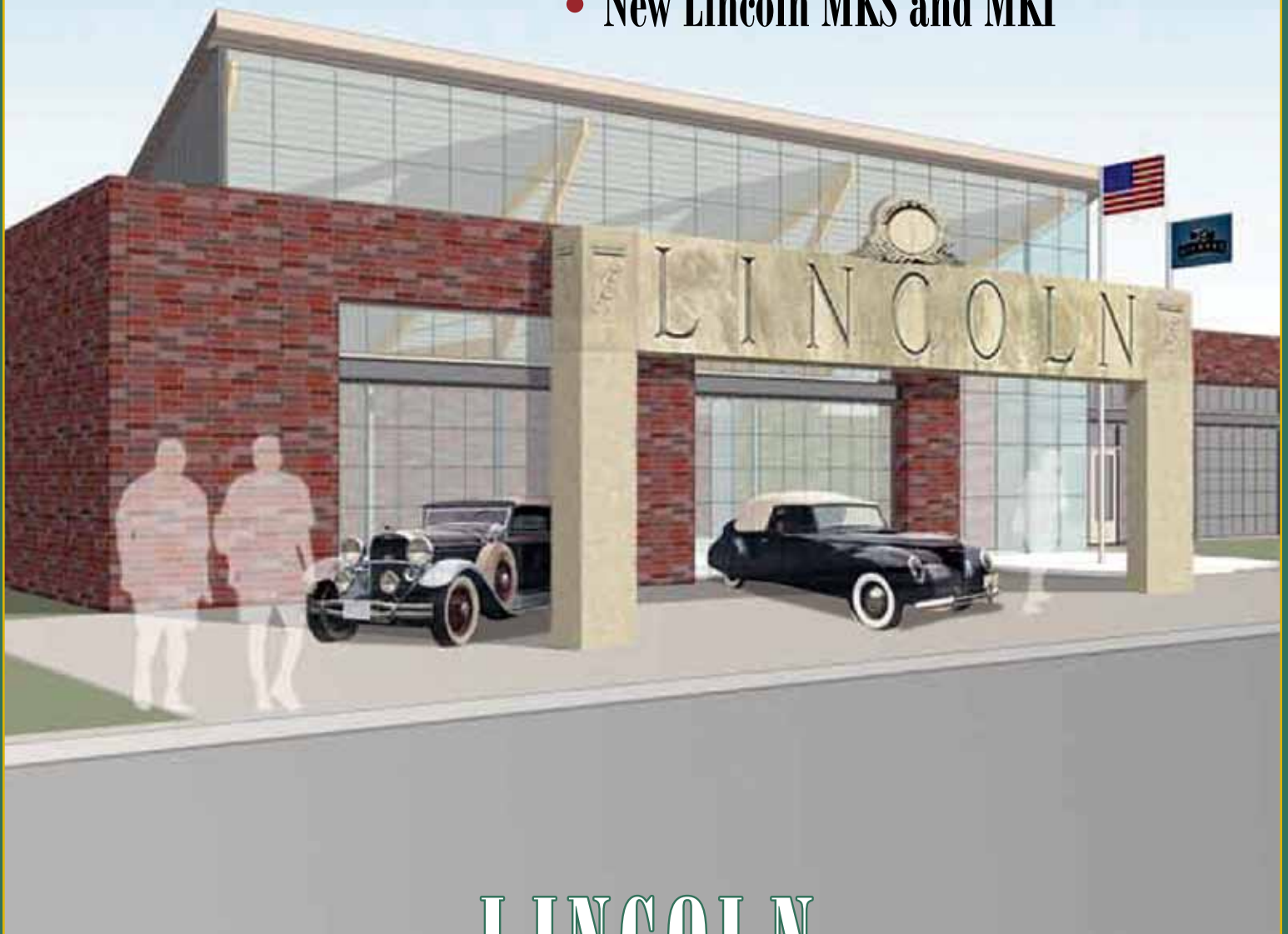


The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE

IN THIS ISSUE:

- **New Lincoln Motor Car Museum Announced**
- **Lincoln Indianapolis 500 Pace Cars**
- **New Lincoln MKS and MKT**



LINCOLN

MOTOR CAR FOUNDATION



THE EDITOR'S MUSINGS AND RAMBLINGS

■ HE'S BAAACK! I have another opportunity to serve as guest editor of *The Lincoln Link*. Creating the last issue with Richard Cole and the many fine people who contributed to the research was such a delightful experience that I am pleased to be allowed an encore.

