

From One Generation To Another Arden King's Custom 1946 Lincoln Continental Coupe



Above, Arden King with his 1946 Lincoln at a car show.

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.

Editors note: We thought reprinting this story from the February 2004 issue of the Northstar News might be appropriate. In it, Arden King tells us a little bit about his Pride and Joy, which happened to be a 1946 Lincoln Continental Coupe. While not an original Continental, it had been substantially modified to reflect the desire of Arden to have a Lincoln that looks fairly period but has the up-to-date running gear to make it easier to drive and have a few of the conveniences that we have grown to expect in our everyday life. Arden was successful in meeting his expectations. Arden King was able to drive the car and enjoy it for a few years before his passing. Arden's wife, Mary, retained the car for several more years before it was passed on to their son, Randy. It is in very good hands now. Randy and his family love his dad's Continental and drive it frequently during better weather. Randy and his wife have joined the LCOC and are now members of the North Star Region.

Further in the newsletter, there is a little more detail on Randy King and his family in Francis Kalvoda's Welcome Wagon feature. We welcome the "new generation" of the King family to the club, and we hope to see them with the 1946 Continental at a few of our future events. And now, back to the reprinted story.

Our 1946 Lincoln Continental Coupe, as told by Arden King...

Our Lincoln was born on October 16, 1946, and shipped to Houston, Texas, on October 23, 1946. Seems very late in the year for a 1946 by today's standards. My cousin, Dr. James J. Winn, bought

(Continued on page 4)

This Issue Contains

Feature Story	1	Directors Message	3
Club Information Page	4	Northstar Monthly Board Meeting Minutes	5
Editors Message	2	Welcome Wagon	13
Trivia	2	North Star Events	15

Trivia from the Internet



Nelson Riddle
American Bandleader
1921 - 1985

Nelson Smock Riddle Jr. (June 1, 1921 - October 6, 1985) was an American arranger, composer, bandleader and orchestrator whose career stretched from the late 1940s to the mid-1980s. He worked with many world-famous vocalists at Capitol Records, including Frank Sinatra, Ella Fitzgerald, Nat King Cole, Judy Garland, Dean Martin, Peggy Lee, Johnny Mathis, Rosemary Clooney and Keely Smith. He scored and arranged music for many films and television shows, earning an Academy Award and three Grammy Awards. He found commercial and critical success with a new generation in the 1980s, in a trio of Platinum albums with Linda Ronstadt.

Early years - Riddle was born in Oradell, New Jersey, the only child to survive to birth, and after, of Marie Albertine Riddle (a native of Mul-

(Continued on page 3)

Editors Message

February 2023

It looks as though we successfully made it through January, which many of us think is one of the most miserable months of the year. Especially for those of us who are unable to

escape to warmer climes for one reason or another. I think for the whole month, I left my home about five times, which included trips to the grocery store and a stop at the local CVS to pick up some meds. Yes, we did have some snow, but it isn't that bad if you don't have to go out in it. My new canine companion, Niko, seems to enjoy the snow, especially the fresh stuff. He has long legs and likes to run back and forth, the length of the backyard, which is about 150 feet. He has very good eyesight and barks loudly at anything that he sees moving. A few days ago, two young deer were on the other side of the fence. Niko saw them, ran up to the fence, and barked loudly at the potential interlopers. His loud barking really put the run on them. He is a sweet dog but different in many ways from either Faithie or Olga. They were perfect ladies most of the time, and Niko is still a young chap trying to find his way.

We had our first North Star event for the year, brunch/lunch at Casper's Cherokee Restaurant, just a bit east of Cedar Avenue and at Cliff Road in Eagan. While Marion and I used to eat there from time to time, this was the first time our club had been there. We had a nice private room and ordered off their menu. The service was quite good, and the food met our needs regarding quality and price. I think that we will be revisiting them again. We had a good turnout, with a few short of 30 attending. We had a number of new folks, including one of our newest members, Randy King from Red Wing, attending for the first time. More about Randy and his Continental in other parts of this newsletter. One of our favorite places,

Dangerfields over in Shakopee, changed hands last fall. New owners, new menus, new policies. Sadly, we will not be returning there. But, it was one of the best while it lasted.

The LCOC held its annual January board meeting in Orlando. It is an annual three-day event meant to solve all our club's pressing problems. Little was accomplished, with the exception of killing off the first-year membership rate of \$25, as it was perceived by the majority of members present that it was costing the club too much money and that the introduction rate was possibly unfair to prior members who paid the full rate of \$48 or now \$54 for dues. For roughly 80 percent of our membership, the only item of value they receive is a hard copy of Continental Comments, our flagship magazine. At \$54 per year, each issue of Comments costs our members \$9. As a club, we need to figure out a good way to increase the club's overall value to the individual members. If



Sweet Niko has discovered that his long suffering dad has a nice sleep-number bed. Like his dad, he finds it very hard to get up and out of bed on these cold, dark, January mornings. Do not despair, Niko, better weather is ahead. Spring will be here before you know it. We all can hardly wait.

you have any suggestions about this, please let me know. We will eventually price the club out of existence if we don't do this. Many of our problems can be fixed with a substantial increase in membership. We need to be at about 5,000 members, not 2,300, where we presently are. We can do this if we really want to. But some ingenuity and a lot of hard work will be required. Do you feel up to it?

We will be sending out our annual dues notices soon. Please complete the form enclosed updating any information that needs it. A return envelope will be enclosed and you should send your payment to our treasurer, Matt Foley in that envelope. We would appreciate prompt payment, as postage costs have gone up and it is expensive to send out 2nd notices. Thanks for helping out.

Till next month.....

David and Sweet Niko, the Samoyed

Directors Message by Bob Johnson February 2023

(Continued from page 2)

house, France, whose father was Spanish) and Nelson Smock Riddle, who was of English-Irish and Dutch descent. His mother had suffered six miscarriages and one stillbirth in her lifetime. It was his mother's second marriage. The family later moved to nearby Ridgewood.

Following his father's interest in music, he began taking piano lessons at age eight and trombone lessons at age fourteen. He was encouraged to continue his musical pursuits at Ridgewood High School.

A formative experience was hearing Serge Koussevitzky and the Boston Symphony Orchestra playing Maurice Ravel's *Boléro*. Riddle said later: "... I've never forgotten it. It's almost as if the orchestra leaped from the stage and smacked you in the face ..."

By his teenage years, Riddle had decided to become a professional musician; "... I wanted to be a jazz trombone player, but I didn't have the coordination." So he began to turn to composing and arranging.

The Riddle family had a summer house in Rumson, New Jersey. Riddle enjoyed Rumson so much that he convinced his parents to allow him to attend his senior year in high school there (1938).

