

The Best of the Best for 1966



Above... Lincoln Continental, Cadillac Fleetwood, Imperial LeBaron, Mercedes Benz, Rolls Royce, and Jaguar Mark X

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.

Again, this month, in the absence of any original material submitted by our readers, we went to the internet and searched for something suitable and interesting to print. The following article appeared in the *Car and Driver* magazine in July of 1966. It is an examination and review of six of the best cars available at the time, which included the following 1966 models; Cadillac Fleetwood, Lincoln Continental, Imperial (Chrysler) LeBaron, Mercedes Benz 600, Rolls-Royce, and Jaguar X. There were no finer automobiles available for purchase at the time. *Car and Driver* have always, in my estimation, shown a little favoritism to foreign-made automobiles. It seems in this article they really seem to like the Mercedes Benz. But, it is, indeed, the most expensive of the six automobiles. And it didn't sell in the same quantities as the other five cars in this story for 1966. The article is really quite extensive in its reporting, and due to space requirements, I was only able to print about half of it. Perhaps, I will print the remainder of the evaluation in a future issue. It is an interesting article, but you do have to frame it in the era of 1966 when these cars were in the marketplace. Many changes have come and gone since then, some good and some bad, but the five brands still remaining in the marketplace have changed immeasurably since 1966.

There are more myths about luxury cars than any other automobile category that comes to mind. How many otherwise well-informed citizens do you know who believe steadfastly that the Rolls-Royce engine compartment is sealed at the factory or that all Rolls-Royces enjoy a lifetime warranty?

Among purists, there are some other myths as well. Like, "All-American cars are lousy, and the Cadillac is just a chromed-up Chevrolet." It's strange, but the anti-American-car syndrome, so prevalent with the tweed-cap crowd, also seems to rub off a bit on German cars. When we first announced and described the then-new Mercedes-Benz 600, we got dozens of letters, alternately dripping with sarcasm or invective, loftily pointing out that there was simply no way that the Ger-

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Trivia from the Internet

Editors Message

July 2023



Paul Anka
Popular Singer

Paul Albert Anka (born July 30, 1941) is a Canadian-American singer, songwriter and actor. He is best known for his signature hit songs including "Diana," "Lonely Boy," "Put Your Head on My Shoulder," and "(You're) Having My Baby." Anka also wrote the theme for *The Tonight Show Starring Johnny Carson*; one of Tom Jones' biggest hits, "She's a Lady"; and the English lyrics to Claude François and Jacques Revaux's music for Frank Sinatra's signature song "My Way," which has been recorded by many, including Elvis Presley. He co-wrote three songs with Michael Jackson: "This Is It" (originally titled "I Never Heard")¹ "Love Never Felt So Good," and "Don't Matter to Me," which became posthumous hits for Jackson in 2009, 2014, and 2018, respectively.

Early life - Anka was born in Ottawa, Ontario to
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With just a blink of an eye, June came and went. Almost faster than you can say, Shazam. And now, to add injury to insult, the days are getting shorter, and for some of us in more ways than one. But, all in all, we take the bitter with the sweet and try to make the most of what we have.

Reports are that the "Back to the Fifties" legendary car show, held every June at the Minnesota State Fair Grounds, was well attended, although not as well as in some prior years. Part of the problem may be due to the fact that many of the people who own the types of vehicles that come to the show are falling off in numbers due to a myriad of reasons, one of which is advancing age. It would seem that many of today's younger people do not have either the time, interest or available financial resources to pursue this hobby. If they only knew what they were missing.

Those of us who attended the annual Lincoln of Bloomington car show this past month enjoyed the best of times. It turned out to be a beautiful day, with about 20 or so cars in attendance, along with their proud owners. The oldest car at the show was the prewar Lincoln Zephyr sedan, very proudly exhibited by Karl Flick. Karl has had this fine Zephyr for a number of years and has driven it everywhere, and it never misses a beat. Your editor came with his 2017 Continental, which turned out to be the newest vehicle at the show. It would be so very nice if Lincoln could figure out how to market another car like the Continental sedan properly. While the SUVs are fine vehicles and work well for the purpose they were intended for, they are basically trucks at heart. Albeit, very fine and expensive trucks. But, I somewhat understand that a company like Ford has to go where the money is. Right now, it is in trucks and similar types of vehicles. We had a fairly wide range of Lincolns there, including two

Mark IIs. Both fine examples of this true classic. Also present were several Town Cars, which we are starting to see more of at shows. We had three later Marks at the show too. A Mark VII and two Mark VIII. A few of our members arrived with brands other than Lincoln and chose to park them in another area.



Sweet Nico is having a great time at the recent Lincoln car show. He thinks Alexis of Bloomington Lincoln is the very best. He got to meet a lot of nice people that day and even had a great cheeseburger. He enjoyed getting out of the house for a day and seeing some of his dad's friends. At the end of the day, he really was dog tired.

These three vehicles, in my estimation, should have been included with the rest of the fine vehicles on display. Tom Brace arrived in his very beautiful, fully restored 1937 Packard. This is a car that has to be seen as I am short of the proper adjectives to adequately describe what a find car this is. It deserves to be seen by others. Member Matt Foley came with his 1955 Cadillac Fleetwood 60 Special. The best of the marque for 1955, it too deserved a place alongside our beloved Lincolns. And Bob Roth arrived with his 1958 Imperial two-door coupe. An almost perfect example of this model, they are exceedingly rare, and few are seen today. At future shows, I would like to see vehicles like

these welcomed into our shows for all to enjoy. I would like to thank the very fine people at Lincoln of Bloomington for hosting this annual Lincoln car show. They are the best, and we all appreciate their good efforts very much. Stop by someday soon and see what they have to offer. They will do their best to make sure that you are pleased with whatever you might decide to buy.

Again, I would like to ask you to contribute an article for inclusion in our monthly newsletter. Your personal experiences with a car are so much better than something canned that I pick off the internet. Our other members would also appreciate it very much. Tell us about your Lincoln, old or new; I will welcome your contributions.

Till next month... David and Sweet Nico, the Samoyed.

Directors Message by Bob Johnson

July 2023

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Camelia (née Tannis) and Andrew Emile "Andy" Anka Sr., who owned a restaurant called the Locanda. His parents were both of Lebanese descent. His father came to Canada from Bab Tuma, Damacus, Syria, and his mother was an immigrant from Lebanon. His mother died when he was 18.

Anka sang with the St. Elias Antiochian Orthodox Cathedral choir under the direction of Frederick Karam, with whom he studied music theory. He studied piano with Winifred Rees. He attended Fisher Park High School, where he was part of a vocal trio called the Bobby Soxers.

