

1955 Was a Banner Year for Cars



This 1955 Lincoln Capri belongs to John and Dorothy Palmer

It was late in the fall of 1954 and rumors were running rampant of all the changes that were eminent in the new models soon to arrive in the showrooms of automotive dealers across our great country. I remember the rollout of the new models fairly well. Some of the automobile dealerships wanted to create a real sense of mystique. The windows were covered with paper so people driving by could not see the new models on the showroom floors. None of that today, as it is hard to differentiate one model year from another. It is just another car to most people and they all sort of look the same.

Like most young teenaged boys, I was intensely interested in cars. I knew about every make and model — from the most inexpensive Fords and Chevrolets to the most expensive Cadillacs, Chryslers, Lincolns, and Packards. Yes, Packard was a contender, at least through 1955 — outselling Lincoln by a 2 to 1 margin. My father was an avid Chevrolet man, buying a new one every other year since the 1947 models were available. His last one was a 1954 Bel Air, four-door sedan, equipped with the two-speed Power-Glide automatic transmission and the “Blue Flame” (often referred to as a “Stove Bolt”) six-cylinder engine. It was rated at 115 horsepower and was 235 cubic inches. Fast, it was not. However, it would run all day at 60 miles per hour although a bit on the noisy side. Not unlike a Singer sewing machine running at full bore. Fords did have a slight edge over Chevrolets through 1954 as they did offer V8 power, complete with the wonderful sound that only a V8 could make. This would change in 1955.

Ford was on the run with an updated look for its products. The new Fords would

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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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Trivia from the Internet



**American Actor
Thomas Selleck
Born January 29, 1945**

Thomas William "Tom" Selleck (born January 29, 1945) is an American actor and film producer.

Selleck has appeared in more than 50 film and television roles since *Magnum, P.I.*, including *Three Men and a Baby*, *Quigley Down Under*, *Mr. Baseball*, and *Lassiter*. He appeared as Dr. Richard Burke on *Friends* and as A.J. Cooper on the TV series *Las Vegas*.

Selleck was born in Detroit, Michigan, in 1945, to Martha Selleck, a housewife, and Robert Dean Selleck, who was an executive and real estate investor. Selleck is of mostly English ancestry, including recent immigrant ancestors. Tom Selleck's father was of

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Editors Message

We have closed the door on January, with some cold, a few warm days and some snow. We have had worse Januarys. It is good to be looking at February, the days will be getting longer, the days a little warmer and it is a short month. Soon it will be March, and we will no longer have to worry about the bitterly cold days.

It is a good time to be thinking about what you have to do to make sure your favorite older Lincoln is in good shape for the driving season ahead. Every old car always has a bunch of little things that should be attended to make it run and look it's very best. Take care of these things now, so your Lincoln will be ready to take to the show field this July at the LCOC Mid-America held right here

in the Twin Cities. Whatever model or year you have, please bring it and have it on the field for all to see. Cars newer than ten years old can be entered in the exhibition class, no trophies, but we all enjoy seeing Lincolns of any age. If you have a Lincoln that needs some mechanical attention, give North Star member Jeff Eisenberg a call, his number is in our club directory. He operates a very fine shop; which will provide you with the very best of service.

Along with Bob Johnson, I made the trip down to Tampa to attend the winter board meeting of the Lincoln and Continental Owners Club, of which I am a national director and also serve as the Communications and Publications Chairman. This is a position that I acquired several years ago entirely by default. At the time, no one else would do it. Now, I know

why. If you have a couple of weeks someday, I will be glad to explain to you why this was. In the main, it has been an interesting experience. I

have had good support from the other board members and from my most able-bodied comrade in arms, Pat Corbett; who resides a bit south of Austin, Texas. We commiserate almost daily by phone and email, generating great revenues for the phone and internet companies by our constant interaction. As with anything in life, change is inevitable. And the LCOC is no exception. With the March-April issue, we will have a new editor, Jeff Shively; who resides in Kokomo, Indiana. Jeff is a real car guy from head to toe. He lives and breathes automobiles and will do a great job for the



Olga is having a lot of fun running around in the fresh snow in my backyard. She gets to run, unfettered by a leash, to her hearts content. The snow is deep, and she has to jump up to get through it. Olga is a winter girl, through and through.

LCOC. His principle duties will be the assembly and production of the magazine. This will include updating the graphics and improving the overall look over time. Tim Howley; who has admirably served LCOC for over 35 years as editor, will now become Editor Emeritus and will still work for us as very skilled writer, contributing those very fine articles that we have enjoyed in Comments for all these years. This will be a win-win situation for all involved. Jeff will also be handling the classified advertising that appeared in the back of Comments. That section will be further refined and will be presented with a more modern look. We also want to thank the former editor/coordinator of that section, Carol Mattix for her fine work over the years. This section has been a very important part of our magazine and

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primarily English ancestry, but had distant German ancestry as well; while his mother was of English descent. Through an entirely paternal line Selleck is a direct descendant of English colonist David Selleck who moved to Massachusetts from Somerset, England in 1633. Through this line, Tom Selleck is the 11th generation of his family born in North America. Selleck's family moved to Sherman Oaks, California, during his childhood. He has an elder brother named Robert, a younger sister named Martha, and a younger brother named Daniel. Selleck graduated from Grant High School in 1962.

