

The Class of 1955



Luxury at the very finest, Lincoln, Cadillac, Lincoln and Packard.

Unfortunately, we were not blessed with any articles from our members to publish in our August newsletter. Once again, we had to open the creaking door to the time machine and pull out an article to reprint in this issue. The year for 1955 was indeed a banner year for the automobile industry in the United States. Almost everyone sold cars like they were going out of style. Chevrolet sold more cars than most people thought possible. This was due to some fresh styling and an excellent small block V-eight engine, which really lit a fire under the Chevrolet brand. Buick also had their best year ever, taking third place away from Plymouth. Cars came in a virtual rainbow of colors, and 1955 saw the introduction of more powerful cars, well capable of covering many miles in absolute comfort in a single day. Flathead Fords and Blue Flame Chevrolet sixes were now in a bygone era. Comfort and performance ruled the day.

Many of us were in our teenage years in the mid-50s. We saw the various models on the road, and many of us could recite all of the specifications of the various cars from memory upon sighting one of these wonderful examples. The story below is from the April 1983 issue of Special Interest Autos and tells us in detail all about the cream of the cream for 1955, the Lincoln Capri, the Cadillac Fleetwood Sixty Special, the (Chrysler) Imperial and the Packard Patrician. All wonderful cars, truly the best of the best. Over the years, I have had the opportunity to drive examples of all four of these automobiles. And tucked away in my garage is a 1955 Cadillac Fleetwood and a 1956 Imperial; which in many respects is identical to the 1955 model featured in the story.

The author, Arch Brown, did a good work on this story and did a great job of reporting accurately on each of these fine cars.

FOR THE LUXURY car buyer, it was the best of times, for there were four fine cars to choose from. All four were powered by modern, short-stroke, overhead-valve V-8s. All four came equipped with fully automatic transmissions and power brakes. And if power steering wasn't

(Continued on page 4)

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

This Issue Contains

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	North Star Events	15
Trivia	2		

Trivia from the Internet



Phillip Calvin McGraw
American Television
Personality

Phillip Calvin McGraw is an American television personality, author, and the host of the television show *Dr. Phil*. He holds a doctorate in clinical psychology but ceased renewing his license to practice psychological therapy in 2006.

McGraw rose to fame with appearances on *The Oprah Winfrey Show* in the late 1990s. Oprah Winfrey then helped McGraw launch his own program, *Dr. Phil*, in September 2002. The show is formatted as an advice show. In October 2003, he launched the *Dr. Phil Foundation*, which is dedicated to fighting childhood obesity.

McGraw was born in Vinita, Oklahoma, on September 1, 1950, the son of Joseph J. McGraw Jr. and his wife, Anne Geraldine

(Continued on page 3)

Editors Message

Gentle readers and dear friends. We have but five more months left in 2020. Most of us looked

forward to this new year some seven months ago, with a high degree of optimism. We all hoped that things would get better, the economy would grow, and perhaps we would all enjoy a higher degree of well-being. Little of that came to pass. For those in the old car hobby, we have had to indulge our thirst by reading books and magazines about classics. Since March, virtually all of our Lincoln club activities have pretty much disappeared. We had hoped for a banner celebration over at Hickory Corners, Michigan, for the 100th anniversary of the founding of the Lincoln Motor Company. Our dreams for this event and many others were dashed to the winds with the advent of the Corona-19 virus and the associated pandemic. Most of us who are active in the hobby are in that age bracket, where contracting the Corona-19 virus could be akin to a death sentence, due to the terrible effects it has upon our systems. We cannot easily fight it off, and advanced treatments are not always successful. Each day, we read that many people are working on finding a successful vaccine. Hopefully, we will have an effective way of combating this dreaded disease sooner than later. I do miss the monthly events that the North Star club holds. The brunches, car shows, and other get-togethers that made our life so very enjoyable. All of this is on hold for the time being. Let us hope that the time we have to wait for a return to some sort of normalcy will not be too long.

As many of you may know, I have had a series of Lincoln MKT crossovers for about ten years. The first was a 2010 model, which at the end of the three-year lease, I got a 2013 model. The last one was acquired in the fall of 2015, and at the end of the lease, I bought it out. They all served me very well and provided much comfort and were always a joy to drive. With all-wheel drive, they easily bested the worst that wintertime driving would throw at me. They were and are noble steeds, of which anyone would be proud to have in their garage.

About six weeks ago, I was smitten by the new car bug. Some of this is aggravated by staying indoors, with nothing to do except to cruise the internet to see what is happening in the world of new cars. I read several reports about the new Lincoln Aviator; most were pretty complimentary. It does seem that many writers have a bias toward anything that is American branded, but on the whole, the Aviator was thought to be a pretty good automobile. Lincoln is putting their very heart and soul into their new models. And virtually all of their latest models are crossovers/Suvs. Lincoln has announced that production of both the MKZ and Continental will cease at the end of 2020. While I personally think that this is a horrible idea, both the MKZ and the Continental have done very poorly in sales. You can't keep a production line going for only a couple of hundred cars



Sweet Olga with her "Uncle" Harvey Burski. She is both sad and happy. Sad, because she is had to say goodbye to her favorite Lincoln, the MKT. Happy, because it went to live with "Uncle" Harvey. He will give it a good home and enjoy driving such a spirited car.

per month. Both the MKZ and the Continental are excellent vehicles. Shame on Lincoln for not figuring out how to market them properly. The two are cars that need to be test driven before buying. If you can get people into the showroom to look at them, you can get them to purchase or lease them.

Olga and I made the short journey down to our big people's candy store, Bloomington Lincoln, and I inquired about the Aviator. I was given one to test drive. I took it down to Burnsville and back and was pretty much sold. I came back, and Ryan Benning and I talked numbers and the particular color and equipment that I wanted, and about four weeks later, they located one and had it shipped to Bloomington. It is the Reserve model, in a lovely Ceramic Pearl color, with an Ebony interior. It looks and presents itself very well. Olga seems to be happy with it, and that is what really counts.

The MKT went off to live with Harvey Burski, my brother-in-law. It had but 20K miles on it, and it was like a brand new car. It replaced the 2013 MKX that Marion used to have. Harvey was a bow-tie car guy for years and years, Chevrolet was his middle name. He now thinks that Lincoln now has some merit and is not too bad of a car.

Till next month, David and Sweet Olga, the Samoyed, and ever present companion.

August 2020

*Directors Message by Bob Johnson**August 2020**(Continued from page 2)*

"Jerry" (née Stevens). He grew up with two older sisters, Deana and Donna, and younger sister Brenda^[4] in the oilfields of North Texas, where his father was an equipment supplier.

McGraw moved to Kansas with his father as his father pursued his life-long goal of becoming a psychologist. There he attended Shawnee Mission North High school in Overland Park, Kansas. He played linebacker on the high school football team and in 1968 earned a football scholarship the University of Tulsa, where he played middle linebacker under Coach Glenn Dobbs. He later transferred to Midwestern State University in Wichita Falls, Texas.