***Early success** - Paul Anka recorded his first single, "I Confess," when he was 14. In 1956, with \$100 given to him by his uncle, he went to New York City where he auditioned for Don Costa at ABC Records, singing what was widely believed to be a lovestruck verse he had written to a former babysitter. In an interview with NPR's Terry Gross in 2005, he stated that it was to a girl at his church whom he hardly knew! The resulting song "Diana" brought Anka stardom as it went to No. 1 on the Canadian and US music charts. "Diana" is one of the bestselling singles ever by a Canadian recording artist. He followed up with four songs that made it into the Top 20 in 1958, including "It's Time to Cry," which hit No. 4 and "(All of a Sudden) My Heart Sings," which*

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Wow, summer has arrived. We celebrated summer this past weekend with our 14th Annual Classic Lincoln Car Show at the Lincoln of Bloomington dealership in Bloomington. We had some of the best weather we have ever had for one of our region car shows. Our hosts at Lincoln of Bloomington added setting up two big round tables with chairs for visiting and eating lunch. The feature of adding two big tables made the day for our members to sit in groups and be able to visit old friends or visit with members they hadn't visited with in many

years. Once again, the food served was the very best. I'm requesting our members call Lincoln of Bloomington at 952.888.2271 and personally thank them for all their efforts in supporting our Lincoln club. If all car dealers worked with car clubs to provide these niceties, we would really have it made in keeping club members.

At our Bloomington Car show, I presented Dave Gustafson with an award from the Lincoln and Continental Owners Club, which was approved at the 2023 winter Board meeting. The award was for all the hard work and time Dave has spent on improving and managing the Lincoln and Continental Comments magazine. Due to Dave's efforts, Comments magazine is one of the best in the old car club hobby. One of his main efforts was to copy and digitize all of the back issues of the club's Comments magazines to preserve for history. The digitized file has a search capability for finding various articles.

Our next event is Maple Grove Days Car Show, on Saturday, July 16, 2023, with breakfast at 8 a.m. at Perkins. Car show 10 a.m. to 3 p.m. Call Jay White at 612-599-3219 for details and to confirm attending.

On Saturday, July 29, from 9 a.m. to 3 p.m., we will do the first Annual Lincoln and American Collector Car Show. The car show will be held on the grounds of the Blacksmith Lounge in Hugo, Minnesota, just north of White Bear Lake. The purpose of this car show is to give American Collector owners in the area another place to show their cars. The show field is many acres behind the Blacksmith Lounge and is ideal for doing this type of event, Rain or Shine. There are two big shelters. Email me if you need a registration form, or you can register on the day of the show. Call me if you need more information, 652.257.1715.

Our Facebook presence continues to grow, with likes now over 1900. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook. We are advertising our North Star Region Car show with Flyers on Facebook to let other Lincoln Owners know about our car shows to help gain attendance to car shows. Please use our correct Facebook page, which is ***North Star Lincoln Continental Car Club***

As always, keep the journey continuing in our marvelous Lincolns and stay WELL.

Bob and Mary Johnson.

Board Of Directors - 2023 - 2024

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2023
Secretary	Chris Struble	(952)679-0342	068690@gmail.com	2023
Treasurer	Matt Foley			2025
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2023
Director	Bob Roth	H(763)475-1429		2023
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2025
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2025
Director	Tina Zimpel	612-298-3632	tinajzim@gmail.com	2025
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2025
Director	Ernie Christensen	651-500-0179	ernobc@yahoo.com	2025

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 6:30 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. email: davidwgustafson@att.net

The top of the line for 1966

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mans could build a car to compete equally with England's and God's own Rolls-Royce.

We decided to test six luxury cars against each other to prove or disprove some of the old adages. This involved borrowing a series of different cars of each make for weekend trips and normal day-to-day use over a period of about six months. We then arranged to have all six simultaneously for a comparative evaluation, which took place on the South Shore of Long Island at one of the huge paved parking fields for the public beaches there.

In all of our driving and comparing, we tried to think of the cars and their performance from the standpoint of the American driver who'd need, want or buy such a conveyance. Being enthusiasts, we could not filter out enthusiast considerations completely, but we tried to stay within the parameters of luxury and quality in the bulk of our evaluations. We were most interested in interior comfort, silence, quality of materials, function and convenience of accessories and optional equipment, ride and driving ease—these being, in our minds, prime considerations in the selection of a luxury car.

The luxury car buyer wants and deserves an automobile that does its job without bugging him. He wants it to look good, feel good, run well, last a long time, and do it all without any fuss—without requiring more than minimal attention from him, either as owner or driver. A luxury car should offer anything and everything its driver requires for maximum comfort and pleasure, and it was on this basis that we judged the relative merits of our six contenders for the luxury crown.

It's amazing how quickly quality and performance differences will show up in similar cars when they can be directly compared, *en bloc*, as it were, as we did these six luxury cars. Flaws and faults became immediately apparent, and it was easy to make the necessary qualitative judgments. Any one of the cars, away from the rest, is apt to seem like a pretty decent machine. But with the six thrown together, competing feature for feature, some important differences came to light.

The Mercedes-Benz 600 was the hands-down winner—utterly beyond the reach of the others. The Cadillac was a strong and undisputed second, perhaps the biggest surprise of the whole test project. The Lincoln Continental was third by a narrow margin over the Rolls-Royce, which in turn, barely edged out the Imperial. Jaguar's 4.2 Sedan (Mark X) was sixth, not so much because it was in any way inferior to the rest as an *automobile*, but because it simply isn't the same kind of car that they are. It's smaller,

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Northstar Monthly Board Meeting Minutes

June 1, 2023

BOARD OF DIRECTOR'S MEETING

The meeting was called to order at the Blacksmith Lounge, Hugo, Minnesota, by Regional Director Bob Johnson at 6:55 p.m.

Board members attending the meeting were Bob Johnson, Ernie Christensen, Tina Zimple, Chris Struble and Dave Heeren. The Board members not present were Tom Brace, Bob Roth, Matt Foley, Jay White, Dave Gustafson and Jeff Eisenberg. Visitors present were Mary Johnson and Tammie Hereen.

The minutes of the previous meeting and the agenda of this meeting were approved.

Director Reports:

A meeting was held at Blacksmith Lounge to view the July 29 car show field for staffing and parking requirements for the upcoming car show. It was decided that we need signage for the car show entrance and visitor parking.

2023 Activities to be reviewed - Calendar Attached

This year I thought Wisconsin Dells would be a great location away from the Minneapolis and St. Paul area to hold a car show. The location was the best, and the Platt's were fantastic, with a great facility, food, and events for us to do. Our only problem was that we only had 10 Lincolns and 19 people attend. Four Mark VIII Lincolns were in attendance, thanks to Mike Martins efforts.

Saturday, June 17, 2023. 14th Annual Lincoln Car Show at Bloomington Lincoln, Bloomington, Minnesota.

10 a.m. – 2 p.m. Free lunch and awards at 2 p.m. Everything is in place for the show. The ash trees all died and were removed, so we will not have any shade this year.

Matt Foley reports that we currently have \$4,669.57 in the treasury with all bills paid.

Jay White reports that Facebook now has over 1900 likes. Please use the correct Facebook page, which is North Star Lincoln Continental Car Club.

