

Two Great American Sedans from Detroit



The best of the best for the '90s, The 1997 Lincoln Town Car and The 1996 Cadillac Fleetwood Brougham.

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.

We have had several articles on the three generations of Lincoln Town Cars, which proved to be one of the most widely accepted Lincoln models to have ever been produced. They spanned quite a period of time, from the 1980s through the 2011 models. Owners just loved them, and almost every one of them just loved them to death. To this day, there are still many, many on the road with 2-300,000 miles on them.

They had many advantages; they could fit six people quite comfortably, three in the front seat and three in the back seat. With the spacious trunk, you didn't need to leave much luggage behind. On the road, the economy was their forte. Most drivers could get 25-27 miles per gallon from the most economical 4.6 liter V8 engine. While not the fastest away from the starting line, they could easily keep up with traffic and went down the highway just like your favorite BarcaLounger on wheels. Mechanicals were largely shared with Ford Crown Vics and Mercury Grand Marquis, which helped keep parts costs and repair prices down. In this issue, we will be making a limited comparison between the 96-97 Town Car and one of its competitors, the Cadillac Fleetwood

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Trivia from the Internet



Suzanne Somers
American Actress
1946 - 2023

Suzanne Marie Somers (October 16, 1946 - October 15, 2023) was an American actress, author, singer, businesswoman, and health spokesperson. She played the television roles of Chrissy Snow on Three's Company (1977-1981) and Carol Foster Lambert on Step by Step (1991-1998).

Somers wrote over two dozen books, including two autobiographies, four diet books, and a book of poetry. Her book Ageless: The Naked Truth About Bioidentical Hormones (2006) about bioidentical hormone replacement therapy and the Wiley protocol, controversial treatments for menopausal women was heavily criticized. Her book Knockout (2009), which promoted alternative cancer treatments, was criticized by the American Cancer Society.

Early life - Suzanne Marie Mahoney was born

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Editors Message

October 2023

Dear friends and gentle readers:

We are rapidly winding down 2023, with only about eight weeks to go. These few weeks seem to go by very quickly, what with Thanksgiving, Christmas, and New Year in the mix. It was a year with plenty of resolutions on my part, but few came to a resolution. As we age, implementing so many things takes much longer than it did when we were in our 50s and 60s. The last

few days in Burnsville have been filled with dampness, rain, and generally the kind of weather that makes you want to stay inside and catch up on those indoor tasks. On the whole, we had far too much really hot weather to suit my needs. Anything above 80 degrees really does a number on me physically. Nico doesn't do much better than I do in the hot weather, either. He has found some new friends (Dave and Marsha Redman, who live about a block away). The Redmans have two small rescue dogs that love to go for walks around the neighborhood. The Redmans frequently stop by and offer to take Nico along with them for about an

hour's plus walks. Nico enjoys the interaction; his tail goes about 60 miles an hour, and he shakes all over—doggy bliss.

I recently obtained a canine DNA kit to see just what Nico's lineage really is. He does not fit the mold of a perfect Samoyed. The breed standard calls out 60 pounds for what males are supposed to weigh. Nico weighs in at about 72 pounds. Also, the shape of his eyes do not seem to be typically Samoyed. The standard calls out a more almond shape, and Nico's are large and round. When specific theme music is played on the TV, Nico will lift his head way up and start howling along with the music, just like a wolf in the wild. He really is a sweet little guy who provides me with good company all day long.

We are bumping the coverage of the fall

road trip over to Stanley, Wisconsin, and our annual dinner event at Morrie's to the December issue. Our ideal size for each issue is 16 pages, and when we have to exceed that, the publication becomes a bit unwieldy. And by doing this, we will have something to print in our December issue. It will also give me a little more time to round up some pictures suitable to print in our newsletter.



Hugz, our West Coast correspondent, is out for an early morning walk through a heavily wooded area near Portland. He loves his walks, especially in this area, which has a lot of squirrels, birds, rabbits, and other interesting attractions. Note the mushrooms growing on the trees. Not many people are ever on this particular trail. Hugz likes that, he is a little fellow "who likes to take the trails less traveled."

Our last event of the year will be brunch/lunch at Casper's Steak House in Eagan, Minnesota. We have been there before, and the food is pretty good, the service is as good as any, and the prices are reasonable. The details will be on the last page. I hope to see you there.

This issue has a lot of stuff from the internet. I would like to have more member-generated articles, but I do understand that it is not much fun for most of you to sit down and try to write something interesting about one of your cars. Our membership is pretty forgiving, and I would like to read something a bit different from what I feed you each month. Give it a try,

send me what you have, and we can use some software to clean it up a little and make it read better.

Also, please let me know what you think about Continental Comments. It really is a fine publication, which keeps getting better and better with each issue. It has changed significantly over the past ten years, but it has been phased in over time. It now competes with the very best. Our editor, Jeff Shively, works his heart out over each issue. Whatever comments you have, I will pass them on to Jeff. For most of our members, this is the only thing of value that they receive for their annual dues. We want to try and give them the best.

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

Directors Message by Bob Johnson November 2023

(Continued from page 2)

in San Bruno, California, on October 16, 1946, as the third of four children in a working-class Irish-American Catholic family. Her mother, Marion Elizabeth (née Turner), was a medical secretary, and her father, Francis Mahoney, was a laborer and gardener. Her father had alcoholism and was abusive, and Somers often worried that he would kill her. Somers was a bed wetter until age 12, which led to additional abuse from her father.

*Somers first attended Mercy High School in Burlingame, California, but had trouble with her schoolwork because of dyslexia and her father's all-night rages, and she would often fall asleep in class. At school, she performed the lead role in a production of *H.M.S. Pinafore*. She was expelled at age 14 for writing sexually suggestive notes to a boy that were never sent. When she was 17, her father ripped off her prom dress and told her that she was "nothing," she responded by hitting him in the head with a tennis racket.*

*In 1964, Somers graduated from Capuchino High School in San Bruno, California, where she won the "Best Doll Award" for her role in the senior musical *Guys and Dolls* and helped organize her class's senior ball. She then attended Lone Mountain College, a college run by the Catholic Society of the Sacred Heart order, but withdrew in 1965 when she learned*

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This October is when we received most of our rain for the year, almost 8 inches here in Shafer, Minnesota. The leaf colors have had two seasons so far and will probably last until the end of the third week in October. The leaf color change here in Shafer is about two weeks longer than normal. The hot and dry weather has created many bright red leaves that are usually yellow, but not this year. We had two great events this month: the driving tour to Stanley, Wisconsin, and our annual fall visit to Morrie's car collection that was last week. November will be our last activity for 2023. It will be the year-end Sunday Brunch, November 12, 2023, at 11:30 a.m., At Casper's Cherokee Family Bar and Grill, 4625 Nicols Rd, Eagan, Minnesota. You will order from the regular menu. RSVP to Bob Johnson by Wednesday, November 9, if you are attending.