McGraw graduated in 1975 from Midwestern State University with a B.A. in psychology. He went on to earn an M.A. in experimental psychology in 1976, and a Ph.D. degree in clinical psychology in 1979 at the University of North Texas, where his dissertation was titled "Rheumatoid Arthritis: A Psychological Intervention." McGraw's Ph.D. adviser was Dr. Frank Lawl- is, who later became the primary contributing psychologist for the Dr. Phil television show.

After obtaining his doctorate, McGraw rejoined his father in Wichita Falls, Texas, where the elder McGraw had established his private psychology practice.

In 1983, McGraw and

(Continued on page 5)



After four months of COVID-19, at our July 9 North star Board meeting, conducted via telephone conference call, it was decided to cancel the rest of our August to December activities for 2020. The Covid-19 virus is not going away, and we have no real way of guaranteeing that we can hold an event that will keep our members and vendors safe. We did decide to do our July events as they were already so far advanced in planning to cancel. What is the right thing for us to do? Canceling was our choice to keep our members again safe. When you go out, please observe

social distancing and wear your face mask to keep you as well as everyone you meet safe. The hardest event to call off was our day at Morries Car collection. We will be welcome to go back to Morries at any time it is deemed safe for our members and his staff. Our car club does not want to be responsible for one of Morrie's staff getting sick after all that they have done for us. So most of 2020 is washed out, but we will look for ways to get together that is safe and fun. We will have many events to do in 2021 if we can do them safely.

Major Lincoln Car shows being planned for 2021

LCOC Western National Meet, Palm Springs, California, May 5-9, 2021

LCOC Eastern National Meet, Morgantown, Pennsylvania, June 9-13, 2021

LCOC Mid-America National Meet, Springfield, Illinois, September 15-19, 2021

Check the LCOC website for information that now is available

Lincoln Homecoming, August 13-15, 2021, Theme, "Marks Through the Ages" 1940 To 1998

Check the LMCF web site for more information as it becomes available. "We're looking forward to seeing Continental Marks from all eras," said David Schultz, LMCF chairman. "That includes original, restored, and customized Continentals. Owners need not be members of an affiliated Lincoln club to attend.

Our Facebook presence continues to grow with likes of up to 299 persons. Please check our Facebook page and contact Jay White if you have any suggestions about more items for Facebook.

Please Vote for Dan Staehle, North Star Region Member, and a very important person working on our National Meets and Dick Nelson, key at helping edit Comments magazine, both are candidates for the 2021 National Board of Directors election for LCOC. The voting cutoff is September 12, 2020. Again, please make sure you vote for Dan Staehle and Dick Nelson

Have you thought about writing a Pride and Joy article about your Lincoln? Dave needs your articles about your beloved Lincolns; please help him out.

Guess what? Shafer, Minnesota, is in the middle of two "RoundABOUTs" that are 4.8 miles apart on US Highway 8 that would be ideal for doing a cruise around on a Tuesday or Wednesday nights at 6:30 p.m. till 8 p.m., after eating at the Taylors Falls Drive Inn. After dinner at the Drive Inn, we could caravan to the RoundABOUTs, making the big circle and see just how our Lincolns do, coming and going down Highway 8. It could be fun, and at least it would be something different. If anyone is interested, call or email me, and I will try to put something together. As we would be in our cars, this would be social distancing at its best.

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

Bob and Mary Johnson

Board Of Directors - 2020

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2041
Secretary	Roger Wothe	H(952)473-3038 O(952)583-5339	rwothe@gmail.com	2022
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2021
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2021
Director	Bob Roth	H(763)475-1429		2021
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2021
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2021
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2022
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2022
Director	Tony Karsnia	(612)325-2344	kars971@aol.com	2022

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 best of the best for 1955

(Continued from page 1)

included in the base price of a couple of them, it was nevertheless fitted as an extra-cost option to virtually every car that left the factory.

Big cars they were; heavy, roomy, comfortable. And fast! Each one could top the century mark with ease. The "horse-power race" was underway, and power output reached figures that boggle the mind in this current era of small, fuel-singing engines.

Nor was styling neglected. The luxury marques of the fifties may have lacked some of the panache of the classic era, but they were handsome. And they were priced, happily, within reach of a lot more people than their progenitors had been.

In order to assess what the well-to-do motorists' options really were in those days, *Special Interest Autos* brought together prime examples of the 1955 Cadillac, Imperial, Lincoln, and Packard. We compared them side-by-side, examined them, drove them, and drew our own conclusions—the first of which is that without exception, they are all superb automobiles.

Cadillac went into the 1955 model year with a slightly revised version of the previous year's car. There were some minor styling modifications, and horse-power was increased by 20 to 250. Sharing its body shell with the larger Buicks (but not, oddly enough, with the Olds Ninety-Eight), the '55 Cad looks so big as to be downright ponderous. Looks, in this instance, are deceiving, for, in fact, the Cadillac is scarcely larger than its competition.

Cadillac was, of course, the runaway bestseller of the group, outstripping all three of its rivals put together by a margin of something like two-and-a-half to one. It was a lead that "The Standard of the World," as its makers modestly called it, would continue to hold in the years to come.

Imperial appeared for the first time in 1955 as an independent marque, no longer bearing the Chrysler name. As far back as

(Continued on page 6)



Lincoln was facelifted rather than all new for '55. In Lincoln's case it was more taillift than facelift as the rear fenders were extended for longer, lower look and new canted tail lamps were added.

(Continued from page 3)

his father joined Thelma Box, a successful Texas businesswoman, in presenting "Pathways" seminars, "experience-based training which allows individuals to achieve and create their own results." Critics claim that many of the "phrases and the terminology and the quaint sayings" used by McGraw on the Oprah and Dr. Phil shows were coined by Box and presented by McGraw in this seminar. McGraw admits that some of the material from *Life Strategies*, his first bestseller, is taken directly from the Pathways seminar. However, he has never mentioned Box or her contributions to his success in any of his books or T.V. shows. Eight years after joining Box, McGraw signed an agreement for the sale of his Pathways seminar stock for \$325,000 without notifying either his father or Box of the impending sale. Box founded her seminars titled "Choices."

In 1990, McGraw co-founded Courtroom Sciences, Inc. (CSI) with lawyer Gary Dobbs. CSI is a trial consulting firm that provides services in U.S. litigation psychology, jury selection, trial consulting, witness training, and depositions. CSI has advised top trial lawyers, every major airline in the world, and dozens of Fortune 500 companies. McGraw is no longer an officer or

(Continued on page 6)

Northstar Monthly Board Meeting Minutes

July 9, 2020

BOARD OF DIRECTORS MEETING

Regional Director Bob Johnson called the meeting to order at 6:30 p.m. at his home in Shafer, Minnesota, via telephone conference call. Board members present were Bob Johnson, Dave Gustafson, Tom Brace, Bob Roth, Matt Foley, Jay White, Bill Holaday, and Jeff Eisenburg. The minutes of the previous meeting and the agenda of this meeting were approved.