Membership and Publications: 2023 Memberships renewals received. 90%

Projects: Ernie Christensen suggested doing a Club Window Cling. We have an LCOC window cling for \$3.50. This would be a good region project and should be cheaper in volume.

The meeting was Adjourned at 7:51 p.m.

The next Meeting is to be held at Lincoln of Bloomington Thursday, July 6, 2023, at 6:30 p.m.

Respectfully submitted by Chris Struble

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reached No. 15, making him (at 17) one of the biggest teen idols of the time. He toured Britain, then Australia with Buddy Holly. Anka also wrote "It Doesn't Matter Anymore" - a song written for Holly, which Holly recorded just before he died in 1959. Anka stated shortly afterward:
"It Doesn't Matter Anymore" has a tragic irony about it now, but at least it will help look after Buddy Holly's family. I'm giving my composer's royalty to his widow - it's the least I can do. Paul Anka's talent included the theme for *The Tonight Show Starring Johnny Carson* (reworked in 1962 from a song Anka wrote earlier called "Toot Sweet"; it had been rewritten with lyrics and recorded by Annette Funicello in 1959 as "It's Really Love"). He wrote "Teddy" - a Top 20 hit for Connie Francis in 1960. Anka wrote the English lyrics to "My Way," Frank Sinatra's signature song (originally the French song "Comme d'habitude"). In the 1960s, Anka began acting in motion pictures as well as writing songs for them, most notably the theme for the hit film *The Longest Day* (which also was the official march of the Canadian Airborne Regiment), in which he made a cameo appearance as a U.S. Army Ranger. For his film

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More Luxury for 1966

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work he wrote and recorded one of his greatest hits "Lonely Boy." He also wrote and recorded "My Home Town," which was a No. 8 pop hit for him the same year. He then went on to become one of the first pop singers to perform at the Las Vegas casinos. In 1960, he appeared twice as himself in NBC's short-lived crime drama *Dan Raven*.

In 1963, Anka purchased the rights and ownership of his ABC-Paramount catalog and re-recorded his earlier hits for RCA Victor, which he had joined in 1960. Like many American recording artists of the mid-1960s, Anka's career was derailed by the British Invasion. By the end of the decade, he focused mainly on adult contemporary and big-band standards and began appearing regularly in Las Vegas.

In the early 1970s, Anka signed with Buddah Records, releasing two albums, the self-titled *Paul Anka and Jubilation*. The former, first released in 1971, included the track "She's a Lady," a song Anka composed that would become the biggest hit for Welsh singer Tom Jones that same year. Anka's version failed to become a chart success.

1970s chart comeback - Frustrated after more than 10 years without a top 25 hit record, Anka switched labels again,

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considerably less posh, and has obviously been aimed more at the sporting driver. It's a luxurious sports sedan, but it is not a luxury car. Since Jaguar has chosen to market it as a luxury car, and since we had already included it in the testing program, we elected to leave it in, but the reader should mentally hold it off to one side, in a category of its own. So let's compare . . .

The Mercedes-Benz 600 The Mercedes-Benz 600 proved to our complete satisfaction that it is the best car in the world. A top executive at Cadillac paid it a light-hearted compliment when he said, "It's probably the ultimate Cadillac," and in many ways, he was dead right. The Mercedes is a *complete* luxury car, and it is far more American in concept than any previous European effort in this field. It has and will do virtually everything one could ask of it. Its performance is superior to any other car in its class. Only the Cadillac can out-accelerate it. Only the Jaguar can go around a corner with it. Only the Rolls was able to approach its enormous stopping power.

The Mercedes would possibly have been able to win our six-way competition on the strength of its luxury alone, but it has married that luxury to a mechanical package of tremendous sophistication in the grand Mercedes tradition. Imagine, if you can, a car with every luxury appointment known, a car that Stirling Moss can load with six full-grown adults and hurl around Brands Hatch within five seconds of the lap record for sedans, and you'll be getting an idea of what we mean.

All power assists and controls are hydraulic, so they operate in absolute silence—even the windshield wipers sweep back and forth across the glass without a sound. Both front and rear seats are adjustable, as are the shock absorbers. The trunk lid opens and closes with hydraulic silence, like a secret panel in a horror film (it is, unfortunately, true that it opens to expose a ridiculously small trunk, but perhaps they expect us to carry only our immediate personal needs in the car, leaving the rest for a servant to bring in a 220-SE, or something).

Some things annoyed us about the 600. Its automatic transmission has sacrificed smoothness for maximum mechanical efficiency, which results in very stiff shifts (but is probably a major factor in the car's amazing acceleration, in spite of its unspectacular power-to-

weight ratio). The instruments and controls have been lifted intact from the rest of the (lower-priced) Mercedes line, and this seems unworthy of a \$20,000 automobile. Many of the small controls are poorly marked—in fact; the first-time driver isn't given a *clue* about wipers, headlights, shock absorber adjustment, heater-defroster-air conditioner, or a number of other mysterious little switches that activate one-knows-not-what. The quadrant for the automatic transmission selector is clear over to the left, tucked away in the lower half of the tachometer dial, where *nobody* finds it without a diligent search of the instrument panel. And finally, the front seat ashtrays are incorporated in the armrest-doorpull-window-lift unit in such a way that a smoking driver is forced to look at the ashtray—which is also too small in order to flick the ash from a cigarette or cigar while driving. As you can see, these flaws aren't critical, being more aptly described as minor annoyances, but they do mar the near-perfection of an otherwise superior automobile.

The Mercedes-Benz 600-like the Rolls-Royce-hews to a tradition. But where Rolls-Royce slavishly pursues an almost baroque dedication to form as opposed to function, the Mercedes tradition is all function. The car was designed—not styled—to carry five adults in tastefully elegant, supremely comfortable splendor at speeds up to 128 mph, with handling and stability and brakes that should arouse envy in most sports cars—a noble purpose, and one that Daimler-Benz has achieved with almost un-qualified success.

From the outside, it makes no bones about what it is. It is a rectangular box; its flat sides, and square corners compromised only where it was necessary to incorporate wheels and engine and luggage space. The rather ponderous use of chrome only seems to underline this fact—not Freudian, not the result of misapplied motivational research, just an engineer's notion of where some bright metal highlights were needed, topped, as always, by the Silver Star. The effect of all this pugnacious-looking self-confidence is a bit awe-inspiring like watching Babe Ruth point to the spot where he was going to poke his next home run and *knowing*, just sure as hell, that he could do it. This Mercedes will do it, too; just sure as hell.

The Cadillac Fleetwood Brougham Among enthusiasts, the Cadillac is probably the most

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Best for 1966 continued...

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which marked a turning point in his career. This time he signed with United Artists and in 1974 teamed up with Odia Coates to record the No. 1 hit, "(You're) Having My Baby," exposing Anka to a new generation of fans and proved his staying power among his original fan base that was now maturing.