While working as a model, Selleck attended the University of Southern California on a basketball scholarship where he played for the USC Trojans men's basketball team. He is a member of Sigma Chi fraternity and a member of the Trojan Knights. While Selleck was acquiring a degree in Business Administration, a drama coach suggested he try acting. He then studied acting at the Beverly Hills Playhouse, under Milton Katselas. Upon receiving a draft notice for the Vietnam War, Selleck

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Directors Message by Bob Johnson February 2018



With this being a little over a week from the beginning of February as I write this column, I hope that we have weathered the nasty cold season and are now going to enjoy springtime weather. One can always hope about having an early spring. Last week, Mary and I returned home from our 10 day trip to Tampa, Florida for the 2018 LCOC Annual winter Board meeting. This year was the 15th Board Meeting out of the last 16 Board meetings that I have attended. This trip will most likely be the last winter board meeting I will be attending, as I have decided to retire from the LCOC executive vice president position at the end of 2018. I will continue to be our North Star Region Director. My retirement from this officer position was due to not wanting to make any more winter trips requiring leaving our home unattended during these cold snaps and to be cooped up in a hotel room during meetings in a warmer location.

At our January Sunday Brunch at the Roasted Pear in Brooklyn Park, we had a good turnout. It was so very nice to see our members show up for a nice brunch and enjoy each others company.

The Upper Midwest Region of the Classic Car Club of America has once again invited the North Star members to attend their annual potluck and auction Saturday, February 17, at 5 p.m. It will be held at the Firefighter's Museum, 664 22nd Avenue NE, Minneapolis. RSVP to Tom Brace (651)644-1716, email: trbrace@comcast.net now. Please call Tom to let him know what kind of potluck food you will bring or that he needs you to bring. Also, please bring a quality item to Auction as our region splits the auction proceeds 50/50 with the CCCA — a very good deal for us. Again, please bring a quality item to auction and plenty of cash to buy that item you just had to get. We will have a nice room to enjoy great food and good friends. Consider bringing along a friend that may be interested in our car clubs — it is about the fellowship and interest in fine automobiles and interesting people. Plus your friends will be able to view the history of Minneapolis firefighter's equipment at this unique site.

The North Star Region big event for 2018 is to host the 2018 Mid-America National Meet in the Twin Cities area, July 11-15. Our host hotel is the Marriott Minneapolis West, located at 9950 Wayzata Boulevard in St. Louis Park, Minnesota. The meet information and registration PDF form is posted on our **NEW** LCOC website, www.lcoc.org At the bottom of the page, "Click to download the Event Registration Form." Matt Foley will be our Meet Registration Chairman and he may be reached at 612-280-4930.

This January, Dave sent out our North Star membership renewals for 2018. Dues will remain at \$20 again for this coming year. Dave would appreciate you updating the information on the renewal form and please it send back to Matt Foley with your renewal check so we can update our membership directory; which will be published later this spring. As of January 23, Matt has processed 60 renewals — please send yours in now if you have not renewed yet.

Here are some comments from LCOC President John Talbourdet about our 2018 Annual Broad Meeting. "Jon Wessel will be our new vice president of Regions for 2018. Jon has enthusiasm and many ideas based on his exposure to the younger automobile enthusiasts to build on the legacy of Pat Corbett. Paul Temple, from Indianapolis, is taking over as Trophy Chairman from Carol Mattix; who is retiring after 20 years of dealing with the trophies and the detailed record keeping. The team assembling *Continental Comments* is being changed in 2018 with Tim Howley moving to Editor Emeritus in a different role. The Publications Committee (our Dave Gustafson

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Board Of Directors - 2018

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@mchsi.com	2020
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2019
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2018
Director	Bob Roth	H(763)475-1429		2018
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2019
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2019
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2020
Director	Larry Sasse	H(952)440-5024	fordpeople@msn.com	2020

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 7:00 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.

1955 Was a Banner Year continued...

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have fresh styling, a little more power for their V8 engines, and a whole host of options for consumers to run up the price tag of their new Fords. Ford had a good year in 1955. It finished 1954 producing 1,165,942 cars and trucks. Ford led the pack, outselling everyone else, including their long time nemesis, Chevrolet by about 22,000 units. Their glory would be short-lived. In 1955, it was Fords turn to be repentant, Chevrolet delivered quite a whooping, out producing Ford by over 250,000 cars and trucks. The public clearly loved Ford, but loved Chevrolet even better. In reality, there were few differences between the two cars. Both were good cars with essentially the same extensive list of options, but superior marketing efforts by General Motors with a lot of hype for the new styling and the new V8 all helped push Chevrolet over the top by a very wide margin.

Plymouth was relegated to fourth place in sales for 1955 with 705,000 cars going out the factory door — much better than the 463,000 sold in 1954. The 1955 Plymouth was a better, much more refined car than the 1954 models. Still a member of the low priced three, it now offered a peppy V8 in all models at an optional cost. Buyers still yearning for the stodgy, slow moving Plymouth of yore, could pick the 230 cubic inch flathead six cylinder engine. A surprising number of buyers insisted on this option. The 1955 Chrysler products featured the “Forward Look” theme as set out by automotive designer Virgil Exner. Jeff Godshall, in the April 1982 issue of *Special Interest Autos*, reflected, "It's hard to say which was more important, the new styling or the new V-8." Without a doubt, both revealed the most complete model changeover in Plymouth's history. The Plymouth V-8 was offered in two displacements—a 241ci rated at 157hp with a bore and stroke of 3.44x3.25in and a 167hp, 260ci engine with a larger bore of 3.563in, both using a compression ratio of 7.6:1. Shortly after introduction, a four barrel 177hp version of the 260 hit the streets. Maximum torque was achieved at 2400rpm on all engines, the 241 pumping out 217lb-ft and the 260 claiming 231lb-ft whether two- or four-barrel-equipped. Like all other Chrysler products with automatic transmissions, it would be a two-speed Powerflite unit with gear selection made by a lever protruding through the dash. There were four positions,

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joined the California National Guard. He served in the 160th Infantry Regiment of the California Army National Guard from 1967 to 1973.