DIRECTORS' REPORTS

Regional Director Bob Johnson opened the meeting with a discussion on the COVID-19 virus effect on our club activities. With the virus still being spread via inside activities in restaurants and arenas, it was decided after much discussion to cancel all events for the rest of the year that we currently have scheduled. We decided the health of all our members is more important than taking the chance of being the reason one of our members getting the disease. We will attempt to do our July events at the New Bohemia Craft Bier Hall, on Tuesday, July 14, and our family picnic gathering at the Carlson Parkway, Cheshire Park on Sunday, July 26.

Treasurer Matt Foley announced that the treasury balance was \$3164.48, with all bills paid.

Membership and Publication Director Dave Gustafson announced that there were three new members Dave and Katherine McDowall, Shoreview, Harald Julsrud, Sioux Falls, and Holly Olson, Esko. Membership is currently about 145. He also requested more My Pride and Joy articles for the newsletter.

There being no further business, the meeting was adjourned at 7:10 p.m. The next meeting will be at 6:30 p.m. Thursday, August 6, 2020, via conference call.

Respectfully submitted by Bob Johnson for Secretary Roger Wothe.

Please remember that **Lincoln of Bloomington** is open for business during this pandemic. Call for an appointment, and bring your Lincoln or another fine car in for service. They will do their best to get you in and out in short order, and you will be surprised at how low the bill is.

If you need a new car, there are especially attractive deals available on either new or slightly used Lincolns. If you want a particular color or model, they will do their very best to find you the right one, and it will be at a reasonable price.

See them today and tell them you are a member of the Lincoln Club.

The big four continued...

(Continued from page 5)

director of the company. The T.V. show *Bull* is based on McGraw's experience as a trial consultant, and he is credited as one of the creators of the series.

McGraw began working with Oprah Winfrey through CSI.

In 1995, Oprah Winfrey hired McGraw's legal consulting firm CSI to prepare her for the Amarillo Texas beef trial. Winfrey was so impressed with McGraw that she thanked him for her victory in that case, which ended in 1998.

Soon after, she invited him to appear on her show. His appearance proved so successful that he began appearing weekly as a relationship and life strategy expert on Tuesdays starting in April 1998.

The next year, in 1999, McGraw published His first bestselling book, *Life Strategies*. In the next six years, McGraw published three additional bestselling relationship books, along with workbooks to complement them.

In September 2002, McGraw formed Peteski Productions and launched his own syndicated daily television show, *Dr. Phil*, produced by Winfrey's Harpo Studios. *Dr. Phil* is an advice show, in which McGraw tackles a different topic on each show, offering advice to his guests.

(Continued on page 7)

(Continued from page 4)

to wake the owner, so I went to the motel and 1925, the company's prestige line had been known as the "Chrysler Imperial," but for a time during the thirties, the label was found on a medium-priced car. In 1937, for instance, the Chrysler Imperial sold—at \$1100 in sedan form—for less money than the Buick Century. In the postwar years, only Chrysler's high-priced lines had been known by the Imperial name, but the confusion remained in the public's mind. There was no clear identification of "Chrysler Imperial" as a prestige nameplate. Since the motorist who lays out big money for a set of wheels typically wants the world to know it, in 1955, the Chrysler Corporation attempted, by letting the Imperial name stand alone, to differentiate the car from lesser Chryslers.



Dick Teague did a masterful job of giving the '55 Packard an all new and totally modern appearance based on the company's 1951 body.

Unlike the Cadillac, which shared its powerplant with no other automobile, the Imperial used the engine of the Chrysler New Yorker. Nothing wrong with that, of course; it was an excellent piece of machinery featuring Hemi heads and double rocker-arm shafts. And while the basic body stampings were those of the Chrysler, the car was stretched to give rear-seat passengers an extra four inches of legroom. The massive Imperial grille also differed from that of the Chrysler, although the new. High-performance, limited-production Chrysler 300 was permitted to borrow the bridgework of its prestige brother.

It had been a very long time since Chrysler had made a big thing of styling, but for 1955 Virgil Exner had completely done over both Chrysler and Imperial (as well as DeSoto). The cars were bell-ringing beauties, and the Imperial had the advantage that year, of being the only fully restyled car in its field.



1955 Cadillac's styling was just slightly refined and updated from all new 1954 bodies.

Lincoln, next to Cadillac, the best-seller of the group, was also fighting an identity problem. Two problems, in fact. To begin with, from 1946 through 1951, the "base" Lincoln had not been a "luxury" automobile. Competitive in price with the Buick Roadmaster, it had been, in fact, an upper-medium-priced car. So, while the Lincoln Cosmopolitan of 1949-51 had been a luxury vehicle selling at a Cadillac price, the smaller Lincolns—utilizing the Mercury body shell—had not, and the division's image had been tarnished a little as a result.

"Big Four"

Performance Figures, 1955

Top Speed (from *Motor Trend's Automotive Yearbook*, 1955)

Cadillac 60S	115
Cadillac 62	118
Imperial	112
Lincoln	116
Packard	118

Power-to-weight ratio (pounds per horse-power) (from *Motor Life*, May 1955)

Cadillac 60S	20.1
Cadillac 62	19.5
Imperial	20.3
Lincoln	21.2
Packard	18.7

Acceleration factor (Torque times axle ratio divided by gross weight) (from *Motor Life*, May 1955)

Cadillac 60S	24
Cadillac 62	23
Imperial	23
Lincoln	22
Packard	24

(The Cadillac 62 is shown here in addition to the 60S used in the comparison Report because of the two, it is the more closely comparable to the other three cars.)

Compounding this problem was the fact that in 1955 the Lincoln was the smallest and lightest of the four luxury marques. Unfortu-

(Continued on page 7)

(Continued from page 6)

He also signed a five-year extension of his syndication deal with his show's distributors, King World Productions, Inc. The deal was to pay McGraw \$15 million a year and keep the show in production through the 2013-2014 television season.

Ratings for the *Dr. Phil* show began to slide in 2007. Viewership went from 7 million in May 2007 to slightly more than 4 million by August 2008. Two weeks later, ratings for the show fell beneath the Nielsen top 12 syndicated T.V. shows, and McGraw dropped to 30th on the *Forbes* Celebrity 100 list with an income of \$45 million. His ranking later improved, and by 2020 he was in the 22nd spot of the same *Forbes* list.

On October 21, 1988, the Texas State Board of Examiners of Psychologists determined that McGraw had hired a former patient for "part-time, temporary employment." Specifically, the board cited "a possible failure to provide proper separation between the termination of therapy and the initiation of employment," issued a letter of reprimand and imposed administrative penalties. The board also investigated claims made by the patient of inappropriate contact initiated by McGraw, but the "Findings of Fact" document McGraw fulfilled all terms of the board's requirements, and the board closed its complaint file in June 1990.

McGraw no longer

(Continued on page 8)

More about the big four...

(Continued from page 6)

nately, it bore a considerable resemblance to the Mercurys of 1952-54.

On the other hand, the Lincoln had acquired a formidable reputation for performance, due chiefly to its outstanding record in the Carrera Panamericana, the Mexican national road race, which it had swept for three consecutive years.



Derived from Chrysler body dies, the '55 Imperial was certainly the most individualistic of the luxury cars, and the Exner styling has stood the test of time quite well.