In Rumson while playing for trumpeter Charlie Briggs' band, the Brigadiers, he met one of the most important influences on his later arranging style: Bill Finegan, with whom he began arranging lessons. Despite being only four

(Continued on page 5)



Being your Region Director for the past 20 years, I have seen many changes in our club. Most of our changes are due to media coverage, the internet, Facebook, cell phones, and digital photographs. Progress in the last ten years has been mind-boggling; what changes are next? I may be old-fashioned, but I still enjoy reading a good printed story or personal phone call rather than short text bleeps that are now standard. It appears that we are now over the worst of COVID, but we still need to be careful. Looking at the LCOC Annual Board meeting information, that is very limited as of today; I did not attend the board meeting, so I am at

the mercy of emailed information. But, I did find out that we will have two national LCOC meets. Still, they will both be sponsored by the national club due to many situations caused by COVID and our club members aging and being unable to handle responsibilities like in the past. We are now in a new time, so we need to adapt, how I'm not sure yet. Besides our monthly brunches, we have six national or local car shows that you can pick from to attend at your convenience. Here is the relevant information:

North Star 17th Traveling Car Show (and road trip) to Mark Platt's Collector Car Garage, May 12-14, Wisconsin Dells, Wisconsin.

LCOC Eastern National Meet, May 31-June 4, Holiday Inn West, Knoxville, Tennessee.

North Star 14th Annual Bloomington Lincoln car show, Saturday, June 17, 2023, Bloomington, Minnesota.

First Annual North Star Region Lincoln and American Collector car show, Saturday, July 29, At the Blacksmith Lounge, Hugo, Minnesota.

LMCMF 10th Annual Lincoln Homecoming, August 9-13, hosted by the LOC, Hickory Corners, Michigan.

LCOC Mid-America Meet, September 20-24, Crowne Plaza Hotel and Convention Center, Springfield, Illinois.

Our January Sunday brunch was well attended, with over 25 North Star members and their guests attending. This was our first time at Casper's Cherokee Restaurant in Eagan, and the weather cooperated by being a bit above average for January.

Our February event will be with the CCCA Saturday, February 11, at the Firefighters Museum, 664 22nd Avenue, Minneapolis. Be there by 5 p.m. A fully catered meal will be served at 5:30 p.m., with an auction afterward. The auction proceeds will go to pay for the meal, and any remaining amount after the costs will be split between the CCCA and the North Star LCOC. Please bring a quality item for the auction. RSVP to Tom Brace at trbrace@comcast.net or phone at 651.644.7800.

Our Facebook presence continues to grow, with likes of over 1000. Please check our Facebook page and contact Jay White if you have suggestions about more items for Facebook. Please use our correct Facebook page, which is **North Star Lincoln Continental Car Club**.

We need your Lincoln Pride and Joy article about what Lincoln you have and what makes it special to you. This is a feature of our newsletter, and it helps to make it an interesting read. Please write it with care and send it with a few digital images to our long-suffering editor. We welcome any story about any Lincoln, new or old; we would love to hear from you.

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

Bob and Mary Johnson.

Board Of Directors - 2023 - 2024

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

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December. Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

The King family Continental continued...

(Continued from page 1)

this car from a salvage yard in Waterloo, Iowa, in 1963 or 1964 and restored it. It was shown once and scored in the mid-90s for points. When he bought the Lincoln, the engine was missing, along with a front fender, bumpers, seats, and dash instruments.

On a visit to Waterloo in 1977, my wife Mary told Dr. Winn and me that of all the 200 or 300 cars I have owned that she wanted that car if it was for sale. A few months later, I was notified the car was for sale to my wife and myself with the understanding that he was disappointed by the overheating problems and hard starting after spending \$4,000 in 1967 money on the V-12.

I worked on it for a while and then stored it in my garage for eleven years, putting only 595 miles on it during that time. It would boil the water out at the first stop light.

I have been a Hot Rod guy since baptism and grew up in a neighborhood where the thinking was if it didn't run good – fix it. Or if it did run good, tear it apart to find out how come.

In the 1980s, I saw some of these Classics show up at national street rod shows. I thought if I could keep it looking original with later model running gear, I could have a good time with this car.

After a few years of progressive changes, it now has a high-performance General Motors crate motor, 350 turbo HydraMatic transmission, 9-inch 57 Mercury Turnpike Cruiser rear end, and a Ron Francis wiring harness.

The car was repainted in 1989 and re-upholstered in 2001 in tan leather. At the same time, we also replated the brightwork. I changed the windows from hydraulic to electric and added a power seat, power steering, power brakes, and an Airtique heat and

(Continued on page 11)



The 46 Continental on the show field at the LCOG Mid-America at Red Wing, Minnesota in 2002.

Northstar Monthly Board Meeting Minutes

January 5, 2023

BOARD OF DIRECTOR'S MEETING

The meeting was called to order via conference call, by Regional Director Bob Johnson at 6:35 p.m. Board members attending the meeting were Bob Johnson, Dave Gustafson, Bob Roth, Matt Foley, Ernie Christensen, Tina Zimple, Chris Struble and Dave Heeren. The Board members not present were Tom Brace, Jay White, and Jeff Eisenberg. The minutes of the previous meeting and the agenda of this meeting were approved.

Director Reports:

Coronavirus COVID-19 status. The club and members continue to exercise caution.

2023 Activities:

January - Sunday Brunch, January 22, 2023 at 11:30 AM, Casper's Cherokee Family Bar and Grill in Eagan. 4625 Nicols Rd, Eagan, Minnesota.

February - Event is with the CCCA. CCCA will be hosting a catered meal, with an auction after dinner. It will be at the Firefighters museum, in Minneapolis, Saturday, February 11, 2023

March - Sunday Buffet, March 12, 2023 at the Machine Shed, 8515 Hudson Blvd N, Lake Elmo, Minnesota, at 11:30 a.m.

April - Sunday Brunch on April 16th at Dehn's County Manor, 11281 Fernbrook Lane N, Maple Grove, Minnesota, 11:30 a.m.

May - Out of State Car Show and road trip to Mark Platt's Collector Car Garage, Wisconsin Dells, Wisconsin, Saturday, May 13, two or three day road trip (Friday and Saturday) or (Friday, Saturday and Sunday, your choice) Final details with hotel and rates next month.

June - 14th Annual Bloomington Lincoln car show, Saturday June 10, 2023 at Bloomington Lincoln, Bloomington, Minnesota. 10 a.m. to 2 p.m. Free lunch and awards at 2 p.m.

July - Maple Grove Days Car Show, Saturday, July 16, 2023
Breakfast 8 a.m., Car show 10 a.m. to 3 p.m.

1st Annual North Star Region Lincoln and American Collector Car Show, Saturday July 29, 9 a.m. to 3 p.m.

August - The 10th annual Lincoln Homecoming, August 10-13, 2023, Hickory Corners, Michigan. The Lincoln Owners Club (LOC) will be the sponsoring club.

September - TBT

October - Sunday October 8, 2023, driving tour to view Fall Leaf colors, St Croix Valley. Meet in Hudson, Wisconsin at McDonalds 10 a.m.

Annual North Star catered Lunch and Auction, Sunday, October 15, 2023
Morries in Long Lake, Minnesota

November - Year-end Sunday brunch TBT

Dave and Tammy Heeren are doing a 2023 North Star Region directory with your picture in it as a new feature. Please help them by sending a picture of you with or without your Lincoln in it. Please email your photo to d.heeren41@hotmail.com

Jay White, Facebook now at 1000 likes

Matt Foley reports that we have currently \$4085.34 in the treasury will all bills paid.