Anka also wrote five songs which were included on an album by Don Goodwin. Anka and Coates would record three more duets that made it into the Top 10, "One Man Woman/One Woman Man" (No. 7), "I Don't Like to Sleep Alone" (No. 8), and the No. 15 duet "(I Believe) There's Nothing Stronger Than Our Love." In 1975, he recorded a jingle for Kodak written by Bill Lane (lyrics) and Roger Nichols (melody) called "Times of Your Life." It became so popular Anka recorded it as a full song, which peaked at No. 7 in the U.S. pop chart in 1976. The follow-up was another hit that Anka wrote for Sinatra, "Anytime (I'll Be There)," peaking at No. 33. Anka's last Top 40 hit in the U.S. was in the summer of 1983: "Hold Me 'Til the Mornin' Comes," which included backing vocals from then-Chicago frontman Peter Cetera; it hit No. 2 on the Hot Adult Contemporary chart.

1990s comeback - Anka's 1998 album *A Body of Work* was his first new US studio release since *Walk a Fine Line* in 1983; vocalists and performers includ-

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underrated car in the world, although, in some ways, it equals or excels the Mercedes 600. It is certainly the best bargain of the whole lot of luxury cars if words like bargain and luxury can be used in the same sentence. It has more useful features than the rest, particularly for comfort and convenience. For instance, the steering wheel has ample, easy adjustment for both reach and rake and with the wide range of adjustment possible in the six-way power seat, it's hard to imagine anyone who couldn't find a completely comfortable driving position. Unlike the Mercedes' seats, where you sit more-or-less where you were put, the Cadillac's are comfortable in almost any position, from bolt upright to upside down like a teenage moppet on the phone.

And, here's the steering wheel itself, which is small in diameter with an almost-dainty rim-thickness. Why all cars equipped with power steering don't use a similar wheel is a mystery-the Mercedes, for instance, has no steering wheel adjustment of any kind, and although the power steering is the best of its kind, the wheel looks like something from a bus.

Another important feature is Cadillac's Comfort Control system-a combined heater/air conditioner that can be pre-set to the temperature of your taste and left there for-ever, keeping the interior at a uniform temperature day-in, day-out, winter and summer. Our only complaint was that it couldn't produce the same instant blast of frigid air that one gets from a typical, separate air conditioner (but it could bring the temperature down to a very pleasant minimum of 65° after a few minutes running).

The Cadillac, contrary to enthusiast mythology, handles very well. It is agile, effortless, and predictable, always going where it's pointed without any fuss or surprises. It's ultimate handling potential falls short of the Mercedes 600 or the Jaguar 4.2 Sedan but is noticeably better than the Rolls, the Imperial, or the Lincoln. We'd like to try a Cadillac with Koni shock absorbers and larger-section tires-these two very simple changes could elevate its already-acceptable road behavior to the first rank.

Cadillac's ride was the best of all six cars tested, as long as the roads were smooth or uniformly rough like well-maintained dirt or gravel. On potholes and broken or undulating surfaces, the Cadillac shock absorbers were

simply too soft, causing some uncomfortable pitching and wallowing. The only noise that found its way into the passenger compartment was some thumping from the rear wheels, and that wasn't too objectionable.

The Cadillac had the best power-to-weight ratio of the six cars tested, and its acceleration and throttle response were of the highest order. Much of this is due to the car's fine automatic transmission-a three-speed with torque converter-which is the best in the field. However, the brakes, like the standard shock absorbers, are not up to the high standard set by the rest of the package. While they were smooth and relatively fade-free in our test, they just didn't stop the car as fast as those on the Mercedes, the Rolls, the Jag, or the Lincoln-which is to say, not fast enough. We'd like to see Cadillac go to discs or to a drum/disc combination as on the Lincoln. Their use of a dual master cylinder system is laudable, and it's a step in the right direction, but as presently sold, the car doesn't have enough maximum-effort stopping power.

The Cadillac carried a greater variety of useful luxury equipment than any of the rest. Like the 600, it has a system that hydraulically locks or unlocks all four doors when either front door lock is activated, and this is a great feature. It also has a cruise control-type throttle setting for turnpike driving, the best and easiest to use in our experience. Like every car in the group, except Rolls and Jaguar, Cadillac has an inside adjustment for the outside mirror. All knobs and switches are within easy reach, and there's no confusion about what they do or how they work.

The Cadillac is a fine automobile. Its fit and finish, silence, and comfort, are equal to anybody's. Like All-American cars of its ilk, it needs more brakes and better shock absorbers, but everything else is beyond criticism. In our estimation, Cadillac's great sales success is all that hurts its "image" as a prestige luxury car. If it was built in England just as it is, and they only built a thousand a year, the Cadillac Fleetwood would be an automotive legend selling very nicely, thank you, for about \$15,000 a copy. Barring that, they'll just have to settle for selling more cars than the other five put together.

The Lincoln Continental The Continental is a luxury car that almost made it. When the car was first introduced, it had a fresh look and a new concept that seemed

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More best of the best...

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ed Celine Dion, Kenny G, Patti LaBelle, and Skyler Jett. The album included a new version of "Hold Me 'Til the Morning Comes," once again performed with Peter Cetera. In 2005, Anka released an album of big-band arrangements of contemporary Rock songs titled, *Rock Swings*; the album provided a mainstream comeback of sorts that saw Anka awarded a star on Canada's Walk of Fame in Toronto.

On October 12, 2009, Anka stated that Michael Jackson's new release titled "This Is It" was a collaborative effort between the two in 1983. According to Anka, after recording the song, Jackson decided not to use it and the tune was then recorded and released by Sa-Fire. After Anka threatened to sue for credit and a share of royalties, the administrators of Jackson's estate granted Anka 50% of the copyright. An additional song that Jackson co-wrote with Anka from this 1983 session, "Love Never Felt So Good," was discovered shortly thereafter. His album *Songs of December* charted at No. 58 in Canada in November 2011.

Italy - Paul Anka collaborated with a number of Italian musicians, including composer/director Ennio Morricone, singer-songwriter Lucio Battisti, and lyricist Mogol. His official discography reports nine singles released by RCA Italiana, but the Italian charts list at least six other songs he interpreted or recorded in Italian. His

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taylor-made for the burgeoning luxury car market. It was a lovely thing to look at, and it was a nice size smaller than either the Cadillac or the Imperial.

Our Lincoln test car still has some of that original flavor, but it's become longer, wider, heavier, less distinctive, more ponderous, less responsive, and it seems to be trying to look like last year's Cadillac. (All this must be very confusing for Chrysler styling chief Elwood Engel, who has succeeded by making Imperials and other Chrysler products look like Lincolns and other Ford products-so; if next year's Lincoln looks like last year's Cadillac, then next year's Imperial will already be two years out-of-date).