For our annual November election of managers for the North Star Board of Directors for 2024, we had one member volunteer to be nominated for the open position of Region Manager, to be on our Board of Directors; he was John Labahn. North Star Board Managers up for reelection are Chris Struble and Jeff Eisenberg. I recommended the November election for managers be a vote of acclimation by the current North Star Board of Directors for 2024 at this meeting to reelect Chris Struble and Jeff Eisenberg and add John Labahn to our current Board of Directors for a three-year term beginning January 2024. The vote was a unanimous yes. This will save doing a mailed ballot expense since it is three for three openings.

Jay White, Facebook now at www.facebook.com/groups/846938523632060. As of today, Thursday, 10/19/23, we have 164 likes on the new group. Please use our correct Facebook page, which is ***North Star Lincoln Continental Car Club***

ATTENTION: For the rest of 2023 only, we have a reduced LCOC New Membership rate of \$34.00 for August 1, 2023, to December 31, 2023. let's use it to get some new members and friends for the LCOC and the North Star Region. Now, can we get you to call persons that you know who love Lincolns? We need them as members! Your call is still the best way to get a new member; please call everyone you know interested in the Lincoln brand. We can be more active now; just get out and recruit. Please help us get new members, we know there are people that would join our club but they don't know that we even exist, it is up to us to find them.

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

Town cars and Fleetwoods continued...

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Brougham.

Like the Town Car, the last Cadillac Brougham was a rear-wheel drive vehicle and was a body-on-frame type of car. It, too was a full six-passenger vehicle and the last of the line of Cadillacs bearing the Fleetwood name and in production from 1992 through 1996. This model was the last of the rear-wheel drive, full-sized Cadillacs offered for sale. The best part, like the Buick Roadmaster, also offered during this period of time, offered the high-performance 5.7 Liter LT1 V8 engine derived from the Chevrolet Corvette. Conservatively rated at 250 horsepower, it turned the Fleetwood and the Roadmaster into real performance machines at the time. They would go fast for big cars, and their owners loved that kind of performance. Owners just loved them to death; many were kept for years and years. Few are found for sale. The people who had them felt they had so many good qualities; why trade for something else? GM also made both the Buick and the Cadillac models to the specialized body houses for conversion to limos and funeral coaches. Being a body-on-frame design, conversion was a bit easier on these two models.

So, let us take a closer look at both the Town Car and the Fleetwood. Much of the material presented herein was scavenged from the internet.

The 1987 Lincoln Town Car. This story originally appeared in the publication New Car Test Drive, November 10, 1997. With the recent demise of the Cadillac's Brougham, the Lincoln Town Car remains as the only rear-drive traditional luxury car made by an American manufacturer. It's also the biggest production car sold in America.

This big cruiser was part of a price realignment strategy at the beginning of the 1997 model year that put the Town Car, Continental, and Mark VIII all at the same starting price—\$37,950, including \$670 destination—a substantial reduction for the other two, a \$370 increase for the Town Car. But even with the increase, the Town Car is selling 25% better than last year.

The Town Car competes primarily against the Cadillac DeVille and Concours. It comes in three trim levels—the base Executive Series, the volume Signature Series and the fully loaded, top-of-the-line Cartier (\$43,870), for those who don't care to waste time checking option boxes on order forms.

Walkaround - For 1997, some of the standard luxury content that has crept into the Town Car over the past few years has been thrifted out of the car, small items that most of us won't miss because we didn't notice them when we had them (illuminated

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Northstar Monthly Board Meeting Minutes

October 5, 2023

BOARD OF DIRECTOR'S MEETING

The meeting was called to order at Lincoln of Bloomington by Regional Director Bob Johnson at 6:39 p.m.

Board members attending the meeting were Bob Johnson, Dave Hereen, Ernie Christensen, Tina Zimple, and Chris Struble, The Board members not present were, Matt Foley, Dave Gustafson, Jay White, Tom Brace, Bob Roth, and Jeff Eisenberg. There were no visitors. The minutes of the previous meeting and the agenda of this meeting were approved.

Director Reports:

2023 Activities to be reviewed

Our Annual North Star free catered lunch and auction at Morries Classic Car Collection is Sunday, October 15, 2023, from 11 a.m. to 3 p.m. Seating for the lunch is limited to 80 persons, so please RSVP to Bob Johnson by Wednesday, October 4, with number attending for the meal. For those interested in viewing the collection only, Please RSVP, too. All attending, if just to see the cars or take in the Cars and lunch, you will still need to RSVP. We have pushed the start time out one hour to accommodate many members who are unable to attend because of church services at that time.

For our annual November election of managers for the North Star Board of Directors for 2024, we had one member volunteer to be nominated for the open position of Region Manager, to be on our Board of Directors; he was John Labahn. North Star Board Managers up for reelection are Chris Struble and Jeff Eisenberg. I recommend the November election for managers be a vote of acclimation by the current North Star Board of Directors for 2024 at this meeting to reelect Chris Struble and Jeff Eisenberg and add John Labahn to our current Board of Directors for a three-year term beginning January 2024. This will save doing a mailed ballot expense since it is three for three openings.

The year-end Sunday Brunch, November 12, 2023, at 11:30 a.m., Casper's Cherokee Family Bar and Grill, 4625 Nicols Rd, Eagan, Minnesota. You will order from the regular menu. RSVP to Bob Johnson by Wednesday, November 9, if you are attending.

Effective August 1st, 2023. LCOC New Member Introductory Special Offer ---Valid August 1, 2023, through December 31, 2023, for one full year Membership for \$34, lowered from \$54. New forms are printed for handout at this meeting. The LCOC.org website is updated with this form for use.

Jay White, Facebook now at www.facebook.com/groups/846938523632060. As of today, Thursday, 10/5/23, we have 112 likes on the new group. Please use our correct Facebook page, which is **North Star Lincoln Continental Car Club**.

Any interest in doing an LCOC Mid-America National Meet? Our last meet was in 2018; it will be six years.

Treasurer: Matt Foley reports a current balance of \$ \$3810.79 with all bills paid.

The meeting Adjourned at: 7:40 p.m. Our next meeting to be held at Lincoln of Bloomington, Thursday, November 2, 2023 at 6:30 p.m.

Respectfully submitted by Chris Struble

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she was pregnant. She married her child's father, Bruce Somers, days later at age 19. Her situation led to low self-esteem. She was arrested for check fraud, and her car was impounded.

Career - Somers began acting in small roles during the late 1960s and early 1970s. She appeared on various talk shows promoting her book of poetry and bit parts in movies, such as the "Blonde in the white Thunderbird" in *American Graffiti*; it led to appearances on *The Tonight Show Starring Johnny Carson*. She appeared in an episode of the American version of the sitcom *Lotsa Luck*, based on the British sitcom *On the Buses*, as the femme fatale, in the early 1970s. She also appeared in *The Rockford Files* in 1974 and had an uncredited role as a "pool girl" in *Magnum Force* in 1973. She also had a guest-starring role on *The Six Million Dollar Man* in the 1977 episode "Cheshire Project." She played a passenger on the first episode of *The Love Boat* and made a guest appearance in a 1976 episode of *One Day at a Time*. In 1977, she was a celebrity panelist on *Match Game¹⁵¹* and appeared with her husband, Alan Hamel, on *Tattletales*.