Selleck's first TV appearance was as a college senior on *The Dating Game* in 1965, and again in 1967. Soon after, he appeared in commercials for products such as Pepsi-Cola.

He began his career with bit parts in smaller movies, including *Myra Breckinridge*, *Coma*, and *The Seven Minutes*. He appeared in a number of TV series, mini-series and TV movies. Still struggling as an unfamiliar, television actor, Selleck had a recurring role in the 1970s as "too good to be true" private investigator Lance White in *The Rockford Files*. An avid James Garner fan, since childhood; who watched his mentor's show, Selleck's Lance was very trusting and always lucky, much to the annoyance of Jim Rockford. White would frequently say to Rockford, "Don't worry, Jim; clues will turn up," and then a clue would just turn up,

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Northstar Monthly Board Meeting Minutes

BOARD OF DIRECTORS MEETING

January 4, 2018

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at Bloomington Lincoln. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Jay White, Matt Foley, Bill Holaday, Larry Sasse and Roger Wothe. Other Regional members present were Mary Johnson, Dave Sandels, and Katie Foley. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTOR'S REPORTS

Regional Director Bob Johnson reviewed suggested activities for 2018. The North Star Region activities times and locations may be found in the monthly *North Star News*. Bob then reviewed details for the LCOC Mid-America National Meet, July 11-15, 2018. He has tentatively assigned responsibilities for the Meet to Regional members. Annual dues for the North Star Chapter of LCOC will remain at \$20.00. The National LCOC Board Meeting will be held January 11-14, 2018 in Tampa, Florida. Bob Johnson, Dave Gustafson, and Dick Koop will attend.

Treasurer Matt Foley reported the current treasury balance to be \$2,783.42 with all bills paid.

Membership and Publications Director Dave Gustafson announced the current renewed membership is just over 150. He still needs "My Pride and Joy" articles.

Activities Director Jay White reviewed the next chapter activities as the Sunday Brunch at the Roasted Pear (January 7) and the joint potluck and auction with the Upper Midwest Chapter of the Classic Car Club of America Saturday, February 17, at the Minneapolis Firefighters Museum. There were a few more suggestions for upcoming events.

There being no further business, the meeting was adjourned at 7:45 p.m. The next meeting will be at Bloomington Lincoln, Thursday, February at 6:30 p.m.

Respectfully submitted by Secretary Roger Wothe.

We invite our members to become involved in the governing process of the North Star Region of the Lincoln and Continental Owners Club. Through your input, we can make the club a better organization, with more to offer to our members. Please consider attending one of our future board meetings. They are held every first Thursday at 7:00 pm at Bloomington Lincoln, 1001 Clover Drive, Bloomington, MN

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much to Rockford's consternation, for whom obtaining clues required hard work and hard knocks. Selleck's character was based on one played in Garner's earlier TV series *Maverick* (1957) by Wayne Preston in the episode "The Saga of Waco Williams". Despite appearing in only two episodes and in later interviews, Selleck credited Garner "as a mentor" and continued to stay friends with him for over 35 years until his childhood movie hero's, mentor's and friend's death on July 19, 2014. Upon his death, he said of his TV private investigator, "Jim was a mentor to me and a friend and I will miss him." Two years after Garner's death, Selleck said, prior to filming his then 6th season of his top-rated series, *Blue Bloods*, "It's kind of like my mentor; who never wanted to hear he was my mentor (James Garner), I don't accept the mentor role. That they feel that way is, I think flattering although it adds a certain amount of pressure.

Selleck, an accessible but relatively un-

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Reverse, Neutral, Drive and Low. There was no park position and drivers had to rely on an emergency brake; which operated a band on the drive shaft. On hills, drivers always had to remember to turn their wheels into the curb so as to not come out later and find their new Chrysler product at the bottom of a hill when the emergency brake unexpectedly released. It would be 4 or 5 years before Chrysler products had an automatic transmission that included a park position.



The "Forward Looking" 1955 Plymouth Belvedere, not a bad looking car and a significant change from 1954.

The top of the line model was named Belvedere and was available as a four door sedan, a two door sedan, a two door hardtop and a nicely styled convertible. A list of options just went on forever and included; standard three speed transmission, a standard three speed transmission with overdrive, the fully automatic Powerflite transmission, power steering and power brakes, electric power windows and seats and factory installed air conditioning, a first for Plymouth. This was their most expensive option and even in warm climates few units were installed due to the high cost; which was about one fifth the cost of the whole car. For the first time in history, Plymouth finally offered a somewhat exciting car for the buyers and an additional 240,000 buyers were motivated to buy Plymouth over any other 1955 model.

More 1955 Cars



1955 Mercury Monterey two door hardtop

Mercury would also look different from their 1954 counterparts. A few new names, flashy exteriors, with a little more chrome, and well-styled interiors, appealing to those buyers looking to trade up from Fords to owning a part of the middle-class dream. More power, more options, classy interiors, all designed to increase Mercury's market share. As for sales, the re-styled Mercury topped out at about 330,000 units, a gain of some 70,000 over 1954. Considering that Mercury was selling against Buick, now number three in sales, Oldsmobile, Dodge/DeSoto, Pontiac and some independents, Mercury did not do too badly.