Lincoln's styling may have been carried over, though with modifications that gave the illusion (if not the reality) of greater length. Still, there were a couple of important mechanical changes. For starts, the engine had been bored, and the compression ratio boosted, raising the horsepower from 205 to 225. And a new automatic transmission made its debut. After nearly five years of using GM's Hydra-Matic, Lincoln now had its own unit, the Turbo-Drive.



Lincoln's styling emphasized the horizontal for a wider look.

For Packard, 1955 represented the company's last hope of a comeback. Evidently, there was plenty of optimism over on East Grand Boulevard, for Packard was deeply committed to a program of expansion, as well as to a number of mechanical innova-

tions. The four-year-old body was quite effectively face-lifted, even to the fitting of a wrap-around windshield, then a popular styling feature; and Packard presented the car as "totally restyled."

But the really important changes were mechanical. The long-awaited V-8 engine, Packard's first, provided the power. Lots of it! 260 horses, 10 more than the strongest of Packard's rivals. An over-head-valve short-stroker, it represented a major departure for Packard, long noted for its silky-smooth L-head straight eights.



Packard blends traditional arched grille shape with voguish bullet bumper guards.

The transmission was changed, too. Like Buick's early Dynaflo, the original Ultramatic did not tie an automatic planetary gearset to its torque converter, though it could be (and often was) downshifted by hand. For 1955, however, the new "Twin-Ultramatic" gave the driver the option of starting in low range, then upshifting automatically. And like certain modern transmissions, the Ultramatic's torque converter locked up at 28 miles an hour, eliminating wasteful slippage. In this respect, at least, the 1955 Packard was years ahead of its time.

But the biggest news of all was Packard's revolutionary "Torsion-Level Ride," combining full-length torsion-bar suspension with an electric leveling device which automatically corrected for the weight of the car's load.

The fate of the Packard is a story in itself, and we haven't space enough for it here. Suffice it to say that, as with any radically new development, there were problems with both the engine and the Allison leveling device. In the former case, trouble centered in the valve lifters: in the latter, shortcircuits in the electri-

(Continued on page 8)

(Continued from page 7)

holds a license to practice psychology of any kind in Texas or any other state in the United States. McGraw has been involved in several controversies that put his license to practice at risk. He was brought up on ethics charges for having an inappropriate non-physical relationship with a patient in Texas in January 1989. He had a formal criminal complaint filed against him in California in 2008 for practicing psychology without a professional license or certification and violating doctor-patient confidentiality in connection with an incident with Britney Spears in 2008.

McGraw is shown to have voluntarily surrendered his Texas license in 2006, and he has never held a license to practice psychology in any other state, including California, since. This has led several leading clinical psychologists in California to question whether his program violates the law by offering the services of a psychologist, despite the paperwork that his production company asks guests to sign, stating that they are only receiving advice on the program.

The Making of Dr. Phil is an unauthorized biography by Sophia Dembling, a reporter from *The Dallas Morning News*, and Lisa Gutierrez, a reporter from *The Kansas City Star*. The book probes McGraw's history, with interviews of his childhood friends and former class-

(Continued on page 9)

More about the 1955 Luxo cars

(Continued from page 7)

cal system caused some difficulties. Both areas were readily correctable, and if Packard had had just a little more time....



Cadillac's "egg crate" grille continues a styling theme first seen on 1936 models.

For our comparison report, photographer Vince Manocchi arranged to bring together fine examples of all four luxury cars of 1955. The Cadillac and the Imperial used for this report are sedans, while the Lincoln and the Packard are hardtop coupes.

Let's take a look at them individually, then make some comparisons and draw some conclusions. Cadillac - Our comparison report Cadillac is the extended-wheelbase Fleetwood "Sixty-Special" series. Sumptuously trimmed, it is the largest car in the group, though —surprisingly— not the heaviest. Incidentally, although the wheelbase of the "60S" is four inches longer than that of the base "62" series, and overall the car is stretched by nearly a foot, the extra space shows up in the trunk, not in the passenger compartment. Not that anyone is cramped for room! Interior accommodations are generous in every dimension.

Owner, Frank Ormonde, received this car as a gift from the original owner back in 1970. Registering 150,000 miles at that time, it was up on blocks, filthy from disuse, and disabled with a burned rod bearing. After hauling the big Caddy home on a trailer and cleaning it up, however, Frank discovered that under its covers, the original upholstery was in like-new condition!

After rebuilding the engine, Ormonde used the Cadillac as his daily driver for several years. Then, following a cosmetic restoration which included a refinishing job in the original brown over Pico beige, the car became—at 206,000 miles—his "show" car. One would never suspect, from either its appearance or its performance, that this is any-

thing other than a low-mileage automobile.

We weren't really quite prepared for the rapid acceleration of the big Cad. Zero-to-60, it's probably the fastest of the group of four, though the margin is narrow. It's clearly the quietest car of the four, and the ride is cushy. The power steering preserves a good deal of "road feel"; seven or eight pounds' pressure must be applied before the power unit takes over. We like that.

Seats are fairly tall, comfortable, supportive. Headroom is generous, and back seat passengers have ample space in which to stretch their legs. Visibility is excellent, and parking maneuvers are aided by the driver's ability to see the "fins" atop the rear fenders.

On the other hand, the Cadillac's brakes, while effective enough, seem a little abrupt. There's a noticeable surge at each shift point as the Hydra-Matic transmission moves from gear to gear, and we take a dim view of the quadrant, which takes the driver through all forward speeds before arriving at reverse. And for good or ill, this car *feels* bigger than its rivals—bigger, perhaps, than it really is.



The Imperial is distinguished by massive twin grilles. The grille is shared with the Chrysler 300 and this design was also used in 1956. In the opinion of your editor, it is one of the best looking designs of the period.

Imperial John Lloyd and John Maclay's Imperial is virtually a new automobile. Purchased in 1979; it came from a Grosse Pointe, Michigan, estate, showing an authentic 10,000 miles. Its black and red leather interior, an extra-cost option, still smells new. The owners have two other '55 Imperials; which are their "drivers"; this one is for "show"! Its trunk houses the original spare tire; which has yet to touch the ground.

Setting off the Imperial's gleaming black

(Continued on page 9)

(Continued from page 8)

mates. The book alleges that McGraw used unethical business practices in a gym business and abused his first wife and his staff. The book received no promotional help from McGraw or his associates.

McGraw was named a co-defendant, along with CBS Television, in a 2006 lawsuit filed in relation to the disappearance of Natalee Holloway. The lawsuit was filed by Deepak Kalpoe and his brother Satish Kalpoe, who claimed that an interview they did with McGraw, aired in September 2005, was "manipulated and later broadcast as being accurate, and which portrays Deepak Kalpoe and Satish Kalpoe 'as engaging in criminal activity against Natalee Holloway and constitutes defamation.' The Kalpoe brothers claimed invasion of privacy, fraud, deceit, defamation, emotional distress, and civil conspiracy in the suit, which was filed in the Los Angeles Superior Court.

On March 17, 2015, the lawsuit against McGraw and CBS was dismissed. The court records disclosed the lawsuit by Deepak and Satish Kalpoe was rejected one week before the civil trial was set to begin.