After actresses Suzanne Zenor and Susan Lanier did not impress

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More on Town Cars and Fleetwoods..

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 producers during the first two pilot episodes of the ABC sitcom *Three's Company*, based on the British sitcom *Man About the House*, Somers was suggested by ABC president Fred Silverman, who had seen her in her initial appearance on *The Tonight Show Starring Johnny Carson*. Silverman hired her the day before the taping of the third and final pilot commenced. Somers portrayed Christmas "Chrissy" Snow, who exemplified many blonde stereotypes and was employed as an office secretary. At first, Somers made \$3,500 per week from the show.

The series co-starred John Ritter and Joyce DeWitt in a comedy about two single women living with a single man who pretended to be gay to bypass the landlord's policy prohibiting single men from sharing an apartment with single women. The program instantly succeeded in the Nielsen ratings, eventually spawning a short-lived spin-off series, *The Ropers*, loosely based on the British sitcom *George and Mildred*, starring Norman Fell and Audra Lindley.

When *Three's Company* began its fifth season in late 1980, Somers demanded a salary increase from \$30,000 to \$150,000 per episode to

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 rear ashtrays, robe cords on the seatbacks, the trunk key cover, an extra power point underneath the dashboard, cellular phone wiring, etc.).



1997 Lincoln Town Car.

What's new and improved for this year is an entirely new recirculating-ball steering system that is more precise, smoother and more durable than the previous system. There's also a more durable cloth used on interior trim. Other than the major system change, the Town Car is as it was last year, which is to say, loaded. The changes were minimal because a substantial redesign is due next fall.

We tested the mid-grade Signature Series version, which starts at \$40,310. It comes with power disc brakes with antilock, tilt steering, automatic air conditioning, cruise control, a new AM/FM/ cassette sound system with digital signal processing, a keyless entry/alarm system, six-way power seats with three-position memory, and lumbar support, and auxiliary controls on the new steering wheel for audio and climate controls, as well as cruise control.

In addition, our test car had traction assist, the auto-dim mirror, the power JBL sound system, heated seats, leather seating surfaces, and a six-disc CD changer. The bottom line on the window sticker totaled \$42,790.

The essence of what you get in a Lincoln Town Car is effortless cruising, easy fingertip operation of every system, hushed mechanical operations, high-end materials, and plenty of that traditional American road-hugging size and weight.

Interior Features - The Signature Series has almost everything you can get on a Town Car, with room left on the options list for just a few more items. The Cartier gets special wheels, larger tires, rear vanity mirrors, a JBL sound system, leather seating, traction assist, and heated seats, most of which our test car

had as options anyway.
 If there is a single attribute that places the Town Car above the rest of the cars in this class, it is sheer interior spaciousness. The Town Car's interior is simply huge.



1997 Town Car front seat area and dash.

The instrument panel uses blue-green electronic digital readouts for all of the instrumentation, which is somewhat incongruous in a car like this, but they are large, easy to read, and not cramped together. The main display is recessed and hooded so that sunlight never obscures the information, and some of the lenses have been changed to reduce reflection and glare on 1997 models.



The Town Car digital instrument panel.

We should all be more concerned about automotive seats than we are, and the Lincoln designers have addressed some of our concerns by giving us orthopedic equipment masquerading as lounge chairs. While they don't look even remotely sporty, and they won't hold you in place in a hard corner, the Town Car seats have more adjustment techniques than a chiropractor, with long tracks, front and rear tilt, and power recline, not to mention a five-zone heating system. We found the seats enormously comfortable and supportive, and we thank the designers for finally removing the embossed Lincoln star from the seatback, where it was neither luxurious nor necessary.

Five-star seats coupled with generous head, hip, leg, and shoulder room make the

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Town Cars and Fleetwoods continued...

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match the compensation paid to Ritter and 10% of the show's profits. Hamel influenced Somers's request.

ABC was willing to offer only a \$5,000 per episode raise. Somers then refused to appear in the second and fourth episodes of the season, citing excuses such as a broken rib. She finished the remaining season on her contract; however, her role was decreased to just 60 seconds per episode, with her character appearing in only the episode's closing tag, in which Chrissy calls the trio's apartment from her parents' home. After ABC fired her from the program and terminated her contract, Somers sued the network for \$2 million, saying her credibility in show business had been damaged. The lawsuit was settled by an arbitrator who decided Somers was owed only \$30,000 due to a single missed episode for which she had not been paid. Future rulings also favored the network and producers. Somers said she was fired for asking to be paid as much as popular male television stars.

In 1983, Suzanne Somers, through her Hamel/Somers Productions, signed a deal with Columbia Pictures Television. Somers and her *Three's Company* co-star, John Ritter, reconciled their friendship after 20 years of not speaking to each other, shortly before Ritter died in 2003.

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Town Car interior ideal for two couples living together, and the 22.3 cubic-foot trunk leads the industry in width, depth, breadth and utility. The electrically-operated trunk lid goes all the way down to bumper level, and is easy to load and unload. Our only criticism here is the trunk lid itself, which should open a little more toward the vertical.

Driving Impressions - Like many luxury cars these days, the Lincoln Town Car has a single powertrain combination, a 4.6-liter single overhead cam V8 that makes an adequate 190 horsepower (210 in the dual-exhaust Cartier version) and a useful 265 pound-feet of torque (275 for the Cartier), coupled to an electronically controlled four-speed automatic transmission. While these engines are adequate for the need of most Town Car customers, even those who tow light trailers, they are not a competitive match for the powertrain sophistication found in the Cadillac Northstar engine—275 or 300 hp—or most of the import entries in this class.



The Lincoln features a 4.6 Liter, single overhead camshaft engine, also found in Ford and Mercury automobiles.

Ford's corporate 4.6-liter V8 is a smooth, quiet and economical engine and has an enviable record in terms of durability, but this -ton car really should be using the 290-hp version from the Mark VIII or the 255-hp version from the front-drive Continental. Ford's corporate product planners undoubtedly rationalize the Town Car's engine in terms of fuel economy, and the car does escape the gas-guzzler penalty. But even so, it could use more muscle.

Engine quibbles aside, the Town Car covers ground quietly, almost serenely, when it is in its element, tooling about town or cruising the highway. A new intake manifold takes induction noise down to the lowest level yet, and the four-speed automatic is quiet and efficient. Steering effort can be adjusted by a

sliding-bar switch on the left side of the dashboard, although effort does not equate with road feel.