**1955 Lincoln Capri Sedan
The quiet, elegant look**

Lincoln continued with its somewhat refined, quiet, elegant look. A good looking grille complemented a slightly re-styled front end. The rear section received new tail lamp assemblies and a new rear bumper featured dual exhausts, a first for Lincoln. The 1955 Lincoln was not a large car, but well designed to be a well-functioning luxury car, as always appeal-

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tested actor, spent years receiving little interest from the entertainment industry. His big break came when he was cast in the lead role as Thomas Magnum in *Magnum, P.I.* The producers would not release the actor for other projects, so Selleck had to pass on the role of Indiana Jones in *Raiders of the Lost Ark*; which then went to *Star Wars* alumnus Harrison Ford. It turned out that the shooting of the pilot for *Magnum* was delayed for over six months by a writers' strike; which would have enabled him to complete *Raiders*.



**Tom Selleck as
Magnum P.I.**

*Selleck starred in the 1972 B-movie *Daughters of Satan* and then Selleck starred in the 1979 TV*

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1955 Cars continued

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ing to a specific market segment. The engine was a bit more refined, and horsepower was slightly increased over the 1954 models. The interiors were updated a bit with a little more flash than previous models. The buying public did not fully appreciate the quiet, refined luxury of Lincoln. Cadillac, the premier Luxury brand in America, gave Lincoln a real shellacking. Cadillac was a bit bigger when bigger was better — and it had the name. It was really hard to sell against that name. Those who owned 1955 Lincolns, for the most part, liked them very much. But, not enough people really liked them. Lincoln produced 27,222 Capri's in 1955, down from almost 37,000 cars in 1954. It was a short year for Lincoln, as the 1956 models would be arriving in dealers showrooms in the early fall. Lincolns would sell over 50,000 cars in 1956 (not including approximately 2,500 Mark IIs), thanks in part to the all-new breathtaking design of the 1956 models. On the whole, sales of 1956 models were significantly down from 1955. There were a few exceptions, and the beautiful 1956 Lincoln was one of them.



**Every young man's dream, the 1955
Chevrolet Bel Air two door hardtop.**

The sales leader for 1955, by all measure, was Chevrolet. The excitement was quickly building about the all-new models that were to be offered by General Motors. By late fall, most everyone was made aware that the new Chevrolet would bare no resemblance to the somewhat stodgy and underpowered 1954 models. Buyers would now have a choice

between the venerable "Blue Flame" six-cylinder engine, rated at 135 horsepower and 236 cubic inches or the all-new V8 engine, featuring 165 horsepower and displacing 265 cubic inches. An optional power pack could be ordered; which included a four-barrel carburetor, and a dual exhaust system (also a first for Chevrolet) increased the horsepower to 180; which really changed things for Chevrolet. Not a lot were sold with this option, but it caused quite a sensation in those magazines covering the new models, like Motor Trend, Popular Mechanics, Popular Science and Mechanix Illustrated. The "Hot One" had arrived. Buyers could select from a long list of options to order from. Of course, the new V8 engine or the power pack version, power steering, power brakes, deluxe radio, heater, clock, power windows and power seats and factory installed air conditioning. GM wisely saw the benefits of a 12-volt electrical system and all of their 1955 models were switched to 12 volts. Top of the line models were called Bel Air's and you could get them as four-door sedans, convertibles, and a very attractive two-door hardtop model.

Buick was the great surprise for



**1955 Buick Century two door hardtop,
replete with the famous four portholes,
signifying the large Roadmaster engine
in the small Special body.**

1955. They were literally flying out the door at Buick dealers. While 1954 was not a bad year for Buick, some 444,609

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movie *Concrete Cowboys* with Jerry Reed. He starred in a number of film roles during and after *Magnum*; among the most notable were as an acrophobic police detective in *Runaway*; as a stand-in father in *Three Men and a Baby*; and as an American 19th-century sharp-shooter in the Australian western *Quigley Down Under*, a role and film that he considers one of his best. Other leading roles include *Three Men and a Little Lady*; *High Road to China*; *Lassiter*; *Her Alibi*; *An Innocent Man*; *Folks*; *Christopher Columbus: The Discovery*; *Mr. Baseball*; *In & Out* and *The Love Letter*. He most recently appeared in the film *Killers*, along with Katherine Heigl and Ashton Kutcher.

Selleck played the role of Thomas Magnum in 1980 after filming six other TV pilots that were never sold. *Magnum* was a former U.S. Navy Officer, a veteran of a Special Operations unit, "SEAL" in the Vietnam War, and later a member of the "Naval Intelligence Agency" (a fictional version of the Office of Naval Intelligence); who had resigned his commission with the

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Still More 1955 Automobiles

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cars were stamped out at the Flint, Michigan factory — 1955 was absolutely amazing. Buick was elevated to number three in the marketplace with some 739,000 Buicks shipped out the door to happy dealers. Selling a Buick in 1955 was not hard. Customers were literally standing in line pleading with the dealers to sell them cars. Buick was fortunate to have a wide range of models, going from the low priced Special, selling for under \$3,000, through the Century, Super and finally the renowned Roadmaster; which matched Cadillac with every option and feature and was a luxury car in its own right. A lot of people bought Roadmasters as the image it created was less pretentious than having a Cadillac in your driveway. You could always say, it's just a Buick, knowing full well that it was equal to a Sedan Deville in all respects. And for those who were careful with their dollars, a bit less in price, too.