Membership and Publications: Dave will be sending out 2023 North Star Region Membership renewals. Please send him a "Pride and Joy" article for the newsletter.

Meeting Adjourned at: 7:20 p.m.

Next Meeting to be held at --- Bloomington Lincoln, Thursday, February 2. at 6:30 p.m.

Respectfully submitted by Chris Struble

(Continued from page 3)

years older than Riddle, Finegan was considerably more musically sophisticated, within a few years creating not only some of the most popular arrangements from the swing era, such as Glenn Miller's "Little Brown Jug", but also great jazz arrangements such as Tommy Dorsey's "Chloe" and "At Sundown" from the mid-1940s.

After his graduation from Rumson High School, Riddle spent his late teens and early 20s playing trombone in and occasionally arranging for various local dance bands, culminating in his association with the Charlie Spivak Orchestra. In 1943, Riddle joined the Merchant Marine, serving at Sheepshead Bay, Brooklyn, New York for about two years while continuing to work for the Charlie Spivak Orchestra.

Riddle studied orchestration under his fellow merchant mariner, composer Alan Shulman. After his enlistment term ended, Riddle traveled to Chicago to join Tommy Dorsey's orchestra in 1944, where he remained the orchestra's third trombone for eleven months until drafted by the Army in April 1945, shortly before the end of World War II. He was discharged in June 1946, after fifteen months of active duty. He moved shortly thereafter to Hollywood to pursue a career as an arranger, and

(Continued on page 6)

A little history of the Continental

(Continued from page 5)

spent the next several years writing arrangements for multiple radio and record projects. In May 1949, Doris Day had a #2 hit, "Again", backed by Riddle.

Capitol years - In 1950, Riddle was hired by composer Les Baxter to write arrangements for a recording session with Nat King Cole; this was one of Riddle's first associations with Capitol Records. Although one of the songs Riddle had arranged, "Mona Lisa," soon became the biggest selling single of Cole's career, the work was credited to Baxter. However, once Cole learned the identity of the arrangement's creator, he sought out Riddle's work for other sessions, and thus began a fruitful partnership that furthered the careers of both men at Capitol.

During the same year, Riddle also formed a friendship with Vern Yocum (born George Vernon Yocum), a big band jazz musician (and brother of Pied Piper Clark Yocum) who would transition into music preparation for Frank Sinatra and other entertainers at Capitol Records. A collaboration followed, with Vern becoming Riddle's "right hand" as copyist and librarian for the next thirty years.

In 1953, Capitol Records executives viewed the up-and-coming Riddle as a prime choice to arrange for Frank Sinatra.

(Continued on page 7)

The **Lincoln Continental** was a series of mid-sized and full-sized luxury cars produced by Lincoln, a division of the American automaker Ford Motor Company. The model line was introduced following the construction of a personal vehicle for Edsel Ford, who commissioned a coachbuilt 1939 Lincoln-Zephyr convertible, developed as a vacation vehicle to attract potential Lincoln buyers. In what would give the model line its name, the exterior was given European "continental" styling elements, including a rear-mounted spare tire.

In production for over 55 years across nine different decades, Lincoln has produced ten generations of the Continental. Within the Lincoln model line, the Continental has served several roles ranging from its flagship to its base-trim sedan. From 1961 to 1976, Lincoln sold the Continental as its exclusive model line. The model line has also gone on hiatus three times. From 1949 to 1955, the nameplate was briefly retired. In 1981, the Continental was renamed the Lincoln Town Car to accommodate the 1982 seventh-generation Continental. After 2002, the Continental was retired, largely replaced by the Lincoln MKS in 2009; in 2017, the tenth-generation Continental replaced the MKS.

As part of its entry into full-scale production, the first-generation Continental was the progenitor of an entirely new automotive segment, the personal luxury car. Following World War II, the segment evolved into coupes and convertibles larger than sports cars and grand touring cars with an emphasis on features, styling, and comfort over performance and handling. From 1956 to 1957, the Continental nameplate was the namesake of the short-lived Continental Division, marketing the 1956–1957 Continental Mark II as the worldwide flagship of Ford Motor Company; as a second successor, Ford introduced the Continental Mark series in 1969, produced over six generations to 1998.

Along with the creation of the personal luxury car segment, the Lincoln Continental marked the zenith of several designs in American automotive history. The Continental is the final American vehicle line with a factory-produced V12 engine (1948), the final four-door convertible (1967), and the final model line to undergo downsizing (for the 1980 model year).

American production of the Continental and MKZ, its only two sedans, ended in 2020

thereby making Lincoln a crossover/SUV-only brand in the USA. After it was discontinued in Lincoln's home market, Ford indicated that it planned to move Continental production to China.



The Edsel Ford prototype - 1939, quite possibly one of the most beautifully designed cars ever.

Edsel Ford prototype (1939) The Lincoln Continental began life as a personal vehicle for Ford Motor Company President Edsel Ford. In 1938, Ford commissioned a one-off design he wanted ready for his March 1939 vacation from company Chief Stylist Eugene T. "Bob" Gregorie. Using the blueprints of the streamlined Lincoln-Zephyr as a starting point, Gregorie sketched a design for a convertible with a redesigned body; allegedly, the initial sketch for the design was completed in an hour. At the time work had begun on the first Continental coupe, Lincoln had previously cancelled the Lincoln K-series coupes, sedans, and limousines, and produced the very limited Lincoln Custom limousine, along with the smaller Lincoln-Zephyr coupes and sedans, while the all-new Mercury Eight was also introduced in 1939. Ford wanted to revive the popularity of the 1929–1932 Lincoln Victoria coupe and convertible but with a more modern approach, reflecting European styling influences for the Continental.

By design, the Edsel Ford prototype was essentially a channeled and sectioned Lincoln-Zephyr convertible; although the vehicle wore a conventional windshield profile, the prototype sat nearly seven inches lower than a standard Lincoln. Along with the massive decrease in height, the running boards were deleted entirely. In contrast to the Zephyr (and in a massive change from the K-Series Lincoln), the hood sat nearly level with the fenders taking advantage of the fact that the engine type and configuration did not need the clearance

(Continued on page 7)

(Continued from page 6)

Sinatra was reluctant however, preferring instead to remain with Axel Stordahl, his long-time collaborator from his Columbia Records years. When success of the first few Capitol sides with Stordahl proved disappointing, Sinatra eventually relented and Riddle was called in to arrange his first session for Sinatra, held on April 30, 1953. Riddle, drawing heavily on Sinatra's rhythm section lead by Irving Cottler [percussionist], featured drummer on Coles "Mona Lisa", in addition to Los Angeles 1st string session musicians the Wrecking Crew. The first product of the Riddle-Sinatra partnership, "I've Got the World on a String" became a runaway hit and is often credited with relaunching the singer's slumping career. Riddle's personal favorite was a Sinatra ballad album, one of his most successful recordings, *Only the Lonely*.