The Michelin XW4 tires, coil spring/air suspension and gas-filled shock absorbers do an outstanding job of separating a Town Car's occupants from the lumpy realities of the outside world, coping admirably with potholes and broken pavement. The P215/75R-15 tires are quiet, though we would prefer more rubber on the ground, such as the optional P225/60R-16 all-weather tires, even if there were a slight noise penalty to pay.

There is lots of lean and wallow in the Town Car's luxurious ride, and the speed-sensitive power steering is numb on-center, these factors combine to make this car unhandy on winding two-lane roads, but quite stable and comfortable on interstates and boulevards.

The ABS brakes were authoritative in their power and especially quiet when the antilock circuits were active, emitting only a mild, high-pitched buzz when we encountered icy pavement.

Summary - This is the seventh and final model year for the current Lincoln Town Car, and we think they have got it about right by now. We looked all over the car for loose threads, body panel misalignments, poor sealing and less-than-luxurious materials, and we came away impressed. There were some things in the trunk area that could use improvement in terms of materials, fit and finish for a \$43,000 car, but the body fits and interior quality were the best we have ever seen on a Town Car of any vintage.

Unlike many of its competitors, the Town Car is not a treasure trove of leading-edge technology. It doesn't offer the front-drive traction or the electronic chassis sophistication of the Cadillacs, the security of the Lincoln RESCU system used in the Continental, or the handling of the import sedans.

But for the traditional American luxury car customer who treasures lots of space and quiet operation—a category that includes tens of thousands of unswerving Town Car loyalists—it's still a favorite.

From the internet....

The Cadillac Fleetwood

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Somers appeared in two *Playboy* cover-feature nude pictorials in 1980 and 1984. Her first set of nude photos was taken by Stan Malinowski in February 1970 when Somers was a struggling model and actress and did a test photoshoot for the magazine. She was accepted as a *Playmate* candidate in 1971 but declined to pose nude before the actual shoot. During an appearance on *The Tonight Show* in 1980, she denied ever posing nude, except for a *High Society* topless photo. This prompted *Playboy* to publish photos from the 1970 Malinowski shoot without her permission. Somers' original motivation for posing nude was to be able to pay medical bills related to injuries her son Bruce Jr. suffered in a car accident. By the time the photos were published, her son was 14, and Somers feared seeing his mother posing nude would be difficult for him. Somers sued *Playboy* and settled for \$50,000, which was donated to charity, with at least \$10,000 of it going to *Easterseals*. The second nude pictorial by Richard Fegley appeared in December 1984 in an attempt by Somers to regain her diminished popularity after the *Three's Company* debacle in 1981. Despite her anger and the lawsuit, *Playboy* approached her earlier that year to pose nude again. Initially, she was angered again but

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The Cadillac Fleetwood, one of the direct competitors to the Town Car. The last of the rear wheel drive cars produced by Cadillac.

Cadillac Motor Division redesigned the 1993-1996 Fleetwoods as the new age luxury sedans. The Brougham was again a member of the Fleetwood Series. These regal sedans were spacious and elegant, not to mention highly efficient. With their traditional full-size luxury and Cadillac style, they were immediately identified in any gathering of fine cars. These sedans were available as the base Fleetwood and the Fleetwood Brougham models.

They historically were the last of the eminent full-size rear-drive Fleetwoods. With their all-new aerodynamic design, Fleetwood was an impressive new choice in traditional luxury. The Fleetwood Series was the standing ovation for the Cadillac brand. This is a farewell salute.... In Loving Memory of "The Standard of the World." This also left the continuing saga of "As the Standard of the World Turns" on hiatus.....



Front seat and dash of the Fleetwood. Quiet luxury all the way.

The 1993-1996 Fleetwoods went to luxurious new lengths to provide the qualities one desired most in luxury automobiles. They were the roomiest luxury sedans built in America. Fleetwood's all-new aerodynamic design made it incredibly quiet inside. This traditional luxury car came with peace of mind with Cadillac owner privileges such as 24-hour roadside assistance, the no-deductible 4-year/50,000 mile Gold Key Bumper to Bumper warranty, and courtesy transportation was also provided.

The body shell provided a vault-like door assembly with the added protection of side

guard door beams and a reinforced safety cage surrounding the entire passenger compartment. Front and rear crumple zones were designed to accordion at a controlled rate, cancelling collision energy before it reached the passenger compartment. The 1993-1996 Cadillac Fleetwoods were as rugged as they were beautiful and as efficient as they were rewarding to drive. Production totals are the following: 1993 – 29,744 vehicles, 1994 – 23,177 vehicles, 1995 – 13,445 vehicles, and 1996 – 12,596 vehicles.



Nothing overly fancy regarding the styling of the rear end of the Fleetwood. Sometimes simple is best.

Standard features included a 5.7 liter 350 CID 16-valve V8 engine equipped with platinum tipped spark plugs, 4-speed automatic transmission with overdrive and torque converter clutch and electronic shift control and brake/transmission interlock, speed sensitive Electronic Variable Power Steering, Electronic Level Control, daytime running lights (from 1995 on), full range Traction Control, 140 amp alternator, heated folding side view mirrors, lamp monitors, power deck lid pull-down, trumpet horn, on-board computer diagnostics, Twilight Sentinel, remote keyless entry system, message tell-tale center), power door locks with anti-lockout feature, driver and front passenger air bags, Bosch ABS-5 anti-lock brakes, dual stainless-steel exhaust system with two reverse flow mufflers and two straight resonators, and the Pass Key Theft Deterrent system to name a few. Cadillac offered more comfort and convenience features standard than any other luxury brand.

The interiors were upholstered in both cloth and glove-soft leather. The Fleetwood and Fleetwood Brougham had a luxurious ambience offering power windows and door locks, Cruise Control, leather trimmed Tilt & Telescopic steering wheel, controlled cycle wipers, and Electronic Climate Control.

Popular features and accessories were available to create an even more distinctive lux-

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Town Cars and Fleetwoods continued...

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eventually agreed after discussing it with her family. She felt she would have a better chance to control the quality of the photos the second time, and having such control was an important condition that Somers attached to posing. Despite Somers' earlier belief that her son would not want to see his mother nude, her then 18-year-old son did view the second pictorial.

In the 1980s, Somers lived in Las Vegas and was an entertainer, headlining at the former MGM Grand (now Horseshoe Las Vegas) for two years until the theater burned down and then at the Las Vegas Hilton (now Westgate Las Vegas) for another 2-1/2 years. In the early 1980s, Somers performed for U.S. service members overseas.

From 1987 to 1989, Somers starred in the sitcom *She's the Sheriff*, which ran in first-run syndication. Somers portrayed a widow with two young children who decided to fill the shoes of her late husband, a sheriff of a Nevada town. The show ran for two seasons.