For those who lusted after pure, unadulterated luxury, Cadillac was still the one brand in America or almost anywhere else in the world to buy. Cadillac had the look of luxury from their massive

other things. The Eldorado engine package was an option also available to other models and it included two four-barrel carburetors; which increased horsepower from 250 hp to 270 hp. The Fleetwood 60 Special was the top of the line four-door sedan and it rode regally on a 133-inch wheelbase. The inside was practically cavernous and it was the true epitome of luxury. The trunk space was very large and it easily held whatever you needed for a family to travel in style for a two or three week vacation. Cadillac, to its credit, sold 140,777 cars in 1955.



The 1955 Packard Patrician. A fine luxury automobile in all respects. It outsold Lincoln by two to one in 1955.



Luxury at it's finest was yours, if you were fortunate enough to own the 1955 Cadillac Fleetwood 60 Special.

front bumpers to rear fins with the tail lamps mounted in them. They were big cars with lots of room for six passengers, plenty of legroom front and rear and a small list of options and most accessories were standard. There were a few options to choose from, Frigidaire factory air conditioning, Autronic Eye automatic headlight dimming system, and a few

Packard surged ahead for 1955 gasping one last time before throwing in the towel during their 1956 model year. They were a direct competitor of Lincoln for sales and in 1954 sold 31,291 cars in 1954. The somewhat redesigned Packard for 1955 consisted of two models — the lower priced line were known as the Clippers and the senior models were Packards with sub-models of Patricians as four-door sedans. The 400 series as two-door hardtops and the limited Caribbean model, an expensive convertible; which saw limited production of only 500 units. Packard had successfully redesigned their existing body shell; which dated back to 1951 and made it look current and up-to-date. Packard also chucked their venerable straight eight-cylinder engine with its nine main bearings for an all-new in-house designed V8. Packard had some

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Navy to become a private investigator living in Hawaii. The show would go on for eight seasons and 163 episodes until 1988 — winning him an Emmy Award for Outstanding Lead Actor in a Drama Series in 1984. Selleck was famous for his mustache, a Hawaiian-style aloha shirt, a Detroit Tigers baseball cap, and the Colt Model 1911A1 .45 ACP Caliber pistol his character carried. Magnum drove a Ferrari 308GTSi in the series. The model became so identified with the role that Ferrari fans now refer to the red-painted model as a "Magnum" Ferrari.

Selleck confirmed that he was the most popular choice by fans to play the role of Magnum in the once-rumored Magnum, P.I. movie.

In the mid-nineties, Selleck played the role of Richard Burke, Monica's older boyfriend, starting at the end of the second season of the hugely successful TV series Friends. Richard was a divorced ophthalmologist; who was a friend of Monica's parents and, at first, the relationship was hidden from her parents. The relationship eventually ended over Richard's reluctance to

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1955 Cars Continued

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tremendous teething problems with their engine, early on; which were ultimately fixed, but not before the damage had been done to their fine name. Also, their automatic transmission could not handle the torque that the new engine produced and many units failed before that problem was fixed, too. Packard still sold 55,247 cars in 1955, but did not have the financial resources that the big three had to weather the storm; which was about to overtake them. For those of us who have been fortunate enough to have driven or owned 1955 or 1956 Packards, all we can say is that they were truly great cars and did not deserve the ultimate fate of merging with Studebaker and fading into oblivion. For years they got by with the saying, "Ask the man who owns one." That, in the end, was not enough. Within a few years, most 1955 and 1956 Packards were relegated to the fourth row of used car lots demanding only a few hundred dollars for once was one of the finest cars in America. Packard deserved better.



1955 Chrysler New Yorker, a very fine looking and nice driving automobile.

Chrysler sold about 153,000 cars in 1955 — almost 50,000 more than in 1954. Re-styled, fresh-looking bodies certainly helped more than anything. All six-cylinder models were gone from the Chrysler line. They also had a full range of models from the Windsor; which now featured V8 engines and competed to some extent with Pontiac, Oldsmobile, Buick and with Ford's Mercury for buyers

through to the very nicely appointed New Yorker series. The New Yorkers went head-to-head with those folks who were also looking at Oldsmobile 98s, Buick Supers and Roadmasters, Lincoln and Cadillac 62 series. Fully optioned, New Yorker Deluxe models were not cheap and offered the same class of luxury as Lincoln Capri models. Their Imperial models were now a separate division. Very luxurious in all respects and were thought by many to be a good alternative to Cadillac, Senior Packards did not do as well as expected. Only 11,432 Imperials were produced and sold in 1955. They just did not have the cache to compete against either Cadillac, Packard or Lincoln in 1955. They were a fine car in their own right, but did not appeal to enough people in the marketplace to make any significant inroads in the luxury car segment of the market. I often think that Chrysler; who was very well engineered, had lost their way and did not truly know how to sell luxury cars.



The very uniquely styled 1955 Studebaker Speedster. 2,215 were produced during the model year and are much prized by their owners today.

Yes, 1955 was a great year for the automobile industry. From the big three to the independents, there was something for every buyer in the marketplace — 1955 was also a turning point for the industry. Within a short time, Packard would be gone, Studebaker would be struggling to stay in business, Kaiser and Henry J would also drive off into the sunset. But, while it lasted it was great. For those of us who are much younger, you just don't know what you missed.