For the next decade, Riddle continued to arrange for Sinatra and Cole, in addition to such Capitol artists as Kate Smith, Judy Garland, Dean Martin, Keely Smith, Sue Raney, and Ed Townsend. He also found time to record his own instrumental discs, released on Capitol in both 45 RPM single, and LP album format. Riddle's most successful tune was "Lisbon Antigua", released in November 1955, which reached and remained at the #1 position for four weeks in 1956. Riddle's most notable LPs were *Hey ... Let Yourself Go* (1957) and *C'mon ... Get Happy* (1958), both of

(Continued on page 8)

More about Continentals...

(continued from page 6)

afforded by the height of the standard Lincoln hood line. To focus on the styling of the car, the chrome trim on the car was largely restricted to the grille; the prototype differed from the eventual production version in that it utilized a somewhat less angular roof line. As with the Lincoln-Zephyr, the prototype utilized a 267 cubic-inch V12 engine, transverse leaf springs front and rear as well as hydraulic drum brakes.

The design would introduce two long-running features used in many American automobile designs. The modified body gave the design new proportions over its Zephyr counterpart; with the hoodline sitting lower over the V12 engine and the passenger compartment moved rearward, the prototype had more in common with classic era "long-hood, short deck" body configurations versus being a strict adherent of contemporary streamline moderne design trends. As a consequence of the smaller trunk space, the spare tire was mounted behind the trunk; while disappearing on American cars, the externally mounted, covered spare tire remained a feature on European-produced cars.

The prototype designed by Gregorie was produced on time, making the deadline to be delivered to Edsel Ford in Florida. Interest from well-off friends was high; Edsel sent a telegram back to Michigan that he could sell a thousand of them. In reference to its European-inspired design, the Lincoln-based prototype received its name: Continental.



The production model 1941 Continental carried forward many of the design cues from the 1940 models.

Immediately, production commenced on the Lincoln Continental, with the majority of production being "Cabriolet" convertibles and a rare number of coupes. These were extensively hand-built; the two dozen 1939 models and 400 1940-built examples were built with hand-hammered body panels; dies for ma-

chine-pressing were not constructed until 1941. The limited number of 1939 models produced are commonly referred to as '1940 Continentals'.

Lincoln Continentals from 1939 to 1941 shared largely the same body design with each other with push-button door catch releases displacing the previous lever type handles for 1941; the Continental received minimal updates from year to year.



Note the grille and fender changes in this 1942 Continental.

For the 1942 model year, all Lincoln models were given squared-up fenders, and a revised grille with the Lincoln-Zephyr now gaining the exterior push-button door catch releases. The result was a boxier, more massive appearance in keeping with then-current design trends, but perhaps less graceful in retrospect. Production in 1942 was shortened, following the entry of the United States into World War II. The attack on Pearl Harbor led to the suspension of production of automobiles for civilian use.

After World War II, the Lincoln division of Ford returned the Continental to production as a 1946 model. Lincoln dropped the Zephyr nomenclature following the war, so the postwar Continental was derived from the standard Lincoln (internally H-Series). To attract buyers, the design was refreshed with updated trim, distinguished by a new grille. For 1947, walnut wood trim was added to the interior.

Following the death of Edsel Ford in 1943, Ford Motor Company reorganized its corporate management structure, which led to the 1946 departure of the Continental's designer, Bob Gregorie. That year's Continental, the first postwar model, was designed by famed industrial stylist Raymond Loewy. The last year for the Continental would be 1948, as the division sought to redevelop its new 1949 model line as an upgraded version of the Mercury; the expensive personal-

(Continued on page 8)

(Continued from page 7)

which peaked at a respectable number twenty on the Billboard charts. In 1959, he won the Grammy Award for Best Musical Composition First Recorded and Released in 1958 (over 5 minutes duration) at the inaugural award ceremony for *Cross Country Suite*, which was composed for former bandmate Buddy DeFranco.

Later years - In 1957, Riddle and his orchestra were featured on *The Rosemary Clooney Show*, a 30-minute syndicated program.

In 1962, Riddle orchestrated two albums for Ella Fitzgerald, *Ella Swings Brightly with Nelson*, and *Ella Swings Gently with Nelson*, their first work together since 1959's *Ella Fitzgerald Sings the George and Ira Gershwin Song Book*. The mid-1960s would also see Fitzgerald and Riddle collaborate on the last of Ella's *Songbooks*, devoted to the songs of Jerome Kern (*Ella Fitzgerald Sings the Jerome Kern Song Book*) and Johnny Mercer (*Ella Fitzgerald Sings the Johnny Mercer Song Book*).

In 1963, Riddle joined Sinatra's newly established label Reprise Records, under the musical direction of Morris Stoloff.

In 1964, Riddle partnered with Tom Jobim, who is considered to be one of the great exponents of Brazilian music and one of the main founders of the Bossa Nova movement. The record, entitled *The Wonderful World of Antonio Carlos Jobim*, was released

(Continued on page 9)

More Continentals..

(Continued from page 7)

luxury car no longer had a role at Lincoln.

The 1939–1948 Continental is recognized



1948 Continental shows little differences between the 1946 and 1947 models.

as a "Full Classic" by the Classic Car Club of America, one of the last-built cars to be so recognized. As of 2015, the 1948 Lincoln Continental and 1948 Lincoln were the last cars produced and sold by a major U.S. automaker with a V12 engine. Base retail price for the coupe was listed at \$2,727 (equivalent to \$50,200 in 2021) and the cabriolet was listed at \$2,778 (equivalent to \$51,200 in 2021).

For the years between 1946 and 1948, the Continental was offered with convertible and coupe body shapes. Lincolns were equipped with engines of 292 cubic inches, delivering 120 hp of power. These were the last years of an American built V12 engine. Below are the production numbers for years 1946 – 1948.

Model Year	Model	Total Made
1946	Coupe	265
1946	Convertible	201
1947	Coupe	831
1947	Convertible	738
1948	Coupe	847
1948	Convertible	452



One Nice '48



John McCarthy with his 1948 Continental

The above 1948 Lincoln Continental convertible was owned by John McCarthy and featured in *Old Cars Weekly*. Check out their web site www.oldcarsweekly.com

This story originally appeared in the January 4, 2022, issue of *Old Cars Weekly*. Brian Earnest of OCW wrote it, and it is reprinted here with permission from OCW.

Sometimes it was just meant to be. One man's dream, Lincoln Continental, found its way to him while he was in the right place at the right time.



Another view of John's '48 Continental

John McCarthy is a Lincoln lover. Almost any year or flavor — he pretty much likes them all. But only one Lincoln automobile qualifies as a "Holy Grail" car in McCarthy's book. He dreamed about it for years, and now he's got one.

"You go to a national Lincoln meet and see these there, and I call them 'The Queens,' says McCarthy, gazing at his glorious 1948 Continental convertible. "This is the first gen of the Continentals. I'm a Lincoln collector, I've had a number of them, but I've never had one as unique and special as this one. They made about 450 of these in '48 and about twice as many coupes, which are very hard to find."

(Continued on page 9)

(Continued from page 8)
in 1965.