In 1990, Somers returned to network television, appearing in numerous guest roles and made-for-TV movies, mostly for ABC. Her roles in these, including the movie *Rich Men, Single Women*, attracted the attention of Lorimar Television and Miller-Boyett Productions, who were developing a

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ury sedan. They were six-passenger spacious with more head and legroom than any other luxury sedan built in America. These were Cadillac's last attempt at a full-size traditional luxury sedan....it was also the final curtain call for the legendary Fleetwood Series as rear wheel drive.

The 1993-1996 full-size Fleetwood sedans were built as body on frame construction on a rugged ladder-type frame with 2-sided galvanized steel on body panels. The front suspension featured upper and lower control arms of unequal length, independent coil springs, deflected disc shock absorbers, and stabilizer bar. The rear used a four-link drive, coil springs, stabilizer bar, and Electronic Level Control network.

The Fleetwood sedans provided an excellent platform for limousine and professional car conversion. To add a strange note; the 1993-1996 Fleetwood sedans shared their platform with the Chevy Caprice and the Buick Roadmaster. What was even creepier, these Fleetwoods were powered by Chevrolet 5.7 liter V8 engines, the 1994-1996 Fleetwoods got the LT1 5.7 liter Corvette engine. The last GM full-size cars were merely a hodge-podge of GM parts. All three used the same modified production dies also....so "Simon says....each be the same yet be individual...." It was sorta like a "Cadillac Caprice Classic Brougham", if you will, that is just wrong! A Cadillac should have a Cadillac powerplant....right?

For the 1995 model year the Integrated Chassis control System (ICCS) measured vertical travel and loading to differentiate between smooth, rough, course, and harsh road surfaces. This data was imported into the ABS/TC (Traction Control) controller to limit engaging ABS on dry, rough pavement. The 1995 model year also marked 80 years of V8 powered Cadillacs. The 5.7 liter 350 CID LT1 engine used a cast iron block and heads, a cast aluminum intake manifold, hydraulic valve lifters, and five main bearings.

The 5.7 liter produced 260 hp @ 5,000 rpm with 447 Nm of peak torque @ 3,200 rpm. Performance was rated as 0-60 mph in 8.2 seconds, 0-100 mph in 22.3 seconds with a top speed of 142 mph. It did the ¼ mile @ 88 mph in 16 seconds. The engine used Sequential Port Fuel Injection controlled by the Powertrain Control Module (PCM) with a paper element fuel filter and electric in-tank fuel pump.

GM's Turbo Hydra-Matic 4L60-E 4-speed automatic transmission was equipped with electronic shift control, torque converter clutch, and overdrive. Emission controls included (AIR) Air Injector Reactor with Computer Command Con-

trol (CCC), (EGR) Exhaust Gas Recirculation with controlled flow, 3-way warm-up catalytic converter, Evaporative Emission Control with charcoal canister, and (PVC) Positive Crankcase Ventilation.

The Brougham option package was \$2,465 and featured articulated head restraints, eight way memory driver's seat, heated front seats, fully padded vinyl roof, rear seat lighted vanity mirrors, and special aluminum wheels. Other popular options included a cellular phone, chrome wheels, leather upholstery, sunroof, trailer towing package, AM/FM stereo with cassette and single slot CD player, Coachbuilt Limousine package, and heavy-duty Livery package. Cadillac offered more comfort and convenience features both standard and optional than the other luxury brands.

The 1993-1996 Fleetwoods were the standing ovation for the Cadillac brand. No other automobile has garnered the respect and admiration as the formidable Fleetwood Series. The fabulous Fleetwood Brougham was motoring on the grand Cadillac scale in the grand Cadillac manner.

The Brougham historically was always the most luxurious owner-driven Cadillac sedan. With an all-new design, the Cadillac Fleetwood was the new age luxury sedan and an impressive new choice in traditional luxury. They were equipped with powerful 5.7 liter V8 engines, Traction Control, Bosch ABS-5 anti-lock brakes, Electronic Variable-assist power steering, and an automatic 4-speed transmission with torque converter clutch and overdrive, all standard.

Cadillac perks included the Gold Key Delivery 4-year/50,000 mile warranty with no deductible and courtesy transportation, Cadillac's 24/7 roadside assistance program, and the peace of mind knowing you were driving one of the finest automobiles in the world. The Cadillac showrooms were never the same after the formidable Fleetwood's departure. The limousine and professional car makers chose the 1993-1996 Fleetwood over all other brands.

The Fleetwood Series were the cars that alerted the world to Cadillac's prowess. It was the formidable Fleetwood-bodied Cadillacs that augmented the model line-up annually as the essence of the brand....the epitome of luxury and presence. A Cadillac Fleetwood had the poised dignity that was the hallmark of every Cadillac. This was the final salute to the Series that put Cadillac on the map....In Loving Memory of "The Standard of the World." This was the final chapter in the Fleetwood Legend in the continuing saga of "As the Standard of the World turns."

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new sitcom. Somers had starred in the film with Heather Locklear, who inadvertently directed the focus of both production companies to Somers due to Locklear's starring role in *Going Places* (from Lorimar and Miller/Boyett). For Lorimar, this was asking Somers back since they alone had produced *She's the Sheriff*. In September 1991, Somers returned to series television in the sitcom *Step By Step* (with Patrick Duffy), which became a success on ABC's youth-orientated TGIF lineup.

In the early 1990s, Somers was the spokeswoman in a series of infomercials for the *Thighmaster*, a piece of exercise equipment squeezed between one's thighs above the knees. In 1991, a two-hour biographical film of Somers, starring the actress herself, entitled *Keeping Secrets*, based on her first autobiography of the same title, was broadcast on ABC. The movie chronicled Somers' troubled family life and upbringing and subsequent rise to fame. In 1994, Somers launched a daytime talk show, *Suzanne Somers*, which lasted one season.

Step By Step continued on ABC until the end of its sixth season in 1997, when the series moved to CBS for what turned out to be its final season. From 1997 to 1999, Somers co-hosted the revised *Candid Camera* show when CBS revived it

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Lincoln's slightly smaller cousin, the Mercury

Editors note: Throughout the long run of the three generations of Town Cars, the Ford Crown Victoria and the Mercury Grand Marquis were always nipping at their big brother, the Town Car's heels. All three were good cars in their own right. The Crown Vic was the finest Ford offered in its product line. When buyers "graduated up to Mercurys." The Grand Marquis was available to satisfy their choices. If the ship came in, and money was not a problem, the choice was simple. It clearly was the Town Car. Close up; there were some similarities between the three models. A lot of similar mechanical stuff, and of course, the 4.6-liter engine. All three were easy to repair, and parts were always easily obtained. Even today, all three are prized by entry-level collectors as great tour cars for many of the above reasons. And because a lot were manufactured over their nine-year model run, prices are a little lower than many other models. Now, here is one person's opinion about the 1997 Grand Marquis.



The Mercury Marquis, the top of the line model for 1997.

Mercury Grand Marquis; Rear Drive but Refusing to Retire: A Case of Modern Maturity.