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commit to having children, though Selleck did make a few extra appearances in later episodes.

Since 2005, Selleck has starred in the role of transplanted lawman Jesse Stone in a series of made-for-TV movies based on Robert B. Parker's novels. To date, the series comprises nine films with the most recent released in October 2015. In addition to his portrayal of the films' protagonist, Selleck now acts as producer for the series. The fifth film, *Jesse Stone: Thin Ice*, was not adapted from Parker's novels, but was an original story by Selleck.

He joined the cast of the NBC drama *Las Vegas* in the season-five premiere on September 28, 2007. He played A.J. Cooper, the new owner of the Montecito Casino. He replaced James Caan; who left the cast in the same episode. This was Selleck's first regular role on a drama show since he played Thomas Magnum on *Magnum, P.I.*

Blue Bloods is an American police procedural/drama series on CBS, filmed on location in New York City. Frank Reagan (Selleck) is the Police Commis-

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More Editors Msg

(Continued from page 2)

has helped many of our members buy and sell cars and parts to further their hobby interests. Our members should be assured that Comments will continue as a first-rate publication and only improve like fine wine over time.

Once again, we have been invited by the CCCA to their potluck which will be held at the Firefighter's Museum in Minneapolis, Saturday, February 17. All the details are on the back page of this newsletter. This is a good chance to forego the usual Saturday night TV fare and spend some enjoyable time with our many friends from both the Lincoln and CCCA clubs. Bring your favorite dish to share, something for the auction (please, no magazines or junk) and be prepared for several hours of fun and fellowship. See you in February at the Firefighter's Museum.

Till next Month...

David and Sweet Olga, the Samoyed...

Production Figures for 1955		
Chevrolet	1,704,667	24%
Ford	1,451,157	20%
Buick	738,814	10.3%
Plymouth	705,455	9.9%
Oldsmobile	583,179	8.2%
Pontiac	554,090	7.8%
Mercury	329,808	4.6%
Dodge	276,936	3.9%
Chrysler	152,777	2.1%
Cadillac	140,777	1.97%
Studebaker	116,333	1.63%
DeSoto	115,485	1.35%
Nash	96,156	0.78%
Packard	55,247	0.64%
Hudson	45,535	0.38%
Lincoln	27,222	0.16%
Imperial	11,432	0.16%
Willys	6,565	0.09%
Metropolitan	6,096	0.09%
Kaiser	1,291	0.02%

More Bob Johnson

(Continued from page 3)

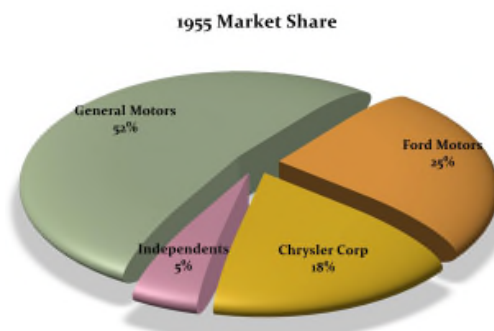
and Pat Corbett) has been working with Jeff Shively from Indiana; who has offered to accept the responsibility of Editor working the mechanics behind the scenes. These changes will be effective on Mar/Apr issue. Tim Howley has been the Editor of Comments since 1982, starting with issue 150 and continuing non-stop to issue 340. This publication that Tim wrote and gathered stories for, took many photographs and assembled into the magazines, has been the cornerstone of the Club. I trust that in his new position we will still be able to enjoy his writing skills for many more years."

We always need "Our Pride and Joy" articles about your Lincoln. This winter is a great time to write that article about your car that you keep putting off during the summer because you were too busy. Please share your story about your car with all of our members — we would like to know how you got it, what you enjoy about it, what you have done to it or have left to do. Please send your article to Dave Gustafson; he can only do the newsletter with material that you send him — so get busy.

As always, keeps the journey continuing in our marvelous Lincolns.

Bob and Mary Johnson

1955 Auto Company Market Share



Independents include Studebaker, Nash, Packard, Hudson, Willys, Metropolitan and Kaiser. GM had the lion's share.

(Continued from page 10)

sioner; the series follows the Reagan family of police officers with the New York City Police Department. The show premiered on September 24, 2010.

Selleck has appeared in a number of made-for-TV movies in recent years. In particular, he has sought to help bring back to popularity the western, often playing one of that genre's typical characters but thrust into a modern context. Selleck appeared in a recurring role on the acclaimed ABC drama *Boston Legal* as Ivan Tiggs, the troubled ex-husband of Shirley Schmidt (Candice Bergen).

On April 28, 2000, he received an honorary doctorate degree from Pepperdine University. He was chosen because of his outstanding character and ethic. He is a board member of the non-profit Joseph and Edna Josephson Institute of Ethics and co-founder of the Character Counts Coalition. Selleck received a Star on the Hollywood Walk of Fame in 1986. The star is situated at 6925 Hollywood Blvd. From 1971 to 1982, Selleck was married to model Jacqueline Ray. During that time, he adopted her son, Kevin

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The Welcome Wagon

By: Francis J. Kalvoda, Willmar, MN
320-235-5777 fjk@charter.net



The Welcome Wagon

Micki and I are staying warm in Willmar and she is looking forward to a new hip on February 7. Hopefully, you have found a nice warm spot for this cold winter of 2018. Rest those vintage Lincolns for a couple more months. A white 2000 Lincoln Wagon sold in Fort Lauderdale, Florida last month. Is Bob Johnson going to surprise me with a most Welcome Wagon for my February birthday? Is it a coincidence that Bob went to Florida in January? I will let you know next month.

