday](#)



1955 Oldsmobile 88 Holiday

Willmar Car Club Car Buff's Breakfast &
Fall Leaf Tour Hilltop Restaurant
Paynesville, Minnesota October 201...

General Motors was the first U.S. auto manufacturer to mass produce the pillar-less hardtop body style. GM applied the moniker "Convertible Hardtop" to the 1949; Buick Roadmaster Riviera, Cadillac Coupe de Ville, Oldsmobile Ninety-Eight Holiday. The term "Convertible Hardtop" was derived from the concept that they would build a convertible and add a permanent hardtop that resembled a convertible with the top up. The doors would dispense with the fixed metal framing around the door window glass. This concept was first applied to two door cars and spread to four doors cars and some station wagons. The style became very popular and even struggling Independents had produced their own Hardtop models. Almost all U.S. Auto Makers had a Hardtop available by the mid-1950s.

The pillar-less hardtop was significant enough for most car brands to attach a corresponding name specifically for that body style or top tier model or trim level that was only available as a hardtop body. Models that were aimed at the economy conscious often did not offer hardtop variants. Conversely, upper market models would frequently eliminate sedan versions from their lineup.

Hardtop Brand Monikers:

Chevrolet (1950-1952) -- Bel Air

Chevrolet → Sport Coupe (2 door) Sport Sedan (4 door) confusing the issue since the term sedan was relegated mainly for traditional framed door glass cars.

Pontiac → Catalina

Oldsmobile → Holiday

Buick → Riviera

Cadillac → de Ville & Seville

Ford → Victoria

Mercury → Phaeton

Lincoln → Landau

Plymouth -----> Belvedere

Dodge → Lancer

DeSoto → Sportsman (for 1956 DeSoto Firedome used Seville)

Chrysler (& 1955 Imperial) → Newport

Imperial → Southampton

Nash → Country Club

Hudson → Hollywood

Packard ----> Mayfair

Studebaker → Starliner

Willys → Eagle

Notice that many of the hardtop names would be used again, becoming separate models of their own. (i.e., Catalina, Belvedere, Riviera, Lancer, Newport) or trim packages (i.e., Holiday, Landau)

Link to images of cars listed above

<https://www.flickr.com/photos/greggjerdingen/albums/72177720303980427>

February Quiz

No Replacement for Displacement

1. A milestone engine for Chevrolet in 1955 was a V8 with what cubic inch displacement?
2. What was this engine bored out to in 1957?
3. Chrysler offered a 361 c.i., what other manufacturer had their own 361?
4. A Ford could have a 289 in the 1960's, what car may have had its own 289 in the 1950's?
5. What displacement did Ford's 289 grow into for 1968 models?
6. Leaning "tower of power" was available w/ 225 c.i. (most popular size), what was this engine and who manufactured it?
7. In 1966, a 230 c.i. overhead cam six cylinder was offered by what American manufacturer?
8. Corvette was introduced in 1953, what was its engine known as?
9. In 1961, what was Chevrolet's 348 enlarged to?
10. Three American manufactures produced engines with 327 cubic inches, who were they?

February Answers

1. 265
2. 283
3. Edsel
4. Studebaker
5. 302
6. Slant Six by Chrysler
7. Pontiac, discontinued in 1969
8. Blue Flame Six, 105 hp w/ manual shift
9. 409
10. Chevrolet, AMC 270 hp, Nash in 1957- 255 hp w/ 4-barrel carb, dual exhaust, 9 to 1 compression





Organized in 1980 to promote the preservation
and enjoyment of collector vehicles.

www.willmarcarclub.com

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