By Leonard M. Apcar. September, 1997. From the internet.

MY first thought as I slid behind the wheel of a tan Mercury Grand Marquis was: "Detroit sure doesn't make cars like this anymore." But it does. The front bench seat, split into two sections, is as long and supple as a sofa. One's legs stretch out in a space that is deep and wide, and the top of the dashboard, which swoops from pillar to pillar, has the look of a surfboard. Up front is a powerful V8, and in the back, the traditional gearing for rear-wheel drive.

My second thought: "Does anybody buy these?" Sure, the Grand Marquis is commonly used by car services in New York City, and its similar sibling, the Ford Crown Victoria, is ubiquitous as a taxi. Police departments around the country snap up the Crown Vic, too. But do hard-working Americans, faced with an array of four-wheel-drive sport utilities, snazzy front-drive sedans, and smart neo-luxury cars, sign

the papers to drive away in what amounts to an updated version of a family car of the 1960s?



Well designed dash of the Grand Marquis puts all controls within easy reach of the driver.

You bet they do. Ford sold more than 200,000 copies of the Grand Marquis and Crown Vic last year, comparable to the sales of all Chrysler-brand cars, and many of those went to repeat buyers. They like the old-style 4.6-liter V8 with its 190 horsepower and the room for six people. They love the monstrous trunk.



The Mercury, like the Lincoln and Ford features a very large trunk.

Consumer Reports and other car-buying guides recommend the Grand Marquis for reliability, safety, and value. Nicely equipped, the sticker price on the spiffier LS version I drove approached \$27,000. But a little haggling and a \$1,500 rebate, which expires on Tuesday, can whittle that down considerably.

And for all the acceptance of front-wheel drive, its advantages in snow, and its compact design, rear-wheel drive is still preferred by many purists who like the handling and control it provides. Indeed, it is still the powertrain of choice for the fussy engineers responsible for high-performance automobiles like Jaguars,

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More 1997 Mercury....

(Continued from page 10)

with Peter Funt. Somers stayed for two years before PAX TV renewed the series without her. In the 2000s, Somers appeared on the Home Shopping Network for more than 25 hours per month, selling household items, clothing, and jewelry she designed.

In the summer of 2005, Somers made her Broadway theatre debut in a one-woman show, *The Blonde in the Thunderbird*, a collection of stories about her life and career. The show was supposed to run until September but was canceled in less than a week after poor reviews and disappointing ticket sales. She blamed the harsh reviews: *The New York Times* referred to it as "...a drab and embarrassing display of emotional exhibitionism masquerading as entertainment." She compared her treatment by critics with the treatment of soldiers in the Iraq War, prompting even more criticism.

In 2012, Somers began an online talk show, *Suzanne Somers Breaking Through*, at CafeMom. Three episodes featured a reunion and reconciliation with former *Three's Company* co-star Joyce DeWitt; the two had not seen nor spoken to each other in 31 years. Somers and Dewitt briefly discussed John Ritter and how glad they were they had spoken with him shortly before his sudden death. In the fall of 2012, *The Suzanne Show*,

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BMW, and Mercedes-Benzes. They like it for its weight distribution and its superb handling in high-speed turns.

Climb in, rev the engine, and step on the gas. The hood rises up, you sink back in the plush seat, and the rear wheels literally push you down the road. It's a thrill some people will never part with. To them, everything else is just mass transit. While General Motors and Chrysler have abandoned the market for V8-powered, rear-drive sedans, Ford carries on. With the Lincoln Town Car, Grand Marquis, and Crown Victoria, it has catered to a very profitable niche -- and made more so by G.M.'s withdrawal from the segment last year. In fact, these are among the few car lines that make money for Ford.

And the company fully intends to keep making them. A restyled 1998 Town Car arrives on Nov. 26, and the modestly freshened '98 Grand Marquis and Crown Victoria, with new roof lines and different front and rear styling, will be available in late December. You can expect more drastic changes in about four years.

For now, the Grand Marquis is a lot of old-fashioned car. I found it easily carried six people, as advertised. On highways, particularly straight ones, it made driving effortless and comfortable, especially with the optional "twin comfort seats" with big armrests and power lumbar support for the driver. Wind noise at highway speeds was surprisingly low for a large car with a generous silhouette. The ride, while soft, was not so mushy that I felt I was bouncing down the road.

And though this is a big, old-fashioned car, it doesn't quite drive like one. Piloting one of Detroit's big old boats used to make you feel you were maneuvering an aircraft carrier. But with a touch of aerodynamic styling, the view over the hood is complete, and good visibility to the rear makes parallel parking simple -- even though, at nearly 18 feet, this is one of the longest cars on the road.

Where handling suffered was on the twists and turns. This is no rival to the performance sedans of BMW, Mercedes, and Infiniti. The Grand Marquis tends to sway and buck into a turn at even modest speeds. Some of that is because the chassis is bolted to the frame, an old-fashioned, two-piece design that has been largely replaced by "unit body" construction in which the floor, roof, and pillars make up the frame.

Mercury offers a handling package that includes 16-inch wheels, a tuned suspension, and stabilizer bars that should help the car feel

more like one harmonious unit, but this is still a large cruiser, not a driving machine. (Ford says it is making the handling of the 1998 version more crisp.)

Inside the big Mercury, comforts abound. On a hot summer day in California, where the temperature was 60 degrees at sunrise and exceeded 100 by mid-afternoon, the automatic air-conditioning system cooled the entire cabin quickly and consistently. The electronic instrument panel included two trip odometers, which keep fuel economy separate from day-trip mileage, and the dash included two cup holders. For storage, there were compartments in the front doors and pockets behind the front seats. The lockable glove box was good sized. Someone had remembered to rig it up to drop slowly and quietly, a nice detail.

The trunk was practically a bottomless pit. At 20.6 cubic feet, the trunk of the '97 model is second only to the Town Car, which golfers celebrate for its ability to tote four bags of clubs. On a family trip, the Grand Marquis swallowed two large suitcases, two garment bags, a set of golf clubs, a modest-sized cardboard box, and four small duffel bags. No wonder traveling salespeople love this trunk.

In the 1998 redesigns, the Town Car's trunk will lose nearly two cubic feet of cargo room. The way the rear window slopes down cuts into space at the back of the trunk. The '98 Mercury's rear window design is similar, but the trunk will turn out to be the same size as the '97.



From any angle, not a bad looking car.

When I tested this car, I tended to notice who else was driving them. And virtually all the drivers I spotted looked as if they were, well, enjoying their retirement -- or getting ready for it. Ford acknowledges that the average buyer is up there in years, reflecting the car's appeal to a generation that grew up in roomy, rear-drive cars. The disadvantage is that they won't be buyers forever.

But there is one advantage to having customers with extra time on their hands. On next year's auto show circuit, enthusiastic Grand Marquis owners will be at the exhibits, Ford says, to talk about how much they like their Mercurys.