The first new Northstar members this month are **David and Cheryl Carlson**, 11171 Mill Run, St. Louis Park, MN 55305, 612-589-3600 email: david-tootall@gmail.com.



David and Cheryl enjoy their 1957 Lincoln Premiere Sedan and 1969 Mark III. They also enjoy their five Harley Davidson motorcycles (1972-2007). When I asked David what he does when not behind the wheel of one of those nice Lincolns he said:

I'm a Building Contractor engaged almost entirely in remodeling. I do some commercial, but mostly residential. Life's extracurricular interests for Cheryl and I center mostly around social activities with family, some travel, my Lake Harriet Masonic Lodge, the Scottish Rite. Also "Zuhrah Shrine" and parading as a member of "Zuhrah's Motorcycle Corps" and soon the "Antique Cars" unit, oo, promoting the Shriners Children's Hospital. I am a member of the Hopkins Elks Lodge, "ABATE of MN" again regarding Motorcycles and lobbying for Motorcycle Rights. I have an active interest in following politics. Now we can further look forward to participating with other Lincoln lovers in LCOC.



The Carlson's own a '57 Premiere, above and a '69 Mark III below.



I am confident and pleased that we will be seeing David and Cheryl at many of the Northstar events this year and for many years to come. If it is a really nice day, they may be riding a Harley.

Our next new members are **Doug and Nancy Pedersen**, 3461 197th Street West, Farmington, MN 55024, 651-463-8872, email: dnpeder@charter.net

Doug and Nancy have a 1941 Continental Coupe that they purchased from the estate of Dave Cook from Lakeville, a former member of the Lincoln Club. When I asked Doug if they have any non-Lincolns, he said they own roughly 25 collector cars in different stages of repair, from original to street rod, oldest being a

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Shepard (born 1966). On August 7, 1987, Selleck married Jillie Mack (born 1957). They have one daughter, Hannah Margaret Selleck (born December 16, 1988). The family lives in Thousand Oaks-Westlake Village, California on a 60-acre avocado farm.

Selleck is an avid ice hockey fan and has been seen attending Los Angeles Kings games at the Staples Center. He lists Anze Kopitar and Alexander Frolov as two of his favorite players. He was once a minority owner of his favorite baseball team since childhood, the Detroit Tigers.

One of Selleck's *Magnum* co-stars, Larry Manetti, in his 1996 memoir *Aloha Magnum*, was lavish in his praise of Selleck. Manetti lauded Selleck for his extraordinary work ethic on a grueling show (shooting for hours in the midday Hawaiian sun), Selleck's work with Hawaiian charities, and his willingness to go to bat for the program's cast and crew members.

In February 2009, Selleck joined the Vietnam Veterans Memorial Fund as national spokesman for the new Education Center being built on the National Mall.

\From the internet...

More Welcome Wagon

(Continued from page 11)

1923 Ford Model T center door sedan. They also have three Model A Fords, a 1937 Ford Coupe, a 1963 Volvo PV544, a 1963 Triumph TR3B, a custom 1965 Chevrolet C10, a 1936 British Model Y Ford Tudor, and several more. Doug owns Pedersen Auto Shop in Farmington; which was started by his dad in 1960 (101 Third Street, 651-463-2111, www.pedersenautoshop.com)



Above the Pedersen's 1941 Continental and below, their 1963 Volvo



I think it is fair to say that Doug and Nancy may not always be driving a Lincoln to Northstar events.



Doug is currently working on an interesting three-window coupe pictured here. The first three Northstar members to contact me with the correct year and make of this coupe will get an opportunity to submit a Pride and Joy article to David Gustafson this year AND receive a memorable Lincoln memento for your eager efforts. Call now 320-235-5777, this offer ends soon. But wait, you can double the offer with two guesses and submit TWO Pride and Joy articles this

year. **NAME THIS CAR NOW.** Doug says if you need help before you call me, you can contact him first.

In March, the Chrysler vs. Lincoln K car dilemma will be resolved. More new Northstar members in March — stay tuned and stay warm.

Hail and Farewell



It is with much sadness that we report the passing of a long time North Star LCOC member Gladys Traficante. Gladys and her beloved husband, George, for many years,

were fixtures at our North Star events. She and George were the center of the conversation with interesting tales and amusing stories about traveling in their Lincolns and Cadillacs and their many years together. Gladys had a certain sense of style and she loved large, colorful hats; which truly set her apart from anyone else.

Gladys was 92 years old at the time of her passing and by all measure lived a full and interesting life. She was preceded in death by her grandson, Cody. She leaves behind to mourn her departure, her husband, George; step-son, Mark Bailey; sons, Vince and Scott Bailey, daughter, Melissa Ferrio; grandchildren, Alicia, Gigi, McGregor and Marshall; sister, Elsie Cowitz; and many nieces and nephews. In earlier years, Gladys worked at Henry High School in Minneapolis.

Gladys will truly be missed by her family, friends and by the membership of the North Star Lincoln and Continental Club.

Services were held December 9, 2017, in Shoreview with interment at Sunset Memorial Park. Memorials preferred to the Alzheimer's Association.