All that notwithstanding, the Lincoln has managed to remain a very "nice" car. It has no glaring faults, but it has no undeniable charms, either. It finished third in our evaluation-beating the Rolls-Royce, the Imperial, and the Jaguar-largely because it is a much more effective statement of what a contemporary luxury car is supposed to be than they are. It was roomy and quiet, reasonably well-appointed, and it carried the full complement of luxury extras that we regard as mandatory in this class.

Entry and exit are excellent, and the ride is well up to modern standards. Passengers are quite comfortable, but the driver suffers a bit. The seats don't offer the same wide range of adjustment relative to the controls as on the Cadillac, for example, and none of the driving controls are quite up to the Cadillac's standard. Switches and small controls, as well as the instruments and instrument panel design, have a kind of low-priced-three look that seems somewhat out of place. There are more luxurious trim packages available, but this one wasn't too great.

In performance, the Lincoln is the opposite of the Cadillac. Where the Cadillac goes fast, with some reluctance to stop, the Lincoln doesn't go very fast at all but stops like crazy. Ford is to be sincerely congratulated for their decision to lead the industry in accepting the absolute necessity of better brakes. Kelsey-Hayes ventilated discs are standard on the Lincoln and the Thunderbird and optional on the Mustang-a fact that we heartily applaud.

By itself, the Lincoln is a good example of an expensive, contemporary American car. Only in a direct comparison does its accelera-

tion seem a bit sluggish; it's handling vague. Only when you've just jumped out of a really good driver's seat do you find yourself fidgeting and wiggling around in the Lincoln. Like some table wines, the Lincoln is a good car: not a great car, but a good car.

The Rolls-Royce Silver Cloud The keener American enthusiast, with his particularly virulent Anglo-philia, will never swallow this, but the Rolls-Royce Silver Cloud is exactly what the same enthusiast has always called the Cadillac-an automotive status symbol with relatively few *genuine* product-benefits to justify its cost. The craftsmanship is worth quite a lot, as is the high quality if the materials used. The Rolls will undoubtedly survive after most of its upstart competitors have been consigned to the scrap heap, but what the Rolls buyer is really paying for is the instant respectability of the radiator shell and the social acceptance it bestows upon its owner.

The Rolls-Royce is probably the most overrated car in the world. It *is* silent. It *is* smooth. And it *is* beautifully put together. But it is also, at best only, a superb example of what modern manufacturing technology and a spare-no-expense philosophy can do for a 1939 Packard. Driving the Rolls was exactly like driving a beautifully restored classic-one applauds the craftsmanship and the fine materials used while sadly acknowledging the functional limitations of obsolescence.

Entry and exit are difficult because it's a bit of a climb to the door sill and because the doors are narrow and the seats high. There is no power seat adjustment, no steering wheel adjustment, no inside adjustment for the outside mirror, very little room inside (which is strange, in view of the car's great exterior dimensions), minimum luggage space, and suspension that betrays every secret of the road surface, and an air conditioning installation that is too obviously an afterthought.

The instrument panel is covered with little switches that cannot be identified without reference to the manual, and although the instruments are the black dials with white markings that we all love so well, they are cluttered and confusing. The transmission is very harsh in shifting, and its quadrant (N432R) is nonstandard and features no PARK position.

Two components impressed us the engine and the brakes. Though not a stormer by

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1966 *Luxury cars continued...*

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top hit was "Ogni giorno" which scored No. 1 in 1962, followed by "Piangerò per te" and "Ogni volta," which reached both No. 2, in 1963 and 1964. "Ogni Vota" ("Every Time") was sung by Anka during the Festival di Sanremo of 1964 and then sold more than one million copies in Italy alone; it was also awarded a gold disc.

He returned to Sanremo in 1968 with "La farfalla impazzita" by Battisti-Mogol. On that occasion, the same title was interpreted by Italian crooner Johnny Dorelli. The pair of singers, however, were eliminated before the final stage of the musical contest. Anka, maybe only coincidentally, left the Italian scene shortly thereafter. In 2003, Anka came back with an exclusive concert in Bologna, organized by the Italian company Mapi during the CERSAIE exhibition. He recorded a version of "My Way" with alternate lyrics dedicated to the sponsor of the evening.

In 2006, he recorded a duet with 1960s Italian hit-maker Adriano Celentano, a new cover of "Diana," with Italian lyrics by Celentano-Mogol and with singer-songwriter Alex Britti on the guitar. The song hit No. 3.

Finland - Paul Anka has been very popular in Finland since the beginning of his career. He performed in Helsinki's Linnanmäki in 1959, in Lappeenranta in 1989, at the Pori Jazz Festival in Pori on July 19 2007 and in 2012, and in Tampe-

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any means, it delivers its thrust with the silence and smoothness of a steam turbine. It is wonderfully smooth and silent and performs its function in exactly the way that Rolls-Royce folklore promises.

The brakes are absolutely amazing. Again, they have been described in detail elsewhere, but their performance is truly fantastic. Only the Mercedes 600, with four-wheel discs, was able to stop faster from eighty mph, and it slewed a mite in doing so. The Rolls was almost as fast in deceleration, and it was dead smooth and straight as an arrow. It felt like the car had run into a giant feather mattress and was simply being forced to a stop from the outside. Great brakes!

The handling, unfortunately, evokes no such praise. The steering was dead and unresponsive, and there was a rather unusual tendency toward roll-steer (a change in turn-ing radius caused by the turning vehicle's shifting weight), which made it virtually impossible to hurry the car on a winding road or to negotiate a simple slalom maneuver that the other five cars managed with relative ease. Similarly, the Rolls did not seem very pleasant to any of us at sustained high cruising speeds.

We will obviously incur the wrath of the purist horde with these sentiments, but our staff is unanimous in its disappointment with the Rolls-Royce. It is not a modern car, and though it has smoothness, silence, good brakes, beautiful workmanship, and reasonable comfort for no more than four, the car is distinguished only by its traditional appearance-its good qualities have been available in automobiles since World War I. The Rolls will provide its owner with all these benefits and probably outlive him in the bargain, but it won't do what the Mercedes or the Cadillac, or the Lincoln will, no matter how much wood it has inside.

The Imperial LeBaron The Imperial-much like the Rolls-feels like a classic car. It seems huge. Its styling accentuates this vastness and tends to intimidate the driver when he's forced to drive it in constricted places that could mar its flanks. On the turnpike, the Imperial rolls along effortlessly and is quite pleasant, but it needs those wide-open spaces.

Getting into the front seat is easy enough, but the rear is tough-not at all like the Lincoln with its wide-swinging, backward-opening rear doors that make it so easy. Once in, the interior is quite comfortable, though the range

of seat and steering wheel adjustments (except on bucket seat models) is well below that of the Cadillac. The instrumentation is very complete, and the controls are easily used and well-marked. The air conditioning installation was poor, though, consisting of unattractive, adjustable plastic vents in the cowl. There was general agreement among the staff members that the Imperial's appointments gave the least feeling of genuine elegance of the six, being more tinsel and flash than real quality. Finish and quality of workmanship were also below standard for the group, though probably acceptable in more typical bread-and-butter sedans. Again, the reader is reminded that this car was not the top of the Imperial line.