Farewell to Mercury

(Continued from page 11)

hosted by Somers, aired for a 13-episode season on the Lifetime Network. Somers welcomed various guests covering a wide range of topics relating to health and fitness.

On February 24, 2015, Somers was announced as one of the stars participating in the 20th season of *Dancing with the Stars*. Her partner was professional dancer Tony Dovolani. Somers and Dovolani were eliminated in the fifth week of competition and finished 9th place. In May and June 2015, Somers starred in "Suzanne Sizzles" at the Westgate Las Vegas.

Medical views - Somers supported bioidentical hormone replacement therapy. Her book *Ageless* includes interviews with 16 practitioners of bioidentical hormone therapy but focuses on one specific approach, the Wiley protocol. Seven doctors, all of whom practice bioidentical hormone therapy to address women's health issues, issued a public letter to Somers and her publisher, Crown Publishing Group, stating that the protocol is scientifically unproven and dangerous and citing Wiley's lack of medical and clinical qualifications. Somers appeared on *The Oprah Winfrey Show* and was praised by Oprah Winfrey for her views, but negative press coverage followed.

In 2001, Somers was diagnosed with breast cancer.

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From the Denver Post and via the internet. First published, June 17, 2010, with the title "Hello New York, goodbye Mercury."



2010 Mercury Marquis in New York city.

Our first visit to the Big Apple and the Broadway musical "Mamma Mia" gave us cause, also, for a last drive in a 2010 Mercury Grand Marquis. The outdated Grand Marquis, for which production has ended, was the choice for driving away from the city and enjoying the beauty of the Southold, Long Island, area.

Seven others – Kim Parker, Kurt and Tammy Wells, Bill and Kathy Allen and Brent and Tina Wells – joined Jan and me for the NYC visit, so we used a Dodge Charger in addition to the Mercury to carry us out there, then several days later back to LaGuardia Airport and the flight home.

My focus, though, was the Grand Marquis, since Ford Motor Co. officials recently chose to shut down the Mercury brand after more than 70 years. I hadn't driven a Mercury since October 2008, when I reviewed a Mariner Hybrid, so it was appropriate to make this one a "last show" for the Grand Marquis. The Grand Marquis, which has changed little through the years, remains a six-passenger four-door, with lots of interior space and a luggage capacity of 20.6 cubic feet. We tested the cavernous cargo area, especially after genealogy, winery and shopping stops swelled our luggage for the drive back to the airport.

The Mercury was the LS Ultimate Edition, with a relatively reasonable \$32,225 sticker price, since the vehicle had no sunroof, navigation system or satellite radio. The rear-drive model, which has been around for more than 30 years, is big and roomy with soft leather seats and still some float in its ride. More modern cars have gone to much stiffer chassis and crisper handling.

Many observers associate the 212-inch-long Mercury to police cruisers, for which the Grand Marquis and its sister car, the Ford LTD

Crown Victoria, have long been a major producer. The Grand Marquis' 224-horsepower, 4.6-liter V-8 engine, not particularly powerful, performs fairly smoothly with its 4-speed automatic transmission. It requires a wide turning space, more than 40 feet. The big vehicle has rated five stars in government crash and rollover tests.

In addition to the leather seats, a long list of standard equipment includes automatic on/off headlamps, foglamps, exterior keypad entry, automatic climate control, cruise control, rear air suspension, auto-dimming rearview mirror, 40/20/40 split front bench seat and AM/FM/CD audio. Also on the review model were 17-inch chromed aluminum wheels, leather/wood steering wheel, heated front seats and power adjustable pedals.

The drives to and from LaGuardia, around Southold and into the Hamptons averaged 20.6 miles per gallon of regular fuel, almost 2 mpg short of the average by the V-6-powered Dodge Charger.

2010 Mercury Grand Marquis

\$32,225 (price as tested)

MPG City 16 Highway 24

Vehicle type: Full-size sedan

Wheelbase: 114.6 inches

Length/Width/Height: 212/78.3/56.3 inches

Weight: 4,117 pounds

Engine: 4.6-liter V-8

Transmission: 4-speed automatic

Fuel mileage: 20.6 mpg

Fuel tank: 19 gallons

Warranty: 3 years/36,000 miles basic; 5/60,000 powertrain

Competitors: Buick Lucerne, Chrysler 300,

Toyota Avalon

Built at: St. Louis, Mo.

THE STICKER

\$29,935 base

\$695 17-inch chromed aluminum wheels

\$300 leather/wood steering wheel

\$295 heated front seats

\$875 Destination

PLUSES

Roomy 6-passenger interior

Luggage space

Soft ride

MINUSES

Outdated styling

Outdated mechanical

Outdated performance

Welcome Wagon

(Continued from page 12)

cer. She underwent a lumpectomy and radiation but declined chemotherapy. In November 2008, Somers announced that six doctors diagnosed her with inoperable cancer, but she learned a week later that she was misdiagnosed. During this time, she interviewed doctors about cancer treatments, and these interviews became the basis of her 2009 book *Knock-out* about alternative treatments to chemotherapy. Somers promoted alternative cancer treatments in the book, for which the American Cancer Society criticized her.

Regarding the water-fluoridation controversy, Somers called fluoride a "toxic waste by-product of the aluminum manufacturers."

In January 2013, Somers suggested that Adam Lanza may have been driven to commit the Sandy Hook Elementary School shooting because of the level of toxins in his diet and his exposure to household cleaners.

Personal life - Somers married Bruce Somers in 1965 and had a son, Bruce Jr., in November 1965. After divorcing in 1968, Somers worked as a prize model on *The Anniversary Game*, a game show hosted by Alan Hamel. Although he was already married, they began dating; she had an affair with him that led to an abortion. They married in 1977. Somers had three granddaughters,

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by Francis Kalvoda, Willmar MN 320-235-5777 fjk@charter.net



The Welcome Wagon.....

The colors of Fall have fallen. So let's quickly enjoy our cool cars before they hibernate. Our Hugo Car Show encouraged new members to join the North Star Lincoln and Continental Owners Club and I have the privilege of introducing them. I will have more new members next month. Keep looking for Lincoln enthusiasts to join our great group. Long time North Star member, Bruce Freiberg who also likes Cadillacs and Lincolns, asked our next new member to join. Thanks Bruce!



Gene Rafferty's 1969 deVille convertible

The first new member we welcome this month is **Gene Rafferty**, 9801 6th Street NE, Blaine, Minnesota 55434, 763-780-0386, cadlimo76@yahoo.com.



Gene's also has a nice 1979 Mark V

Gene and I like our groceries fresh and like our cars comfortable and large. One of my favorite cars I owned about 25 years ago was a turquoise 1968 Cadillac Sedan deVille hardtop. Gene and I like Lincolns too, and, I will let him tell you about his collection and more:



Above: 1967 Cadillac Funeral Coach

I have worked at Cub Foods for a long time. I started collecting cars when I was 20 years old. My first old car was a 1967 Cadillac Coupe deVille. I have owned several Cadillacs over the years and I still enjoy the 1969 deVille Convertible.