In 1966, Riddle was hired by television producer William Dozier to create the music for the *Batman* television series starring Adam West. (Neal Hefti had written the *Batman* theme song and was originally hired for the series, but became unavailable.) Riddle did the first two seasons of *Batman* (sans two episodes scored by Warren Barker), along with the theatrically released *Batman: The Movie*. Billy May did the third season's music. Recordings of Riddle's music from *Batman* were issued on one soundtrack LP and a 45 RPM single. There was a "Batmanesque" tone in the soundtrack for Howard Hawks' *John Wayne film El Dorado*, also scored by Riddle in 1966, due to his continued heavy use of brass.

Riddle was the musical director for 16 episodes of *The Smothers Brothers Comedy Hour* between 1967 and 1969.

Riddle's film and television work in the 60s included his hit theme song for *Route 66*, the theme to *The Untouchables*, and the scores for the *Rat Pack* motion pictures *Robin and the 7 Hoods* and the original *Ocean's 11*. In 1969, he arranged and conducted the music to the film *Paint Your Wagon*, which starred a trio of non-singers, Lee Marvin, Clint Eastwood, and Jean Seberg.

In the latter half of the 1960s, the partnership between Riddle and Frank Sinatra grew more distant as Sinatra began increas-

(Continued on page 10)

John McCarthy's great '48 continued...

(Continued from page 8)

Not that he ever gave up hope, but McCarthy never expected to own one of the postwar Continentals he covets. He figured if he kept his eyes open and never quit looking around, he might get lucky. It finally happened in the summer of 2020.

"I found the car on Facebook, and I had been looking for one," he says. "It was at a price I could afford, which normally I can't with these. I had to be in the right spot at the right time. And I was. "What really sold me was the color, Grotto Blue. I love the color, and the car was so structurally sound and straight that I bought it."

McCarthy found the car in Macomb, Michigan. The man who had owned the Lincoln for many years had passed away, and his widow decided to part with it. That meant McCarthy had to make the tough decision to sell off a '36 Lincoln sedan to make room for the Continental in his garage.

"I loved that car, but I always wanted to have an open classic Lincoln," he says.

McCarthy had plenty of questions about the car's history, and he got some answers with the help of the Benson Ford Research Center.

"You can write to them and give them your serial number, and they will give you what they call a build card, which is similar to a build sheet. And that told me a lot about the



Driver's view from the front seat, behind the steering wheel. Some degree of symmetry exists. Note the position of the speedometer and the clock, with the massive radio in between.

car," he notes.

He discovered the car had been sold at a dealership in Oklahoma and was equipped with a radio and antenna, and was originally painted the same blue color. He also got some information from the widow who was selling

the Continental.

"She and her family and kids knew about the car for many years, and it was her late husband's favorite. I was told it was restored in the early 1990s or maybe the middle 1990s. Before that, it was owned by a pilot and spent decades in an aircraft hangar in Oklahoma. For many years it sat, and then this fellow purchased the car in the '90s, had it restored, and then passed away at the end of '18."

McCarthy also tracked down the son of the man who restored the car. He remembered the Lincoln and confirmed it was very authentic and unmolested.

"He confirmed that the car was built just the way you see it."

EDSEL'S BABY - The Continental traces its roots back to 1939 when Lincoln built a special Lincoln Zephyr convertible for Edsel Ford, who, over the years, had several one-off vehicles built for himself that he used as vacation cars and PR vehicles to show off new ideas and drum up interest in new company designs. The impressive 12-cylinder machine, with teardrop headlights, a long hood, and a long, low profile, was apparently a hit with Edsel's well-heeled friends, who inquired about getting one for themselves. A production version was born in 1940 and dubbed the Continental, and famed Ford stylist Bob Gregorie designed it.

Edsel died in 1943, and when Gregorie left the company in 1946, the Continental began to lose steam with the Ford brass and disappeared following the 1948 model year, but not before becoming what many people consider to be the first American-built personal-luxury car. The first hand-built Continentals were based on the Zephyr but with some noteworthy design changes, including a lack of running boards and a lower hood height that was almost level with the fenders. The passenger area was pushed rearward, reducing the size of the trunk and pushing the spare tire above the rear bumper. The 292-CID V-12 was the same as was used in the Zephyr. Styling updates during the Continental's production run came a little at a time, including a boxier-looking body in 1942. A 306-CID, 130-hp V-12 took the place of the 292 that same year. Gear changing was done through a three-speed manual shifter on the column. Few cars on the market could match the Continentals elegance or its list of amenities, which included fender skirts; power windows; white-

(Continued on page 10)

McCarthy's Continental continued...

(Continued from page 9)

ingly to turn to Don Costa, Billy May and an assortment of other arrangers for his album projects. Although Riddle would write various arrangements for Sinatra until the late 1970s, *Strangers In The Night*, released in 1966, was the last full album project the pair completed together. The collection of Riddle-arranged songs was intended to expand on the success of the title track, which had been a number one hit single for Sinatra arranged by Ernie Freeman.

On March 14, 1977, Riddle conducted his last three arrangements for Sinatra. "Linda", "Sweet Lorraine", and "Barbara", were intended for an album of songs with women's names. The album was never completed. "Sweet Lorraine" was released in 1990 and the other two were included in *The Complete Reprise Studio Recordings*, released in 1995.

In 1978, Riddle was Musical Director for the 50th Academy Awards ceremony, the only occasion on which he performed the task.

In December 1979, Riddle conducted and arranged "Something" for Sinatra's 1980 album "Trilogy". And in 1981, he also arranged and conducted the medley of "The Gal That Got Away" and "It Never Entered My Mind" for Sinatra's album "She Shot Me Down", which was the final time he worked for Frank.

In 1982 saw Riddle work for the last time with

(Continued on page 11)

(Continued from page 9)

wall tires; bumper guards; luxurious upholstery, and the calling card "Continental kit" rear spare assembly. Production was halted in 1943 due to World War II, but the Continental made another big splash in its return after the war when Henry Ford II piloted one at The Brickyard as a pace car for the Indy 500. Only 446 Continentals were built in '46 (201 cabriolets and 265 coupes) before production picked up slightly in 1947, when more than 1,500 were assembled. The following year proved to be the classic Continental's swan song when 847 coupes and 452 cabriolets were built. It remains the last time an American-built car carried a V-12 when it left the factory.

ROADWORTHY AGAIN- McCarthy said he wasn't worried that his Continental had been sitting idle for quite a while before he found it and brought it home. He says he was actually looking forward to digging into the car and finding some things to fix and update.

"A lot of things mechanically, electrical, and hydraulically did not work," he said. "So, thanks to COVID, I spent a lot of time in the past year in my garage. When I got the car, the turn signals, fog lights, radio, antennal, windows — none of those were operable, which is OK, I love to fix things, so it gave me joy to turn all those things around and make them operable."

"Yes, that was very frustrating! I'll tell you, taking the radio out of this car is a job and a half," he added. "It's the size of a breadbox and probably weighs 10 or 12 lbs. " To fish that up in there and have it set with the retaining bolts is incredible. I don't know how they did it. It became so complicated because there was no room on the dash that I removed the dash and wound up taking it all apart and bench-testing every system, and putting it all back together. It would be torture to try to restore all those things and keep the dash in the car."