The other area that scored against our Imperial was its general performance-both braking and acceleration put the car right at the bottom of the class. The brakes were not only limited in stopping power; they were grabby and directionally unstable.

All this is especially unfortunate in view of the really fine job Chrysler Corporation has done with its other car lines. The Chryslers, particularly, are very handsome and have a lithe feeling and a responsiveness that makes them very desirable indeed. Somehow, the Imperial seems to lag about five years behind other Chrysler cars.

The Jaguar 4.2 (formerly Mark X) Sedan

The Jaguar was operating under a distinct handicap in this league. It is far more of a sports car than a luxury car, and although this is a combination to warm the heart of every red-blooded enthusiast, it will not find favor with the well-heeled burgher who leans toward the Mercedes or the Cadillac. Fortunately, Jaguar's U.S. sales projections for this model are extremely modest, so they can afford to wait for that "Mr. Right" to come along.

The Jag was the only one of our six test cars to share the distinction of four-wheel disc brakes and four-wheel independent suspension with the Mercedes. These make it a very sporty machine, so much so that the driver is really hard-pressed to find any significant benefits in the 4.2 Sedan over its more-compact brother, the Jaguar 3.8-S.

It has no provision for factory-installed air conditioning, so one must either do without or learn to live with a cobbled-up dealer installation. The heater controls are very confusing, and the heater is not very effective-

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More 1966 Luxury cars...

(Continued from page 9)

re three times on 6 August 2008 and on 9 and 10 August 2009. He also appeared in the Las Vegas scene in the 1991 Finnish film *Prince of the Hit Parade* (*Iskelmäprinssi*), directed by Juha Tapaninen. At the end of the film there is an archive footage of Anka's performance in Linnanmäki. As background music, Anka performs his song "How Long" in the film.

Other countries - With less success than in Italy and Finland, Anka tried the French market as well, with his first song being "Comme Avant" with Mireille Mathieu. In 1964, he released an album titled *Paul Anka à Paris*; the six tracks on side B were sung in French. A single release in Japanese ("Kokoro no Sasaki" / "Shiawase e no Tabiji") is also reported on his discography. In 1993, he recorded a duet with Filipino singer Regine Velasquez titled "It's Hard to Say Goodbye," included on her album *Reason Enough*. This song was re-recorded several years later by Anka and Celine Dion and was included on his album *A Body of Work*. Anka has performed four times in Israel, and in 2019 rejected pleas that he boycott the country.

Personal life - Paul Anka was married to Anne de Zogheb, the daughter of a Lebanese diplomat, Charles de Zogheb, from February 16, 1963 until 2001. The couple met in 1962 in San Juan, Puerto Rico, where she was a fashion model on assignment and

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especially when compared to the other five cars tested. The Borg-Warner automatic transmission seems to suffer considerable power loss, and the shifting action is as rough as on the Rolls or the Mercedes, except at full throttle, when it becomes very smooth. It starts in second gear for normal use and, like the Rolls-Royce, its selector lever must be moved to low range before first can be engaged (the Mercedes can be started in first by simply depressing the accelerator all the way). It also shares a very noisy electric window system with the Rolls and has no power seats.

On the subject of seats, the Jag's are basically similar to those used in every big Jaguar since the early Mark VII. The front seat-backs are infinitely adjustable, but the seat cushions are thin, a bit slippery, and seem to slope downward toward the front-resulting in an uneasy feeling that one is gradually slipping down and forward as the trip progresses, possibly to disappear completely beneath the steering wheel.

Although the Jaguar feels heavy and a little ponderous, its handling is really very good-probably the best in this class-when measured in terms of maximum cornering power and evasive capability. Jaguar's power-steering is definitely superior to the others. Much smaller than the others, with generally stiffer suspension, the Jag can be twisted around obstacles and through slalom-like maneuvers very briskly - although it required slightly more effort than the others.

The instrumentation is excellent, and the small controls-mostly crisp, on-off toggle switches, are terrific. There is no inside adjustment for the outside mirror, but the steering wheel can be adjusted for reach by turning a collar on the underside of the wheel hub. The quality and type of materials used in the interior are for all practical purposes-just, like the Rolls-Royce (like all English sedans, for that matter). The only serious complaint we have with the interior are the seats and the Spartan lack of luxury accessory equipment. The ride is harsh, with some pitching, but the man who buys the 4.2 Sedan is probably going to enjoy the handling more than he'll miss a boulevard ride.

Given a full selection of comfort and convenience accessories, better seats, and the Cadillac's three-speed automatic transmis-

sion, the Jaguar 4.2 could be a uniquely desirable combination of sports car and luxury sedan. As it is, it occupies a sort of middle ground, its appeal limited more to the man-who-wants- a more- expensive-Jaguar, than to the typical luxury car prospect.

Conclusion There they are the Mercedes-Benz 600, the Cadillac Fleetwood, the Lincoln Continental, the Rolls-Royce Silver Cloud, the Imperial LeBaron, and the Jaguar

4.2 Sedan-in order of our preference and their performance. Usually, the never-ending triumph of progress over tradition leaves one feeling a little sad and empty. This time, though, we admit to a curiously pleasant feeling of elation. Maybe we've made a little progress of our own.

Pictures from June Lincoln Show



Travis Holtzworth owns this nice Mark V



Bruce Freiberg has a very nice 1988 Town Car



John and Dorothy Palmer always arrive in style when they travel in their 1978 Town Car. For those who take the road less traveled.

For Sale 1959 Lincoln

June Lincoln Show

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under contract to the Eileen Ford Agency. Zoghieb, brought up in Egypt, is of Lebanese, English, French, Dutch and Greek descent. The couple married the following year in a ceremony at Paris-Orly Airport. Through his daughter Amanda, he is the father-in-law of the actor Jason Bateman.

On September 6, 1990, he became a naturalized citizen of the United States. In 2008, Anka married his personal trainer, Anna Aberg, in Sardinia, Italy. They divorced in 2010, and Paul has full custody of their son. Anna was featured in the Swedish TV3 show *Svenska Hollywood-fruar* (Swedish Hollywood Wives).

Anka's autobiography, *My Way*, co-written with David Dalton, was published in 2013. In October 2016, Anka married Lisa Pemberton in Beverly Hills, California. They divorced in 2020.