For Sale — All Good Lincolns



On your left, the all new Lincoln Nautilus, the replacement for the MKX. This very exciting mid-sized crossover will be available later this year at your nearby Lincoln dealer. One of several new models coming from Lincoln.



Travel in comfort — Arrive in style!

FOR SALE: 2011 45 ft Tiffin Zephyr, one owner, non-smoker, \$249,500 with 36,000 miles. All serviced ready to get out of MN for the winter.

Call or text Roger 218-966-7640 for more information and more photos.



FOR SALE: 1937 Lincoln K 2 window sedan. This car is one of three known and has been a show winner and a very reliable tour car. It has a high speed rear end and has been completely restored to a very high standard. It has won the Edsel Ford trophy and has been a runner up to the Bell award. I am offering the car at \$59,500 and am looking for good home with someone who will enjoy it as much as I have. If you are interested, please call Tom Brace at 651-644-1716 or email trbrace@comcast.net



FOR SALE: 1978 Mark V. White with blue, full padded top. Blue leather interior. Excellent condition, both inside and out. Smooth running 460 makes it a pleasure to drive. Air blows very cold. Truly would be a joy to own. 54K miles, it just don't get much better. Fairly offered at \$9,950.

Call Dennis Owens at 612-269-6482 to talk more about this Mark and the price.

You May Be Interested in these Items for Sale

Wanted.... Car club badges and patches. New and Used. Call Harvey Oberg, 651-739-9754

Wanted... NOS exhaust resonator for a 1974 Lincoln Town Car. Part Number D4VA5E272AA
Call Vaughn Ebbighausen at 218-736-4049 or email vemsp294@gmail.com

For Sale - 1965 Lincoln Continental Convertible



This beautiful, fully-restored, 100-point car (Lincoln show standards) is now available. Equipped with the whisper-quiet, smooth 430 V8, rare silver blue bucket seats and steel belted radial tires. Stainless exhaust system and detailed engine bay and undercarriage. Drives perfectly. Call John Palmer at 218-389-6189 or 218-380-3239.



1994 Lincoln Town Car Executive loaded with options. The car has two air bags, key-less entry, air suspension, moon roof, four wheel disk brakes, cassette tape player and 1-1/8" white wall tires. Second owner since 1999. Car gone over by Lincoln dealer. Rare gold color with matching interior. Must see to appreciate. Asking \$9,500.

Call Richard at 651-351-2855.



Northstar Region grille badges are now available. To obtain yours, contact Bob Johnson at 651.257.1715.

Now Available - Lincoln Caps and Shirts

Mens shirts with pockets, Ladies without pockets.
All Sizes, one price \$25, Caps, \$10.



Call now, operators standing by: Bob Johnson
651-257-1715 or email: arborbob41@aol.com

Preview of Coming Events

- February CCCA Potluck/Auction, Firefighters Museum, 664 22 Avenue NE, in Minneapolis on **Saturday, February 17 at 5:00 PM.** More information in February issue.
- March **Sunday Brunch, March 11, Jax Café, Minneapolis, at 11:30 AM.**
- April **Car detailing seminar,** More information in our March Newsletter.
- May **10th Annual Memorial Day weekend car show, Bloomington Lincoln,** Bloomington, MN, Saturday, May 26, 10:00 AM to 2:00 PM

Know some other event that may be of interest to members of the North Star Region? Let us know and perhaps we can work it into our event schedule for this year. Do you have a special burger place that we can cruise to some evening? Tell us about it — maybe we can do it. Good friends and nice Lincolns make for some fun times.

The all new 2018 Lincoln Navigator, available shortly at your nearby Lincoln dealer.



BACK ISSUES OF THE NORTHSTAR NEWS ARE ALWAYS AVAILABLE
ON THE NORTHSTAR LCOC WEB SITE.

www.northstarlcoc.org Click on publications.

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

North Star Activities



***Upper Midwest Region of the
Classic Car Club of America***
POT LUCK DINNER AND AUCTION
Saturday, February 17, 2018 5:00 PM
**The North Star Lincoln Club is
invited to join in all the fun.**

To be held at the Firefighter's Museum
664 22nd Avenue NE, Minneapolis — Be
there at 5 pm with a dish to share and an
item for the auction. Proceeds from the auc-
tion will be shared by both the Classic Car Club and the Lincoln Club, so
please bring some good stuff. Please RSVP to Tom Brace at 651-644-
1716 or email trbrace@comcast.net. Let Tom know how many are coming
and what food dish you would like to bring. If you are not sure, Tom can
offer suggestions. Please come, we will have fun talking about old cars



**Join us for brunch on March 18, 2018, 11:30 AM at Jax
Café, 1928 University Avenue NE, Minneapolis, MN**

Today, the rich history of Jax Cafe has served the families of Northeast Minneapolis faithfully for 75 years. Bill Kozlak, Jr. follows in his father and grandfather's footsteps by preserving the rich tradition of Jax Cafe while continuing the promise of uncompromised service. Known for a warm welcome and traditional atmosphere, Jax Cafe serves only the finest menu of premium cuts and fresh seafood flown in from all over the world. Recognizing that fine food doesn't require flash and trend — Jax Cafe impresses with the best ingredients, immaculate preparation and the heart of a dining experience crafted through three generations.

See you there on March 18, for the best brunch in town!

We are planning on hosting a car detailing seminar sometime in April; which will make your Lincoln look good as new in preparation for the LCOC Mid-America in July. Hopefully, we will have more details in time for the March 2018 issue of the Northstar News.