Above 1995 Cadillac Funeral Coach
Below 1976 Cadillac Limo



My girlfriend Kim and I go to many car shows. I belong to the MSRA, Cadillac Club and The Professional Car Society. My professional cars are 1967, 1976 and 1995 Cadillac hearses as well as a 1976 Cadillac Limo . I had a Lincoln Mark IV back in 1988. I always wanted a Mark V and decided to buy one in 2019. The 1979 Mark V Collector's Series is one of my favorite cars. I'll be at North Star LCOC events with a 1 o n g car.

More Welcome Wagon

(Continued from page 13)

Camelia Somers, Violet Somers, and Daisy Hamel-Buffa.

In 1971, her six-year-old son was struck by a car. The resulting trauma led her to seek therapy for herself and her son.

Somers and Hamel bought a house in Palm Springs, California, in 1977 and sold it in 2021 for \$8.5 million. In January 2007, a wildfire in Southern California destroyed Somers' home in Malibu, California.

Health and death - Somers had hyperplasia in her 20s and skin cancer in her 30s.

In April 2000, Somers was diagnosed with stage II breast cancer and underwent a lumpectomy to remove the cancer, followed by radiation therapy.

In 2018, it was reported that she underwent an experimental Stem-cell therapy to regrow the breast she lost to cancer.

In 2020, Somers fractured her hip when she jumped out of a private tram to her house.

Somers died at her home in Palm Springs, California, on October 15, 2023, one day before her 77th birthday. Her breast cancer had returned earlier in the year.

From the internet....

By Francis Kalvoda.....



Above, Michael and Judy Sperry

I am pleased to introduce **Michael and Judy Sperry**, 8009 Fairground Road, Webster, WI 54895, 715-245-3496, mksperry1@gmail.com, or **Michael Sperry on Facebook**. Besides their clean green 55,000 mile 1969 Lincoln Continental Mark III, the Sperry's have a very interesting collection of awesome vehicles. These include a very low mile 1969 Mustang Mach 1, a 1970 SS396 El Camino now with a 496 cubic inch V8, a clean California 1972 Chevrolet K2500 pickup, a 1986 Toyota Sunland Express mini RV, a 1985 Pontiac Firebird Super Pro 960 horsepower drag racing car, several motorcycles, and Judy's 2004 LS 430 Lexus. They have had the 21,400 mile Mach1 since 1975 and have enjoyed taking the Mustang, the Mark III, and the El Camino on the Hot Rod Power Tours. The Mark III came from Edina, MN, and provides a smooth stately ride. Mike has dealt with all aspects of auto body paint and repair for over 40 years. If you have any questions about how to make your vehicle look better or go faster, contact Mike. Now, Mike will tell you about the Sperry's and their Mark III.



The Sperry's Mustang Mach I

Judy and I are excited to start participating in the upcoming North Star Club events and car shows! We live in Webster, WI, which is about an hour south of Superior, WI. We attend St. John's Catholic Church; have

three children: Sarah 43, Max 27, and Rachel 23. We are semi-retired after owning and operating Diamond Collision in Webster since 1999. We specialized in deer hits and the 'invisible' repair (like it never happened). In 2020, we sold the shop, but purchased the vacant hardware store next door. We raised half the roof six feet for a 40x60 foot work bay with a 15-foot ceiling with two 13-foot doors for the ultimate shop to finish up 40 years of projects – if I hurry. We also sell anything paint and body shop-related, as well as welding gasses and supplies.



Above, back of the Sperry's El Camino
Below... The Sperry's Mark III at the track (on the right)



My love of Lincolns began in 1978 with a 1974 Mark IV, and then a 1973 Lincoln. I always loved the timeless elegance of the Mark III. The dream was realized in 2006, but due to business and life, I was unable to focus on this car and it sat in a barn for 10 years; put away, but not forgotten! In 2016, I brought the car to my shop for subtle improvements: 1) a complete repaint in Sherwin Williams black onyx with green pearl, 2) electric actuated headlight doors, 3) Koni shocks and a heavier stabilizer bar, 4) 18 inch Boss aluminum mag wheels, 5) tinted windows. The interior is all original except for a Retrosound stereo. The 460 engine is original except for a carb and electronic ignition upgrade. The chrome is original except for two bumper pieces were rechromed and I chromed the vent behind the rear window. All in all, this car is a testament to the quality and workmanship that Ford and Lee Iacocca insisted on for their finest car, the Lincoln Continental Mark III.

North Star LCOC events

- November **Sunday November 12, 2023, year-end Sunday brunch.** 11:30 p.m. Casper's Cherokee family bar and grill, 4625 Nicols Road, Eagan, Minnesota. Good food, good service and reasonable prices. We will be ordering off the regular menu. RSVP to Bob Johnson by Wednesday, November 9, if you plan on attending.
- December No planned activities for December. Please take some time to hang out with friends and relatives. You will always be glad that you did.



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. \$5,500/offer.



We want you and your ideas for the North Star Lincoln Club. Tell us what you think. Tell us how we can make the club even better. Give us a call or email. We will listen. If you know of good places to eat or fun things to do or see... let us know.

Also, we can use help in signing up new members. Do your best to make the club grow and try to sign up one new member each year. The club needs new members to survive.

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

The special rate for new LCOC members is back!

If you have friends or relatives that would be interested in a membership to the Lincoln and Continental Owners Club, now is a good time for them to join. Or as a good favor to those folks, you might consider gifting them with a full years membership for the low rate of \$34 per year. This is a \$20 discount over the existing rate of \$54. The hitch is, it is only good for first time memberships. And as a bonus, it also includes a full years, 12 months membership in the North Star Region, which also includes the monthly newsletter, Northstar News.

This is an overall savings of \$40, it just doesn't get any better than this. Six issues of Continental Comments and twelve issues of the Northstar

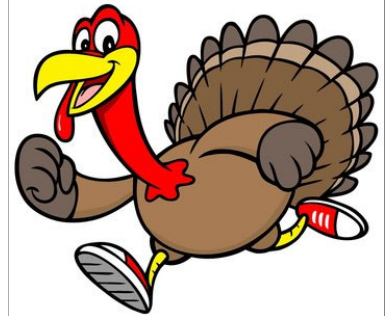
News. That's a lot of very good reading for only \$34.

There are a lot of folks out there that would enjoy a membership to our fine club. Please take advantage of this fine offer to make one of your friends a gift of a LCOC membership and at the same time help the club sign up new members.

It is easy to sign up new members, membership forms are available online at lcoc.org and you can also join by calling Cornerstone Registration at 763.420.7829.

If all else fails, give Bob Johnson a call at 651.357.1715, he will be glad to help you.

Happy Thanksgiving



From all your Lincoln Club friends.



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.