■ THIS ISSUE of the *Link* features the public announcement of the three major Lincoln affinity clubs' intention to build a Lincoln automotive museum. The boards of the three clubs are using the Foundation as the vehicle (nice pun) that will plan and direct the construction of the museum. The Foundation is designated as a public foundation by the Internal Revenue Service, and contributions to the building fund through the Foundation will be tax-deductible under Section 501 (c)(3) of the Internal Revenue Code. The new Lincoln museum will fit perfectly with the Foundation's educational role.

■ ALMOST UNNOTICED is the deletion of the Lincoln Mark LT from the 2009 Lincoln



Lincoln Mark LT



Lincoln MKS

model lineup. The Mark LT was a Lincoln variant of the Ford F150 pickup truck, introduced in 2005 as a 2006 model year vehicle. The dropping of the Mark LT was prompted by Ford Motor Company's change to the Lincoln product strategy. It has been decided to avoid thinly disguised versions of other vehicles for the Lincoln brand, a practice known as "badge engineering." The Ford F150 is new for 2009, and the incremental investment for an appropriately differentiated version for Lincoln was deemed too high for the anticipated sales volume. The attitude at Ford is, "If you can't do it right, don't do it."

■ IN SPITE OF the deletion of the Lincoln Mark LT, Ford Motor Company continues its commitment to high levels of investment in the Lincoln brand. This issue of the *Link* has some comments on the just introduced, highly luxurious and well received Lincoln MKS sedan and an announcement of a pending new Lincoln vehicle—the Lincoln MKT.

■ THE LINCOLN OWNERS' CLUB and the Lincoln-Zephyr Owners Club have graciously allowed the publication of information based on their articles about the 1932 KB Lincoln Convertible Coupe and 1946 Lincoln Continental Cabriolet

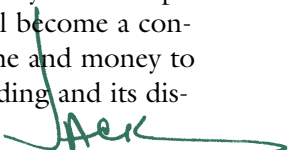
Indianapolis 500 pace cars. For the 1932 pace laps, the 1932 KB was driven by Edsel Ford, and in 1946 the pace car was driven by Edsel's son, Henry Ford II. The 1946 vehicle has dropped from sight (hopefully to reappear), but the 1932 KB's engine and transmission have been found, which will allow the recreation of that vehicle—a process that is underway.



Lincoln MKT

■ THE FRONT DOORWAY and lintel of the closed Packard factory in Detroit was recently auctioned. The purchaser is a supporter of the Packard Museum in Dayton, Ohio, and the doorway will presumably be relocated to Dayton as part of the Packard Museum. The auction price was \$161,000. This preservation effort is very similar to the Foundation's rescue of the Lincoln entryway lintel and decorative stonework in 2002. The Lincoln stonework is currently on display at the Gilmore Car Museum in Hickory Corners, Michigan.

■ THIS ISSUE of the *Link* was enjoyable to create. I hope that the announcement of the museum excites you to the point where you will become a contributor of time and money to make the building and its displays a reality.


—JACK EBY



New Lincoln Motor Car Museum Announced

A facsimile of the press release distributed by the Lincoln Motor Car Foundation, the Gilmore Car Museum and Ford Motor Company during the week of September 8, 2008.

DURING THE RECENT Lincoln car club meet in the New Hampshire White Mountains, the Lincoln Motor Car Foundation made a dramatic announcement: the long-anticipated Lincoln Motor Car Museum will be built on the campus of the Gilmore Car Museum in Hickory Corners, Michigan.

The Foundation, working closely with the Gilmore Car Museum and Ford Motor Company, is reviewing architectural plans for an all-new, dedicated building. The Foundation's public capital campaign is well underway in anticipation of building a 20,000-square-foot building in two 10,000-square-foot phases. Construction of the first phase is expected to begin in 2010.

John T. Eby, chair of the board of the Foundation, stated that the Lincoln automobile has a rich history stretching back to the very beginnings of the automotive industry. "The Lincoln automobiles represent a

perfect thread with which to tell the story of the American automobile industry and the people who made it great," he noted. "The Lincoln museum will illustrate that story and, most important, highlight the people associated with Lincoln."

The Lincoln "story" is at the heart of the Lincoln Motor Car Foundation, which was established in 1999 by members of various Lincoln clubs and retired Ford Motor Company executives. The purpose of this public, non-profit foundation is to preserve, interpret and disseminate the living heritage of Lincoln automotive products. It has already established an extensive archive in Hershey, Pennsylvania.