In January 2008, McGraw visited pop star Britney Spears in her hospital room. The visit by McGraw drew criticism from the Spears family and mental health professionals.

The visit appeared to be part of an attempt at get-

(Continued on page 10)

The 1955 models continued...

(Continued from page 8)

finish is a set of chromed Kelsey-Hayes wire wheels, an authentic 1955 Chrysler option. (In time, the factory abandoned these wheels, by the way. They're hard to balance, according to John Lloyd, but they do great things for the Imperial's looks!)

The two-speed Powerflite transmission, controlled by a lever protruding from the dash, is quiet and smooth, but, of course, it lacks some of the punch of Chrysler's later, three-speed Torqueflite. Still, it's a fast, responsive car. The "full-time" power steering (as Chrysler flacks used to bill it) is a little lighter than we like: most of the "road-feel" is lost. Brakes are very good, though we had no opportunity to test their fade-resistance.

Model-Year Production Figures Compared American Luxury Cars, 1955-1964

Year	Cadillac	Imperial	Lincoln	Packard	Total
1955	140,777 (71.7%)	11,432 (5.8%)	27,222 (13.9%)	16,833 (8.6%)	196,264
1956	154,577 (69.3%)	10,684 (4.8%)	50,322 (22.6%)	7,538 (3.4%)	223,121
1957	146,841 (65.1%)	37,557 (16.7%)	41,123 (18.2%)		225,521
1958	121,778 (72.7%)	16,102 (9.6%)	29,664 (17.7%)		167,544
1959	142,272 (76.3%)	17,262 (9.3%)	26,906 (14.4%)		186,440
1960	142,104 (77.0%)	17,703 (9.6%)	24,820 (13.4%)		184,707
1961	138,378 (78.7%)	12,349 (7.0%)	25,164 (14.3%)		175,792
1962	160,840 (78.0%)	14,337 (7.0%)	31,061 (15.1%)		206,238
1963	163,174 (78.3%)	14,108 (6.8%)	31,233 (15.0%)		208,515
1964	165,959 (73.6%)	23,285 (10.3%)	36,297 (16.1%)		225,541

Source: Jerry Heasley, *The Production Figure Book for US Cars*

This is the heaviest car of the four and the second-longest, yet it feels somehow unexpectedly nimble. Sound insulation could be better; It's not as quiet as the Cadillac and the doors close with a sound that is almost tinny. Rear legroom is on a par with the Cadillac's, but the Imperial's ride is firmer than that of its GM rival. We prefer the firmness, but we're not sure that the typical luxury car buyer would agree with us.

The driver's seating position is good, and visibility is excellent. The "gun-sight" tail lamps, used for the first time in 1955 and an Imperial feature for a number of years to follow, are helpful in parking maneuvers, and the triple trumpet horns have the sound of authority!

Lincoln L.F. "Smitty" Schmidt bought his Lincoln for \$100 back in 1966. It had traveled only about 70,000 miles then, but its engine was blown, and except for the interior, it was in need of a full restoration.

Using the engine from a wrecked parts car, Smitty put the Lincoln back on the road, driving it daily for several years. Then came the full restoration. In its gleaming white-over-Palomino finish, the car looks brand-new, and its performance is every bit a match for its looks.

The Lincoln Turbo-Drive starts the car off

in intermediate gear. For maximum acceleration off-the-line, it's necessary to move the quadrant to "low," then manually upshift to "drive." We fail to see the point in this feature, which was later abandoned by Lincoln, but in truth, there is acceleration enough for any sane person without resorting to the downshift. Like the other three cars used for this report, the Lincoln is *fast!*

It's a particularly agile, responsive car that feels smaller than its actual, rather substantial dimensions. Power steering is lighter than that of the Cadillac, heavier than the Imperial—a good compromise. Brakes may be the best of the group, although again, our opportunity for testing them was limited. On the other hand, the ride is a little harsh for a luxury car, and the Lincoln picks up more road noise than any of its competitors. And it seems somehow inappropriate for its starter to sound exactly like that of a Ford!

"Big Four"

Performance Figures, 1955

Top Speed (from *Motor Trend's Automotive Yearbook, 1955*)

Cadillac 60S	115
Cadillac 62	118
Imperial	112
Lincoln	116
Packard	118

Power-to-weight ratio (pounds per horsepower) (from *Motor Life, May 1955*)

Cadillac 60S	20.1
Cadillac 62	19.5
Imperial	20.3
Lincoln	21.2
Packard	18.7

Acceleration factor (Torque times axle ratio divided by gross weight) (from *Motor Life, May 1955*)

Cadillac 60S	24
Cadillac 62	23
Imperial	23
Lincoln	22
Packard	24

(The Cadillac 62 is shown here in addition to the 60S used in the Comparison Report because of the two, it is the more closely comparable to the other three cars.)

Forward visibility is excellent. Lincoln salesmen in 1955 lamented the lack of a wraparound windshield, but this is the only car of the four with a distortion-free view. Visibility to the rear is unobstructed, but only the tallest driver could sight along the tips of the fenders as an aid to parking.

(Continued on page 10)

(Continued from page 9)

ting Spears and her parents to take part in an "intervention" on the Dr. Phil television show. Immediately after the visit, McGraw issued public statements about Spears's situation that Spears's family spokeswoman Lou Taylor said violated their family trust in McGraw. "This is another example of a trust being betrayed," Taylor told *Today* co-host, Meredith Vieira. "Rather than helping the family's situation, the celebrity psychologist caused additional damage," she said. Several mental health care professionals criticized McGraw for his actions, but fellow television psychologist Joyce Brothers defended McGraw. It was reported that a psychologist filed a complaint with the California Board of Psychology (BOP), alleging that McGraw had practiced psychology without a license and had violated doctor-patient privilege by discussing Spears's case with the media. A copy of the complaint appeared in the media, but there is no way to verify whether or not it was submitted to the BOP. The BOP does not disclose that information unless an investigation is opened. Martin Greenberg, a former BOP President, said on the *Today* Show that this incident was not a matter that the law covers or would be concerned about.

In an interview with *People* in April 2019 regarding the ongoing college admission scandal,

(Continued on page 11)

More 1955 Luxury Automobiles

(Continued from page 9)



Above: Packard offers an array of round gauges to monitor operations.
Below: Lincoln's dash employs rectangular gauges, gently arced speedometer.



Above: Imperial dash is deeply dished, boasts big round highly legible instruments.
Below: Big wide easy reading speedometer dominates Cadillac's dashboard.



Packard - Harold Gibson's Packard has an interesting history. Harold, a former president of the Independent Garage Owners' Association, had maintained the car for its original owner, a Pasadena physician. One day a dozen years or so ago, the doctor's wife called to tell Harold that her husband had died, suddenly and unexpectedly, the night before. Would Harold please come and put the Packard up on blocks? The lady was sure she could never bear to part with it.

A couple of months went by, and the widow called again. Her husband had appeared to her in a dream, she said. When she awakened, she realized that he would want Harold Gibson to have the Packard, and so the beautiful red and white "400" hardtop was a generous gift from a gracious lady.