McCarthy planned to spend this winter ironing out a few more bugs with the big convertible to make sure it runs as good as it looks — which is saying a lot. First on the list is tinkering with the overdrive, which doesn't quite kick in as it should. "But that's electrical, and I'll take care of that," he says, smiling.

Plenty of the surviving Continentals from

the 1940s have been restored to near perfection, which largely takes them off the road. McCarthy's car would be a great candidate to become a No. 1 condition car, too, but he has no desire to go to extremes with another restoration, and he's very certain that he doesn't



Note detail of rear quarter, gas tank lid, tail lamp, large fender skirt, front facing stone shield, "Continental spare tire." and center mounted "Cobra shaped" stop lamp.

want a garage princess.

"If I can put 1,000 miles a year on it, I'll do it. I intend to drive it, definitely," he says. "I bought this to drive and put miles on it — especially with the top down! "It just floats. It handles remarkably easily, considering its weight. It steers well. The brakes are from 1948, so you've got to keep that in mind ... I would take the car anywhere. It drives beautifully. The seats are extremely comfortable. It's a delight. I just need to get more miles on it, and I'll take it anywhere. These cars were meant to be driven."

McCarthy almost takes some extra satisfaction in knowing that his '48 will not be one of the cars vying for the biggest trophies and 1,000-point scores at big national shows.

"It's a really nice 'driver.' That's what it is. It might be a show car at some shows, but at the LCOC — the Lincoln [national meet] — no, it probably wouldn't score very well. It's got some flaws in the paint and all, but that's fine with me. "I'm still learning about the car, but it gives me a great sense of joy every time I drive it, and of course, it's a magnet for people. It's exciting. I never thought I'd own a car this beautiful. I've had a lot of nice cars over the years, but nothing like this. This one my kids will fight over."

Again, our thanks to OCW for letting us reprint this story about John McCarthy and his



Important Events - 1946

(Continued from page 10)

Ella Fitzgerald, on her last orchestral Pablo album, The Best Is Yet to Come.

Career revival- In the spring of 1982, Riddle was approached by Linda Ronstadt — via telephone through her manager and producer, Peter Asher — to write arrangements for an album of jazz standards that Ronstadt had been contemplating since her stint in *The Pirates of Penzance*. The agreement between the two resulted in a three-album contract which included what were to be the last arrangements of Riddle's career, with the exception of an album of twelve Great American Songbook standards he arranged and conducted for his old friend, opera singer Kiri Te Kanawa, in April 1985, six months before his death that October. Ronstadt recalls that when she initially approached Riddle, she did not know if he was even familiar with her music. He knew her name, but basically hated rock 'n' roll. However, his daughter was a big Linda Ronstadt fan and told her father, "Don't worry, Dad. Her checks won't bounce."

When Riddle learned of Ronstadt's desire to learn more about traditional pop music and agreed to record with her, he insisted on a complete album or nothing. He explained to Ronstadt that he had once turned down Paul McCartney, who had sought him out to write an arrangement for one of McCartney's albums, "I just couldn't do it. You can't put something like that in the

(Continued on page 12)

Cost of Living - 1946

Average Cost of new house \$5,600.00
 Average wages per year \$2,500.00
 Average Monthly Rent \$60.00 per month
 Cost of a gallon of Gas 15 cents
 Average Cost New Car \$1,120.00
 Worlds First Electric Blanket \$39.50
 Men's Ties \$1.50
 Watermans Pen \$8.75
 Chicken 41 cents per pound
 Coffee 85 cents for 2 pound bag
 Doughnuts 15 cents per dozen
 Eggs 64 cents per dozen

Couple of examples of houses for sale

Oshkosh -- Wisconsin -- 3 bedroom brick home with gas heating and 2 car garage \$11,500
 Middletown, New York -- 3 acre lake front property 7 room house with hardwood floors \$7,500

Born This Year

Tommy Lee Jones September 15th
 Susan Sarandon October 4th
 Candice Bergen may 9th -- Beverly Hills, California, U.S.
 Jimmy Buffett December 25th -- Pascagoula, Mississippi, U.S.
 George W. Bush July 6th -- New Haven, Connecticut, U.S.
 Cher May 20th -- El Centro, California, U.S.
 Tyne Daly February 21st -- Madison, Wisconsin,, U.S.
 Donovan May 10th -- Maryhill, Glasgow, Scotland, UK
 Barry Gibb September 1st -- Isle of Man
 Sally Field November 6th -- Pasadena, California, U.S.
 Freddie Mercury September 5th -- Stone Town, Zanzibar
 Dolly Parton January 19th -- Sevierville, Tennessee, United States
 Steven Spielberg December 18th -- Cincinnati, Ohio, United States
 Sylvester Stallone July 6th -- New York, New York, U.S.
 Donald Trump June 14th -- New York City, New York, U.S.

Technology 1946

The US starts Atomic Tests on Bikini Atoll
 AT&T announce first car phones

Piaggio produces the first successful motor scooter The Vespa

Inventions Invented by Inventors and Country (or attributed to First Use)

Microwave Oven USA by Percy L Spencer
 Automation USA by Henry Ford

Popular Culture 1946

Bikinis go on sale on July 5th in Paris
 The first Cannes Film Festival takes place in Cannes
 Tupperware sold in department and hardware stores
 Children's puppet "Muffin the Mule" debuts in an episode of For The Children
 Dean Martin's musical career begins
 B.B. King's musical career begins
 Frankie Laine records " That's My Desire"

From the internet...

More King Lincoln

(Continued from page 4)

air conditioning unit.

I have tried my best to keep the beauty of the original car by using the original steering wheel, column, knobs, and all the trim. Since the Lincoln transformation, it has been in 22 states and has traveled about 40,000 miles.



The very distinctive look of this fine automobile quickly identifies it as a Lincoln.

By the way, the Lincoln is titled in my wife Mary's name only, so I'll never be able to sell it. (Reprinted from the February 2004 issue of the Northstar News.

(Continued from page 11)
 middle of a bunch of other things. The mood comes and then it changes. It's like putting a picture in a bad frame." Riddle was at first skeptical of Ronstadt's proposed project, but once he agreed, his career turned around immediately. For her to do "elevator music", as she called it, was a great surprise to the young audience. Joe Smith, the president of Elektra, was terrified that the albums would turn off the rock audience. The three albums together sold over seven million copies and brought Riddle back to a young audience during the last three years of his life.

Arrangements for Linda Ronstadt's *What's New* (1983) and *Lush Life* (1984) won Riddle his second and third Grammy Awards.

On January 19, 1985, Riddle conducted at the nationally televised 50th Presidential Inaugural Gala, the day before the second inauguration of Ronald Reagan. The program was hosted by Frank Sinatra, who sang "Fly Me to the Moon" and "One for My Baby (and One More for the Road)" (backed by a solo dance routine by Mikhail Baryshnikov).