Acting career - Paul

Anka's first acting role in a major film was in a cameo as an army private in *The Longest Day* (1962). He also composed the title song to the movie. During the late 1950s and early 1960s, he starred in such teen exploitation films as *Girls Town* (1959) and *Look in Any Window* (1961), in which he played a peeping tom. He later played an Elvis-hating casino pit manager in *3000 Miles to Graceland* (2001) and a yacht broker in *Captain Ron* (1992). He guest-starred as a murder suspect

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This is a very unique automobile, which was owned and loved by Bill Holiday, a past North Star club member. It is in top shape mechanically and features a rebuilt radiator and full engine rebuild, along with a rebuilt carburetor, rebuilt power brakes, automatic transmission, starter, and new steel subframe. All lights work, and there is a new engine harness that was never needed, and it will be included. The mechanical fuel pump has also been rebuilt, and an electric fuel pump has also been installed. All the glass is good, and the power windows work as they should. There are new inner door panels that will come with the car but need installation. There is a new complete exhaust system. It is believed that the differential has also been rebuilt. The cover has been removed and replaced, and resealed. In addition, there are new stainless fuel and brake lines. A new carpet is included but needs to be installed. The hood looks nice, as does the roof and trunk. The speedometer and radio are not working. There is an under-dash A/C unit with an evaporator and condenser included but not installed. The seats have had some professional upholstery work recently to get them looking nice. The wipers work along with the gauges. Seat belts have been added. There are fender skirts too. Pictures available.

This vehicle needs to be seen. There will need to be some body work needed, and a spare parts car will be included with the sale. Both vehicles are presently located at Bill's home in Otsego, Minnesota. Asking \$10,000, but will listen to reasonable offers.

North Star member Brad Videen, who helped Bill Holiday with much of the repair and restoration, will be glad to answer any questions you might have regarding this 1959 Lincoln and will assist in the sale. Please call Brad at 763.300.7118.

The Lincoln of Bloomington dealership held our 14th Annual Classic Lincoln of Bloomington Car Show there on Saturday, June 17, 2023; once again, they were terrific hosts. Ryan Benning, Principal Owner, and Brian Schrupp, General Manager, provided us with a great location for parking cars and a place on a grassy area for our tent next to the street; they also provided a delicious lunch featuring hamburgers or cheeseburgers and baseball caps for door prizes. Speaking of door prizes, those that wanted a copy of the new North Star color directory received one compliments of Tammie and Dave Heeren. Tammie and Dave Heeren, who volunteered to create the directory and printed some samples to give out to the membership.



Brad and Joanie Videen with their Best of Show award for their 1956 Premiere Coupe.

The weather was ideal, with the temperature in the high 70s with a gentle breeze. This weather was the best of any local car show that I can remember; just a beautiful day for all that attended. Bloomington Lincoln had a new feature for lunch with two large round tables with chairs set up for persons to sit together

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More June Lincoln Show

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in one of the Perry Mason Made-for-TV movies, *The Case of the Maligned Mobster* (1991). He made guest appearances as himself in the episode "Red's Last Day" on *That '70s Show* and in "The Real Paul Anka" episode of *Gilmore Girls*. He made several appearances on the NBC TV series *Las Vegas*. In 2016, he made another guest appearance as himself in the "Spring" episode of *Gilmore Girls: A Year in the Life*, a revival of the original show.^[38]

Paul Anka was the subject of the 1962 National Film Board of Canada documentary *Lonely Boy*, considered a classic work of cinema verite. He wrote and performed songs in the 1985 Canadian children's Christmas cartoon *George and the Christmas Star*. He appeared on *The Simpsons* season 7 episode *Treehouse of Horror VI*, *Attack of the 50 Ft Eyesore*, singing a song with Lisa in October 1995. In *American Idol* seasons 2 and 3, he made a special appearance and sang an adapted version of "My Way" that mocked the format of the show, as well as the participants, judges, and the host. The performance was praised as one of the best moments of the show.

Anka competed in season four of *The Masked Singer* as "Broccoli." He ended up finishing in seventh place during the Group C finals.

On *Gilmore Girls*, Lorelai Gilmore named her Polish Lowland Sheepdog after Anka. Series co-

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Top ten winners include... Janine and Ray Nelson, Gene Wendt, John and Dorothy Palmer, John LaBahn, Travis Holtzworth, Luke Ashton, Eric Martinson, Dan Lubbers and Tina Zimpel. Not shown...Karl and Sharon Flick

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and visit and enjoy lunch. This was a great new feature by them to help us promote our fellowship among all persons attending this car show. Fellowship is the key to this event; over 15 members came to the event without a Lincoln to display. The face-to-face conversations enjoyed when we are able to visit and renew old friendships or make new friends at a club activity are what bring us back to these activities. We need to maintain a friendly environment and make sure new members feel welcome to keep them.



Sharon and Karl Flick, Top Ten winners not included in the above group picture.



Travis Holtzworth displaying both his Long Distance Award and the Top Ten Award.

We had 19 Lincolns and 25 members attending, with another 15 members bringing three Corvettes, a 1958 Chrysler Imperial, a 1955 Cadillac, and a 1937 Packard that parked on the street.

Our People's Choice Award-Best of Show was won by Brad and Joanie Videen, Cambridge, with a 1956 Premiere Hardtop. Our Long-Distance award went to Travis Holtzworth from Byron, Minnesota (90 miles one way), who was driving a 1978 Mark V. This year, instead of Second and Third place awards,

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Lincoln Car Show Continued...

(Continued from page 12)

creator Daniel Palladino chose the name after hearing the *Rock Swings* album at a coffeehouse. In the cold open to the episode "The Real Paul Anka," both Paul Ankas were featured in a dream sequence Lorelai describes to her daughter Rory.

Anka appeared as himself in the American sitcom *That 70s Show* in season 2, episode 2 "Red's Last Day."

Anka appeared in an episode of *The Morecambe and Wise Show* in 1970, singing his own lyrics 'My Way.' The show was broadcast again on BBC2 on Christmas Day 2021 after the tape recording - believed lost - was found. Awards and honors - In 1972, a street in Ottawa was named Paul Anka Drive. In 1981, the Ottawa City Council named August 26 as "Paul Anka Day" to celebrate his quarter-century in show business.

Paul Anka won the Juno Award for Composer of the Year (an award given for songwriting) in 1975. He has been nominated for Juno Awards many other times. He was inducted into the Canadian Music Hall of Fame in 1980. Anka was made an Officer of the Order of Canada in October 2004. Anka was inducted into Canada's Walk of Fame in 2005. Anka was inducted into the Songwriters Hall of Fame in 2008.

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we are trying to reward more cars for coming to the car show with change to having a Top Ten Award for cars entered. Our Top Ten Award winners were Luke Ashton, 1997 Mark VIII, from Elk River, Travis Holtzworth, 1978 Mark V, from Byron, John and Dorothy Palmer, 1978 Town Car, from Barnum, Ray and Jeannie Nelson, 1948 Continental Coupe, from Ham Lake, Bill Juring, 2005 Town Car, from St Paul, Eric Martinson, 1997 Mark VIII, from White Bear Lake, John LaBahn, 1956 Mark II, from Chaska, Karl Flick, 1939 Zephyr Sedan, from Apple Valley, Gene Wendt, 1959 Continental Mark IV Convertible, from Plymouth, and Dan Lubber, 1977 Town Car, from Minneapolis.



Jay White with his son and grandchildren enjoying some of the fine food furnished by Lincoln of Bloomington.