It happens that Harold, who is technical adviser to *Packards International*, has developed a modification kit, substituting a Chrysler Torqueflite transmission for the original Twin-Ultramatic. Some 60 Packards, including Harold's, have undergone this conversion. For that reason, our driving impressions were recorded from a second 1955 Packard "400," this one a 15,000-mile, original mint car generously loaned to us by Russell Head, from his fabulous collection at "The Candy Store."

Car Life described the 1955 Packard as "the car of the year in its class." Whether one agrees with that judgment or not, it's easy to understand how such a conclusion was reached. As our passengers climbed into the rear seat, after a six or seven second delay, the relays cut in and with a soft, whirring sound electric motors adjusted the torsion bars to bring the car back to its normal stance. The ride is silky-smooth, yet not overly soft, and there is virtually no "nosedive" even on hard braking. Seats are chair-height and positioned just right. Legroom is ample. (The Patrician four-door sedan is roomier in the rear than any of its rivals, though the margin is slim. The "400" hardtop doesn't match that, but there's plenty of space nevertheless.) Visibility is excellent, including a useful view of the tips of all four fenders. Steering is light, rather like that of the Imperial, and braking action is very good. The location of the brake pedal does not invite the use of the left foot, but it is placed low to the floor so that the back-and-forth movement of the right foot, from brake to accelerator, is easy and

(Continued on page 11)

Luxury cars continued...

(Continued from page 10)

McGraw said the parents' activities were about wanting a status symbol for their families, saying the parents wanted children who go to Harvard, Yale, or USC "and not be the parent who says my kid goes to, uh, Slippery Rock." Many SRU alumni voiced their outrage on social media, while the university released a statement saying McGraw's educational background shows the importance of regional public universities. SRU invited McGraw to speak during the upcoming fall semester. McGraw posted an apology on Twitter, stating that he picked Slippery Rock as a random name and was unaware it is an actual university.

In 2020, McGraw was criticized for saying on Fox News that quarantines can have damaging psychological effects. In reciting a loss of numbers, he misquoted the number of swimming pool deaths as 360,000, when the correct number is about 36,000.

McGraw's advice and methods have drawn criticism from some fellow psychotherapists as well as from some laypeople. McGraw's critics regard information given by him to be at best simplistic and at worst ineffective. The National Alliance on Mental Illness called McGraw's conduct in one episode of his television show "unethical" and "incredibly irresponsible." McGraw said in a 2001 South Florida newspaper interview that he never liked tradi-

(Continued on page 12)

(Continued from page 10)
convenient.

The Twin-Ultramatic transmission, which employs the same, awkward quadrant as the Hydra-Matic, gives the driver the option of two "Drive" positions. The notch to the left employs only the torque converter, while the one on the right engages the planetary low gear to get the car underway. Obviously, though the first position produces a smoother start, the latter provides more punch. But the big V8 delivers so much torque that the car is no slouch, even without the extra boost of the low gear.

The shift from "low" to "high" range is quite noticeable. After all, from a 1.82:1 ratio to 1.00:1 is a fair-sized jump. But then at about 35 miles an hour (a little higher than the speed usually quoted by Packard literature), the torque converter smoothly almost imperceptibly locks itself out. No more slip-page! Packard was on the right track with this feature. If a three-speed gearset had been used rather than the two-speed, the Twin-Ultramatic would definitely have been the transmission of choice. Perhaps, it was, anyway!



Imperial and Cadillac are fondly remembered by inexperienced gas pump jockeys for their clever methods of hiding the filler caps.



Summary Certain features of these four fine cars appear to be characteristic of the era in which they were built. All, of course, have substantial V-8 engines that require premium fuel, though the gas mileage—at least by 1955 standards—was reasonably good, something like 15 at normal highway speeds. All four have twin exhausts protruding through the rear bumpers, a piece of idiocy soon abandoned when owners complained about the resultant corrosion of their bright work. All except Lincoln have wraparound windshields, and while the distortion is not significant enough to be dangerous, it probably contributes to driver fatigue. All but the Imperial employ the aggressive (and suggestive!) "Dagmar" front bumper, whose two big boobs can be a formidable weapon against the car in front, not to mention the hapless pedestrian! And all of them epitomize luxury, prompting John Maclay to refer to them—aptly, we think—as "heavy jewelry."

On the other hand, there are enough differences among the four to provide the luxury-car buyer of 1955 with some real choices, as his or her taste might dictate. Which would we have chosen?

- Clearly, the Cadillac was the public's overwhelming favorite. No doubt, the prestige of the Cadillac name was a factor, as well as Cadillac's traditionally high resale value. The car is the quietest of the lot and has the most solid "feel"; and we suspect that most luxury-car buyers would prefer its soft ride.

- While styling is obviously a matter of personal preference; the Imperial seems to us to stand out in that respect. Its lines are clean, uncluttered: and we like the full, round wheel cutouts and the unbroken line of brightwork extending from bumper to bumper. And of course, the Chrysler Hemi engine is in a class by itself!

- The Lincoln, on the other hand, is a "driver's" car. Neither as quiet nor as smooth as the others—nor as roomy, in terms of rear-seat legroom—its appeal comes chiefly from its nimble, responsive handling. It's easy to understand why, of the four, this car was the road racing champion. And the Turbo-Drive transmission, despite the second-gear start, seems to us to provide a particularly right combination of smoothness and energetic performance.

- The Torsion-Level suspension puts the Packard in first place, in our view, with re-

(Continued on page 12)

Luxury cars for 1955 continued...

(Continued from page 11)

tional one-on-one counseling, and that "I'm not the Hush-Puppies, pipe and 'Let's talk about your mother' kind of psychologist."

McGraw announced the formation of the Dr. Phil Foundation, which raises funds to fight childhood obesity, on October 22, 2003. The foundation also supports charitable organizations that help address the emotional, spiritual, and monetary needs of children and families.

McGraw married his first wife, an ex-cheerleader and homecoming queen named Debbie Higgins McCall, in 1970, when he was 20 years old. According to her, McGraw was domineering and would not allow her to participate in the family business. She claimed that she was confined to domestic duties and instructed to begin lifting weights to improve her bustline.

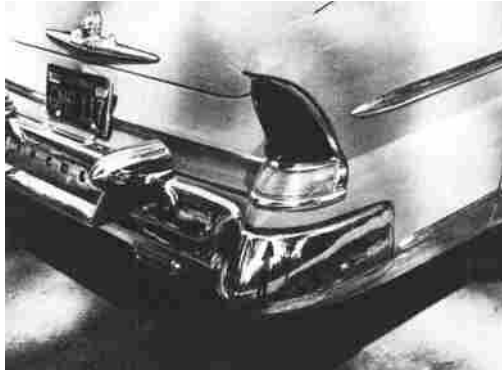
During the process of annulling the marriage in 1973, McGraw met and began dating Robin Jo Jameson, whom he married in 1976. The couple have two children together, Jay McGraw and Jordan McGraw.

McGraw is also a private pilot with an instrument rating, flying single-engine airplanes. McGraw has identified himself as a Christian.