Working with Ronstadt, Riddle brought his career back into focus in the last three years of his life. Stephen Holden of *The New York Times* wrote, *What's New* "isn't the first album by a rock singer to pay tribute to the golden age of pop, but is ... the best and most serious attempt to rehabilitate an idea of pop that

(Continued on page 13)

Welcome Wagon

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



Francis reports that he has a newly acquired "Welcome Wagon." All it needs is a good wash job, a little polish, and a little TLC. If you are a new member, perhaps you will see it soon in your driveway.

Micki and I finally found a Lincoln wagon in our price range. As soon as we get it running and have a working heater we will be able to meet and greet our new members. I understand that our first new members this month are not deterred by BIG projects. I better make a reservation. Micki says that the brakes and windows need to work too. She also wants to buy two dozen eggs. Maybe the working windows will have to be delayed. Let's meet our newest North Star Lincoln and Continental Owners Club members.



Cliff Nicholson with his three grandchildren and his recently restored 1957 Premiere coupe.

Please welcome **Cliff and Nancy Nicholson**, P.O. Box 344, 241 Fourth Street, Dassel, Minnesota 55325, 320-275-3774 or 507-420-8494, nicholson.cliff@gmail.com. They have recently restored a 1957 Lincoln Premiere Coupe. It is truly a pleasure to introduce the Nicholsons because I have known them since the late 1970s when their children, Ed and Adele, were close to the same age as Cliff and Nancy's grandchildren are now.

Back then, Cliff, Nancy and I were members of the *Street Rods Unlimited* car club from Hutchinson, Minnesota. I had lost contact with them until their names were among our new North Star members. Coincidentally we both have 1957 Lincoln Premiere two-door hardtops.

Cliff, Nancy and their son, Ed have been restoring and customizing vehicles for as long as I have known them. Cliff and Ed do the body work and paint, and Nancy does the interiors. Many satisfied customers are proud of the vehicles they have had done by Nicholson's Cars. One such '32 Ford coupe from Minnesota is on display at the Pomona Roadster Show now in early February.



Nicholson's Pontiac Chieftain

The Nicholsons actually have two '57s. A 1957 Pontiac Chieftain which has been in the family for over 50 years and it is the same car in which Nancy and Cliff were passengers on their first date in North Dakota. Their recently completed '57 Lincoln Premiere was ready for scrap but was pulled out of a farm grove and, fortunately rescued by the Nicholsons. I will have Nancy tell you about both '57s:



Cliff Nicholson with his son Ed, installing a very shiny rear bumper on Cliff's Premiere.

It shouldn't have come as a surprise to me when Cliff and Ed told me that the Lincoln was ours! Cliff and our son, Ed, have worked together for over thirty years. They'd gone to get parts one day. They came upon an unappreciated car that needed a home.

(Continued on page 13)

More Welcome Wagon

(Continued from page 12)

Beatlemania and the mass marketing of rock LPs for teen-agers undid in the mid-60s ... In the decade prior to Beatlemania, most of the great band singers and crooners of the 40s and 50s codified a half-century of American pop standards on dozens of albums ... many of them now long out-of-print." *What's New* is the first album by a rock singer to have major commercial success in rehabilitating the Great American Songbook.

Riddle's third and final Grammy was awarded posthumously—and accepted on his behalf by Linda Ronstadt just prior to air-time—in early 1986. Ronstadt subsequently presented the evening's first on-air award, at which time she narrated a tribute to the departed maestro.

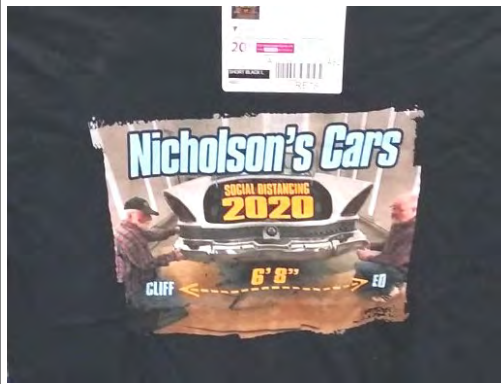
Personal life - Riddle married his first wife, Doreen Moran, in 1945, while in the Army. The couple had six children. Riddle had an extra-marital affair with singer Rosemary Clooney in the 1960s, which contributed to the breakup of their respective marriages.

In 1968, Riddle separated from his wife Doreen; their divorce became official in 1970. A few months later he married Naomi Tenenholtz, then his secretary, with whom he would remain for the rest of his life. Riddle's eldest son Nelson Jr. resides in London, England, and is married to British actress Paula Wilcox. Riddle's eldest daughter, Rosemary, is the trustee of the Nelson Riddle

(Continued on page 14)

(Continued from page 12)

They've brought many cars home over the years. The bigger the challenge, the more attention it gets. It's that way with a lot of things in life! This '57 Lincoln Premiere needed everything! After sitting in a farm grove and snowbanks for several years, windows broken, snow and dirt blown in, it needed (I emphasize) everything!! I inherited the interior. The guys did everything else and helped me when needed. Then came COVID-19. One day I walked into the shop while Ed and Cliff were "Social Distancing." Actually, they were installing the rear bumper; from tip to tip it measured 6'8". I had to take a picture! We didn't realize it then, but that picture can now be found on several T-shirts. Everything turned out well and in the summer of 2022, we were ready to cruise in style.



Social Distancing "T" shirt

Our first real outing was a drive to the Peppermint Twist Drive-In at Delano, Minnesota. Seems to be a good place to meet old friends and make new ones. Our grandkids enjoyed it, too. The three children by the car are Ed and Andrea's; Oliver 9, June 7 and Sig 8.



Our OTHER '57 is a lilac and white 1957 Pontiac Chieftain. We had our first date in it about 57 years ago. My brother-in-law owned it and we double dated with him and my sister. Cliff and I were married 55 years last July!



Randy King with his 1946 Continental Coupe. While the exterior says "46 Lincoln." it is a true custom, with modern day driving gear installed throughout.

Please welcome our next new members who also have vehicles with significant family history. **Randall and Tonja King**, 858 Snowbird Drive, Red Wing, MN 55066, 651-388-4908, 612-805-4442, randallking36@gmail.com. A 1946 Lincoln Continental Coupe is just one of the vehicles that Randall and Tonja really enjoy taking for a cruise in the Red Wing area or along the Mississippi River. The mighty Mississippi also provides the environment when the Kings choose to go cruising in their boat. The King's '46 Continental may seem familiar to some of the veteran North Star members. I saw it when I attended my first LCOC national meet in Red Wing with my 1977 Town

(Continued on page 14)

For Sale - 1979 Town Car

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

(Continued from page 13)

Trust.

In 1985, Riddle died in Los Angeles, at Cedars-Sinai Medical Center, at age 64 of cardiac and kidney failure as a result of cirrhosis, with which he had been diagnosed five years earlier. His cremated remains are interred at Hollywood Forever Cemetery in Hollywood, California in the Hall of David Mausoleum.