Lincoln's shown for the first time was a 1978 Mark V driven by Travis Holtzworth from Bryon, a 1959 Continental Mark IV Convertible driven by Gene Wendt from Plymouth, and a 1988

Town Car driven by Bruce Freiburg from Buffalo.

www.lincolnofbloomington.com



Bob Johnson presenting Lincoln of Bloomington General Manager Brian Schrupp with the North Star Award of Appreciation for his dealership's very fine hospitality.

For more information and pictures, go to our Facebook page [North Star Lincoln Continental Car Club](#).

Once again, we want to thank our good friends at Lincoln of Bloomington, Ryan Benning, Principal Owner, Brian Schrupp, General Manager, and all of the staff that made this such a fantastic day for our friends with their Lincolns. We look forward to returning in 2024 for the 15th Annual Lincoln of Bloomington Car Show in June of 2024.

More pictures of this great car show will be on page 14.



For Sale - 1979 Town Car

Linda Fenelon has decided to sell the car that she and her late husband, Ron, enjoyed for 20 years. The rust-free California Town Car has 106,000 miles. It is mechanically sound and has a nice interior. The clear coat paint is fading. The tires are nearly new. For a personal inspection or more information, contact Linda Fenelon, Alexandria, Minnesota, 320-763-4197 or 320-491-4484. \$6000/offer.

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In popular culture - In the mid-1980s, Anka was secretly recorded while launching a tirade against his crew and band members, berating them for behavior that he considered unprofessional. When asked about it on the interview program *Fresh Air*, he referred to the person who did the recording as a "snake we later fired." The recording became widely known after being uploaded to the internet around 2004, and a number of quotes from it became famous, including "The guys get shirts!"; "Don't make a maniac out of me!" Some of the quotes were reproduced verbatim by Al Pacino's character in the 2007 film *Ocean's Thirteen*. In the TV show *Gilmore Girls*, Lorelai Gilmore names her dog Paul Anka.

Business ventures - In 1978, Paul Anka opened *Jubilation*, a restaurant, and club considered one of the first modern-era nightclubs in Las Vegas; County Commissioner Chris Giunchigliani was its first female bartender. In 2012, Anka co-founded the holographic tech startup, *ARHT Media*. He is currently a member of *ARHT Media's* Board of Advisors, alongside Kevin O'Leary.

From the internet....

Lincoln Car Show continued...



Bill Juring's 2005 Town Car



Gene Wendt came with this absolutely gorgeous 1959 Continental Convertible.



Editor David Gustafson with the award he recently received from the LCOC Board of Directors for his efforts on behalf of the club.



Brian Schrupp, GM of Bloomington Lincoln shown whipping up some great burgers for lunch.



A pair of Mark VIIs on display at the car show. Always nice to see.

Wanted



Full set of extremely nice or NOS luxury wheel covers for a 1969 Continental Sedan. Please contact John at 701-729-6839 or email Jtrandem@gmail.com



North Star LCOC events

- July **Saturday, July 16, 2023.** Maple Grove Days Car Show, Breakfast 8 a.m., Car show 10 a.m. to 3 p.m.
- Saturday, July 29, 2023.** 1st Annual North Star Lincoln and American Collector Car Show. 9 a.m. to 3 p.m. All American made collector cars welcome, stock or modified. At the Blacksmith Lounge, 17205 Forest Boulevard, (Old Highway 61) Hugo, Minnesota
- August **North Star Picnic. Sunday, August 27, 2023,** 11:30 a.m. Carlson Park picnic area. Please bring your own picnic basket and refreshments. We will enjoy fellowship with our North Star members, and you are invited to bring anyone that would be interested in our Lincoln cars and club activities.
- September **LCOC Mid-America Meet September 20th - 24th,** Host hotel: Crowne Plaza Hotel and Convention Center, Springfield IL
- October **Sunday, October 15, 2023.** 11 a.m. - 3 p.m. Annual North Star catered lunch and auction. Morries car collection, Long Lake, Minnesota.
- Sunday, October 8, 2023,** Fall leaf color driving tour. We will meet at the McDonalds in Hudson, Wisconsin at 10 a.m. More information in future newsletters.
- November **Year end Sunday brunch.** Place and date to be determined. More information in future Newsletters.

North Star Lincoln and American Collector Car Show

9 a.m.– 3 p.m. **Saturday, July 29 at the Blacksmith Lounge**, 17205 Forest Boulevard, (old Hwy 61), Hugo, Minnesota. All American made collector cars are welcome. Entry fee \$10. Food available on site. Bring your American Classic whatever the make and model and come to this first of a kind show. Ford, GM, Chrysler, all are welcome.

For more information, contact Bob Johnson at 651,257,1715 or email arbor-bob41@aol.com. See you on July 29.

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.

The Back Page



For Sale - 1941 Continental

Call Larry Jaehnert 651-491-0522

1941 Lincoln Continental Cabriolet V-12. This car was an early 1941 model year, serial number 16H-56-96. It has less than 14,500 miles since a complete mechanical restoration, including the engine, transmission, Columbia 2-speed rear axle, steering sector, etc. The engine rebuild was done using Bob Olmsted (Ford engineering staff) upgrades for increasing oil pressure and delivery. The engine was cleaned and hot tanked, bored, decked, and balanced with new valves, pistons, insert bearings, etc., and I have receipts for all of the above. The engine has new aluminum polished heads and a polished intake manifold. The Columbia rear axle was rebuilt and bullet-proofed. All new Rhode Island wiring was installed thru-out. It has the hot air heating system, complete and restored but not currently installed. The top, floor coverings, and trunk lining have been done recently and are in pristine condition. The dash has been wood grained as original, and most inside gauges and metal trim are gold-plated. Exterior paint is not up to high point judging standards. All exterior plating is done to show quality. Price is \$49,500.



I am a very fine car that desperately needs a new home. I have been with my present owner(s) since the early 1980s, and it has now time for me to be much loved and well taken care of in the way that I have become accustomed to by a new family. I have an excellent pedigree that can be easily verified by all of my present masters' documents.

I am a 1979 Lincoln Mark V, having traveled less than 35,000 miles in my lifetime. I have always spent my nights and days safely stored inside, in a nice secure garage,

except when my mom and dad took me out for special rides and bring to car shows. I finished in a Diamond Blue metallic paint, which was rare in 1979. Both my inside and outside are spotless, with no dings, dents, or scrapes. I look almost as good as the day my first owner took delivery of me from the dealership. I have a moonroof and virtually all of the accessories that Lincoln offered in 1979. Plus, I come with all the owners and factory manuals too.

Would you please come to see me and check me out? I will not disappoint you and provide you and your family with many years of enjoyment behind the wheel and pride of ownership. Plus, my owners' price aligns with current Mecum auction results for similar Mark V's, most having more miles than I do. Very fairly priced at \$14,500 obo.

Further inquiries should be directed to Ann at 612-695-6524. She will be awaiting your call.