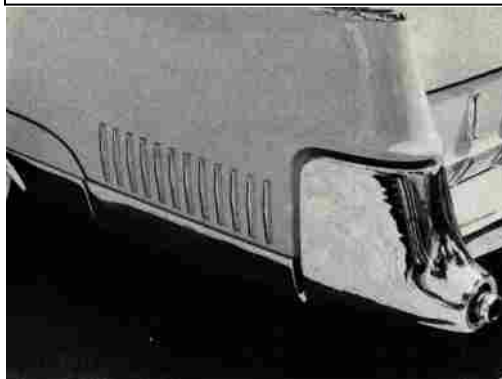
From the internet...

(Continued from page 11)

spect to riding comfort. No matter how heavily the car may be loaded, it always sits level. There's no "bottoming-out," no headlight beams in approaching drivers' eyes. Corners are taken with aplomb, and the ride combines softness with superior control.



Lincoln features a dual exhaust system for the first time. Horizontally placed at the lower bottom edge of the bumper. Below, Cadillac exhaust tubes come out of the bumper ends.



Packard, like Cadillac and Imperial has the exhausted routed out through the bumper ends. While a nice styling feature, after a number of years, the ends rusted badly.



Imperial in it's first year as an individual brand, had some very interesting styling. The tail lamps were mounted on top of the fenders. This feature was carried forward for a number of years. Tom McCahill, noted automotive writer from the '50s and '60s and was a fan of both Chrysler and Lincoln cars called them "Sparrow Strainers." The Imperial exhaust also came out of bumper ends and was part of a complex arrangement that also included backup lamps. Oh, but the styling of the 1950s. To have something like that today, rather than the bland boxes we see virtually everywhere. Our automobiles were all different and every young boy could easily identify the make of each car he saw.

And so the selection among the four big ones of 1955 really comes down to a question of the buyer's priorities: Quiet operation, styling, performance or ride. The choice is....or would have been, back in 1955... yours! Editors note: All beautiful cars, uniquely styled... Imagine the pride of ownership when the first owner took delivery of his new luxury car and took it home for the first time. An experience not enjoyed by most car buyers in today's world. Many of us have memories of seeing these great automobiles on the road for the first time back in the mid-50s. What great memories to have.

North Star Activities

With virtually all of our activities cancelled for the foreseeable future, some of our more ingenious members have come up with a few things that will get us out of the house and away from the endless stream of babble on television or the stack of books that we have read at least three times.

Earlier this year, at one of our board meetings, Jeff Eisenberg suggested that we might congregate on a nice weekday early evening at the Bohemia Craft Bier Hall over on the West side of the city. The club finally got around to trying it this past month. Jay White reports on the experience.

Back in January, as we planned out the year's schedule, the Lincoln, Thunderbird, Packard, and Cadillac car clubs planned on arranging an evening during the week where anyone could get together and enjoy some beer and good food and see each other's car at the same time. We chose the second Tuesday of each month from 4-8 p.m. to do the Classic Car Club Roundup at the New Bohemia Craft Bier Hall in Golden Valley during their slow time when more parking spots were open.

WELL... Life interfered with the plan, and the COVID-19 Virus caused us to cancel the events in April, May, and June. We decided to try it again on the 14th. We had 19 participants show up even though at the days beginning, it was RAIN and gray skies. By 4 p.m., it was sunny and enjoyable. In the Bier Hall, it was necessary to make first make orders for food, which could be done on the spot. We were then escorted to numbered tables outside or if you choose to sit on the inside. The inside seats were quite far apart. All the servers wore masks, and as did some of the participants. Servers were quite hospitable, and food was cooked to order off the menu.



There were but a few Lincolns for the get together. All was welcome, and this wonderful example of an Olds Cutlass from the 1960s came to visit. These were pretty neat cars when they were new. A lot of performance in a small affordable package. And they had style that just would not quit. Where are those designers when we really need them.



Juan Monzon brought us his nice Lincoln Continental Coupe.



Jay White arrived in style with his white (what other color could it be) Lincoln Continental convertible. What a fine car, it is a pity that Lincoln can't make something like this today. It would be a fine "halo" car for Lincoln and would serve to build a lot of interest in the brand. Ford really some good car people running the company. Maybe we would have some nicer cars and less trucks.

We enjoyed connecting with old friends and making new ones from the other clubs. From the Lincoln Club attending were: Juan Monzon and a friend who came with two cars, a Lincoln and a Thunderbird, Roger and Barb Wothe, Jay White, Bob Roth, and Jeff Eisenberg. Thunderbird members of the Big Bird club were Don and Fay Hunt, Cliff and Pat Lieske, Barry and Diane Blazavic, Cesar Domineguez, and Jim Reynolds. We had one Cadillac attend, but the owner was not identified.

We are hoping to do the event again, to be held on August 11th at the same time, and same station. See you there.

On July 26, a picnic was held at Cheshire Park in the Carlson Complex, just West of Highway 169. The weather was threatening in the morning, but 12 of our members came out in spite of the initial forecast and had a great time in the early afternoon. Everyone was able to comfortably engage in social distancing and carry on some great conversations. It might be a great idea to try this again, sometime in September.