Legacy - Following Riddle's death, his last three arrangements for Ronstadt's *For Sentimental Reasons* album were conducted by Terry Woodson; the album was released in 1986. In February 1986, Riddle's youngest son Christopher, himself an accomplished bass trombonist, assumed the leadership of his father's orchestra. Following the death of Riddle's second wife Naomi in 1998, proceeds from the sale of the Riddle home in Bel Air were used to establish a Nelson Riddle Endowed Chair and library at the University of Arizona, which officially opened in 2001. The opening showcased a gala concert of Riddle's works, with Ronstadt as a featured guest performer. In 2000, Erich Kunzel and the Cincinnati Pops released a Nelson Riddle tribute album on Telarc Records titled *Route 66: That Nelson Riddle Sound*. The album showcased expanded orchestral adaptations of the original arrangements provided by the Nelson Riddle Archives.

From the internet...

Welcome Wagon continued...

Coupe in 2002. Randall's father, Arden King, was there with the '46. I will let Randall tell you more about the King family and their wonderful vehicles.



Randy also owns this great looking 1936 Ford pickup... In striking red, no less.

My wife Tonja and I live in Red Wing, we both grew up in Austin, Minnesota. We have known one another since seventh grade. Tonja works at St. Joe's Church in Red Wing, I have been working with CUNA Mutual Insurance serving credit unions for 30 years. When I was growing up, I worked as a mechanic in a bike shop for nine years. In the winter, when we weren't busy with customer's bikes, I was learning to restore the shop owner's antique bikes from the 1800s, 1920s and 1930s.



Randy King's sharp looking 1972 Corvette

We have two grown daughters. Our older daughter is a kindergarten teacher in the Winona/La Crosse area. Our younger daughter attends the U of M. On weekends, we enjoy driving the old cars or getting out on Mississippi in the boat. We all love getting the old cars out for a cruise or getting out on the boat on weekends. We currently have four collector cars. The 1936 Ford pickup is my first car. My dad gave it to me when I was 15. The chassis and cab were lying in the corner of a barn/garage, the fenders, box, seats, and all the parts were up in the loft. Dad told me if I could put it together I could have it. I built it and kept it since I was

15. It has a small block Chevy in it with an old Offenhauser two 4 bbl set up. The 1972 Buick Gran Sport Convertible I purchased right after I got out of college. The paint and top were a little rough, but the car was solid. Other than a repaint, a new top and rebuilt 455 V8 and transmission, it's fairly well preserved. The 1972 Corvette is a well preserved 70K mile car. The 1946 Continental I just acquired from my mom in 2022. She has been the owner since 1978. My Mom and Dad put a lot of miles on the car, traveled nearly half the U.S., 22 States. My parents acquired the Continental in 1978 from my Dad's cousin who purchased it from a Waterloo, Iowa junk yard in 1963 or 1964. His cousin restored the car. It was featured in the February 2005 Northstar News. My Dad passed away in 2007. My Mom kept the car all these years. We are going to enjoy the Continental for many more.



The King family also owns a 1972 Buick GS

Tonja and I are members of the MSRA, Gopher State Buick Club, Buick Club of America and now the LCOC, and North Star Region LCOC.

I hope the Kings will enjoy bringing the family Continental or any of their fine vehicles to many future Northstar events, To read more about their '46 Continental, go to the Pride and Joy article submitted by Arden King in the February 2005 Northstar New which is on the internet under Northstar LCOC publications.

Thank you, Bob Johnson and Ray Nelson, for visiting with the Nicholsons and Kings and to welcome them to the North Star Lincoln and Continental Owners Club. I would like to thank the Nicholsons and the Kings for their visits and inputs to help make this column possible. I am pleased to report that I will have more new members to introduce to you next month.

North Star LCOC events

- February **Saturday, February 11**, 4:30 p.m. **CCCA Dinner and Auction**, Firefighters Museum, 664 22 Ave nue, Minneapolis, Minnesota. Dinner will be served at 5:30 p.m. Please bring a quality item for the auction as our club splits the profit with CCCA. Please RSVP, email Tom at trbrace@comcast.net, or call 651-644-7800.
- March **Sunday Buffet, March 12, 2023** 11:30 a.m. at the Machine Shed, 8515 Hudson Blvd N, Lake Elmo, Minnesota
- April **Sunday Brunch on April 16**, 11:30 p.m. at Dehn’s County Manor, 11281 Fernbrook Lane N, Maple Grove, Minnesota.
- May **Road trip and car show** at Mark Platts Collector Car Garage, Wisconsin Dells, Wisconsin Saturday May 13, two to three day road trip (Friday through Sunday) More details in future issues.
- June **Saturday, June 17, 2023.** 14th Annual Lincoln Car show at Bloomington Lincoln, Bloomington, Minnesota 10 a.m. – 2 p.m. Free lunch and awards at 2 p.m.
- July **Saturday, July 16, 2023.** Maple Grove Days Car Show, Breakfast 8 a.m., Car show 10 a.m.to 3 p.m.
- Saturday, July 29, 2023.** 1st Annual North Star Lincoln and American Collector Car Show. 9 a.m. to 3 p.m. All American made collector cars welcome, stock or modified. At the Blacksmith Lounge, 17205 Forest Boulevard, (Old Highway 61) Hugo, Minnesota

Did Lincoln leave the sedan market too early? Yes and no.

Lincoln ended North America production of its two sedans, the MKZ and Continental, in 2020 as it pivoted to selling higher-margin utilities. But not everyone in the luxury segment followed suit.

Today, Lincoln’s higher-volume rivals are finding success with sedans, including new electric vehicles such as the Mercedes-Benz EQS and Cadillac Lyriq.

Acura’s recently resurrected Integra, on sale for the first time since 2006, was named 2023 North American Car of the Year. Lincoln even has gotten positive reviews in China for its Zephyr sedan, which isn’t sold in the U.S.

Chris Poulos, chairman of the Lincoln National Dealer Council, said he’s torn on whether Lincoln should reverse its decision to discontinue sedans in North America. “If you’re going to ask me if I’d take another vehicle — and clearly there’s people around that would say they’d love to have the Zephyr here — I think the numbers would have to ring true for another sedan to make its rounds in North America,” said Poulos, general manager of West Point Lincoln in Houston. “Do I wish we had a true luxury sedan? Yeah. I’m sure there’s a cross-section of people who would absolutely be down with that.” Still, he said Lincoln’s current lineup is outperforming the discontinued models and that he’s pleased with the brand’s strategy, even as sales fell 4 percent in 2022. “Even with Continental, I wasn’t getting the demand I had hoped to get,” he said. “The volume we’re getting out of the vehicles we have currently is better than they were with the sedans we had. I’d have to say the direction is appropriate, unless it’s something that’s so out-of-this-world it creates a special demand in the marketplace.”

From the internet.....

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



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.



Upper Midwest Region of the Classic Car Club of America

CATERED DINNER AND AUCTION

To be held at the Firefighter's Museum

664 22nd Avenue NE, Minneapolis

North Star LCOC members are invited

4:30 p.m. Saturday, February 11, 2023

RSVP Tom Brace 651.644.7800 email: trbrace@comcast.net

Tom needs an accurate count so he can order enough food for us. Please call him by Thursday, February 9.

We also ask that you bring an auto-related item for the auction, too. Proceeds after paying for the dinner will be divided between the CCCA and the Lincoln club.

Come join us on February 11, for good times, good friends and good food.