The "Big Four" Facts and Figures

Trivia - 1955

1955 "Big Four" Comparison Chart

Model Tested	Cadillac Sixty-Special sedan	Imperial Sedan	Lincoln Capri sport coupe	Packard Patrician sedan
f.o.b. price, model tested*	\$4738	\$4428	\$3910	\$4040
f.o.b. price, base sedan*	\$3977	same	\$3563	same
Engine type	ohv V-8	ohv V-8	ohv V-8	ohv V-8
Bore and stroke	3.8125x3.625	3.8125x3.625	3.9375x3.5	4x3.5
Displacement	331.1 cu. in.	331.1 cu. in.	341.0 cu in.	352.0 cu. in.
Compression ratio	9.0:1	8.5:1	8.5:1	8.5:1
Carburetor	4 bbl	4 bbl	4 bbl	4 bbl
Bhp @ rpm	250/4600	250/4600	225/4400	260/4600
Torque @ rpm	345/2800	340/2800	342/2500	355/2600
Weight per cu. in.†	14.71	14.08	13.89	13.57
Weight per bhp**	19.48	18.64	21.04	18.37
Bhp per cu. in.	.755	.755	.660	.739
Electrical system	12-volt	6-volt	6-volt	12-volt
Transmission	Hydra-Matic	Powerflite	Turbo-Drive	Ultra-Matic
Torque converter	No	Yes	Yes	Yes
Number speeds	4	2	3	2
Ratios (:1)	4.08/2.63/1.55/1.00	1.72/1.00	2.40/1.47/1.00	1.82/1.00
Differential type	Hypoid	Hypoid	Hypoid	Hypoid
Ratio (:1)	3.36	3.54	3.07 std; 3.31 with a/c	3.07
Drive axles	Semi-floating	Semi-floating	Semi-floating	Semi-floating
Steering (power)	Saginaw ballnut Sector	Chrysler Recirculating Ball nut	Saginaw Recirculating Ball nut	Bendix and Worm-Wheel
Ratio (:1, overall)	21.3	n/a	21.3	22.5
Turn circle (curb/curb)				
Car tested	45'0"	45'2"	45'6"	43'0"
Base sedan	43'5"	same	same	same
Brakes, type	4-wheel hydr. drum	4-wheel hydr. drum	4-wheel hydr. drum	4-wheel hydr. drum
Drum diameter	12 inches	12 inches	12 inches	12 inches
Booster type	Vacuum	Vacuum	Vacuum	Vacuum
Effective area	222.0 sq. in.	201.0 sq. in.	207.5 sq. in.	208.3 sq. in.
Front suspension	Ind. coil spring	Ind. coil spring	Ind. coil spring	Ind. torsion bar
Measurements/wgts				
Length, car tested	227.3 inches	223 inches	215.6 inches	218.5 inches
Length, base sedan	216.3 inches	same	same	same
Wheelbase car tested	133 inches	130 inches	123 inches	127 inches
Wheelbase base sedan	129 inches	same	same	same
Overall width	79.8 inches	79.1 inches	77.4 inches	78.0 inches
Overall height	64.1 inches	63.1 inches	64.2 inches	62.3 inches
Front tread	60.0 inches	61.0 inches	58.5 inches	60.0 inches
Rear tread	63.1 inches	60.4 inches	60.0 inches	60.9 inches
Tire size	8.00 x 15	8.20 x 15	8.00 x 15	8.00 x 15
Minimum road clearance	6.1 inches	6.2 inches	7.4 inches	5.8 inches
Front head room	35.8 inches	35.0 inches	35.5 inches	36.2 inches
Rear head room	35.6 inches	34.5 inches	34.7 inches	34.9 inches
Front shoulder room	59.4 inches	58.3 inches	57.5 inches	57.0 inches
Rear shoulder room	58.9 inches	58.3 inches	57.2 inches	55.5 inches
Front hip room	64.3 inches	62.5 inches	62.3 inches	62.8 inches
Rear hip room	65.2 inches	62.0 inches	62.1 inches	62.0 inches
Front leg room	43.3 inches	44.6 inches	44.3 inches	43.0 inches
Rear leg room (sdn)	46.3 inches	48.4 inches	42.8 inches	48.8 inches
Front seat adjustment	4.0 inches	5.0 inches	4.1 inches	5.0 inches
Front seat height	13.8 inches	13.3 inches	13.5 inches	13.0 inches
Rear seat height	12.8 inches	13.5 inches	12.3 inches	13.8 inches
Shipping weight car tested	4540	4565	4305	4275
Shipping weight base sedan Capacities	4370	same	4235	same
Cooling system (with heater)	20.3 quarts	26.0 quarts	25.2 quarts	27.0 quarts
Fuel tank	20 gallons	20 gallons	20 gallons	20 gallons

1955 consumerism takes off in a big way with the sale of some 7.9 million cars in the US with 7 out of 10 families now owning a motor car, and new laws were put in place requiring seat belts to be installed on all new cars. The average wages were now \$3,851 per year, and the minimum wage was raised to \$1.00 per hour. The first McDonalds was erected in 1955 and more fast foods and TV dinners are appearing including fish fingers. The first cans of Coca-Cola are sold up till then it had only been sold in bottles. Rock and Roll music continues to grow in popularity with more idols including Elvis Presley, Bill Haley and the Comets, Chuck Berry and The Platters, and young men's fashion matches the times with pink shirts and charcoal grey suits.

How Much things cost in 1955
 Yearly Inflation Rate **USA** 0.28%
 Yearly Inflation Rate **UK** 3.5%
 Average Cost of new house \$10,950.00
 Average Monthly Rent \$87.00
 Average Yearly Wages \$4,130.00
 Minimum Hourly Rate \$1.00
 Average Cost of a new car \$1,900.00
 Cost of a gallon of Gas .23 cents
 Ladies Swim Suits \$12.95
 Black and White TV \$99.95

The classic television show "Gunsmoke" made its debut on CBS during September. The popular Western starred James Arness in the lead role of "Marshal Matt Dillon" and plot lines focused on him keeping order in Dodge City, Kansas, during the Old West era. The television show was adapted from a popular radio serial with the same name that ran from 1952 to 1961. Gunsmoke, the TV show, became immensely popular and ran for 20 seasons until 1975, making it the longest running scripted show from the United States during the 20th century. The show featured several other talented actors including Amanda Blake, Burt Reynolds, Milburn Stone and Dennis Weaver.

Ray Kroc starts the McDonald's fast food restaurant chain.

James Dean killed in car accident near Cholame, California.

Preview of Coming Events

All of these activities are conditioned on the premise that at some point in the future, group activities will be safe once again.

August **Tuesday, August 11, 4 to 8 p.m. Classic car club rally, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway, Golden Valley, Minnesota All Lincolns and other classics welcome.**

September **Tuesday, September 8, 4 to 8 p.m. Classic car club rally, New Bohemia Craft Bier Hall, 8040 Olson Memorial Highway, Golden Valley, Minnesota All Lincolns and other classics welcome.**

October If anyone has any great ideas for an event where we can get together at a "Social Distance," please let us know. Most of us are going stir crazy from being cooped up in our homes. We would all love to see one another, if even from a distance of 6 to 10 feet.

November Take your Lincolns out for one last fall drive before the cold weather comes to call and stays for the duration.

December **No North Star Activities planned. Please spend some quality time with good friends and relatives.**



For Sale

1967 Continental Convertible Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000 Call Jon Cumpton at 612-859-1483.**

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

www.northstarlcoc.org Click on publications.

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

North Star Activities

Here is a great opportunity to escape boredom by visiting one of these iconic drive-in's located throughout our state.

Board to tears... Call your friends and take a drive in your classic Lincoln to one of the Drive-Ins listed below. The food will be good and if you pick an off hour, social distance should be easily achieved. With all that is going on now, it is time to be a little creative in what we do for fun.



THE DRIVE-IN, TAYLORS FALLS

With a giant mug of root beer on a pole out front, you can't miss this gathering spot where carhops bring juicy burgers and frosty mugs of homemade root beer to your vehicle. Bonus: 18 holes of mini-golf on site, plus hiking at Interstate State Park less than half a mile away. Call Bob Johnson, he lives only a few miles away and he will meet you there.



The all new **Galaxy Drive-In**, 3712 Quebec Avenue South, just West of Louisiana Avenue on Highway 7, St. Louis Park.

You won't want to miss out on our mouthwatering steak burgers, premium hot dogs, delicious shakes, malts, desserts and more. We're coming in hot, with the velocity needed to exceed your dining experience. Aliens, Humans, and all of our four-legged friends welcome.



Wagner's Drive-In, 7000 West Broadway Avenue, Brooklyn Park.

Wagner's Drive-In has a long history. It was started over 35 years ago by Ed and Anneliese Wagner in St. Louis Park, Minnesota, with the help of their children. Over the years, expanding to a second Drive-In Brooklyn Park. Many of the menu items that customers enjoy today were developed years ago. Today, the tradition of excellent food continues. Jim, the son, continues the tradition of making things from scratch, paddy the hamburger, make homemade soups and coleslaw, bread the chicken, and more. Wagner's features good, home-cooked meals.