The Gilmore Car Museum, nestled in a 90-acre park-like setting midway between Chicago and Detroit, was opened in 1966 and displays over 200 vehicles spanning more than 100 years of automotive industry. Today, the Museum enjoys a reputation as one of the finest automo-

tive museums in the world.

The Gilmore has instituted a unique program to enhance its own extensive automotive collection by inviting selected organizations to share its campus and infrastructure. Michael Spezia, Director of the Gilmore, said, "We are delighted that Lincoln will join the Classic Car Club of America Museum, the Tucker Collection and the Pierce-Arrow Museum as part of our partnership program."

"This is a long overdue initiative," said Peter Horbury, Ford Executive Director, Design, The Americas, welcoming the announcement of the new Lincoln museum. "Lincoln represents over eighty years of wonderful history and fantastic automobiles. From the early, elegant cars of the 1920s to the pure and simple Continentals of the 1960s, Lincoln has a wonderful story to tell. We look forward to helping the new Lincoln museum become an exciting and educational destination."

Great Museums Tell Stories

THERE IS NOTHING more powerful and exciting than an idea whose time has come. The memberships of the Lincoln and Continental Owners Club, The Lincoln-Zephyr Owners Club and the Lincoln Owners' Club, through their respective boards of directors, have decided that the time has come (some say it's past time) for a Lincoln motor car museum. The boards have directed their educational foundation, the Lincoln Motor Car Foundation, to take the lead in planning and directing the construction of a 20,000-square-foot museum, with construction to start in 2010.

A number of interesting sites and business relationships for the museum have been reviewed, and it has been decided to accept the invitation of the Gilmore Car Museum in Hickory Corners, Michigan, to partner with them in construction of a free-standing, dedicated Lincoln facility on their campus and to share their infrastructure.

The Gilmore has a partnership program that provides land on which invited organizations can construct their own facilities. As part of this program, the Gilmore retains title to the land and contracts to purchase the building if the building occupant chooses to relocate at some time in the future. In addition, for a monthly fee, the Gilmore will maintain the building and collections. The Lincoln clubs, through their Foundation, are looking forward to becoming one of the Gilmore's partner



The Lincoln museum will be built on the campus of the Gilmore Car Museum in Hickory Corners, Michigan.

organizations.

Unfortunately, there is no optimum location for a physical facility to which people must travel. No matter where a Lincoln automotive museum is situated, many people will be inconvenienced; however, the Gilmore campus is believed to be



In the early days of the Lincoln plant, workers assemble the Liberty aircraft engine. The new museum will cover Lincoln history back to these earliest days.

a reasonable compromise.

The major criteria considered in the selection of the Michigan location were the receptivity, vision, cooperation and track record of the Gilmore management and Foundation; the proximity to the metro Chicago, Detroit and Indianapolis population centers and airports; a bias toward the center of the United States; the association with the National Park Service Automotive Heritage Area; and the business proposal offered by the Gilmore. The planning committees believe that, all things considered, the Gilmore is the appropriate location.

The Lincoln Motor Car Foundation intends to construct a facility that will do much more than showcase a collection of automobiles and memorabilia. Many museums do that well, but great museums use their artifacts and collection to tell stories. It is the stories that educate and entertain, create lasting memories of a museum visit, and often inspire related activities and return visits.

Lincoln is one of the unique automotive brands that has associated with it a catalog of stories through which the history of the American automotive industry can be told. Some of the great early Lincoln tales that come to mind are Henry Leland's education in precision machining in the armories of the American Civil War and later transfer to Detroit's automotive companies; Henry Ford and Henry Leland's relationship with the Henry Ford Company and the subsequent



The Continental Mark II, a mid-century milestone for Lincoln.

IMAGE COMPLIMENTS OF FORD MOTOR COMPANY

and built Jeep bodies, tank destroyers and aircraft engine components.

Under the leadership of Henry Ford II and Benson Ford, Lincoln went racing, dominating the large stock class of the Mexican Road Races in 1952 through 1954 and winning the first Strictly Stock NASCAR race in 1949. Another milestone in that decade was the conception, design and production of the 1956/57 hallmark Mark II by William Clay Ford, Sr. and his team.

The later years of Lincoln production included such technical and styling milestones as the 1961-63 “Slab Side” Lincolns; the 1969-98 Mark series of personal coupes; and the creation of the luxury SUV segment with the introduction of the Navigator in 1998.

On the cover of this *Lincoln Link* is an artist’s conception of the Lincoln museum where we’ll do our story telling. This is an early rendering that is subject to change, but the planning committees and the Gilmore Foundation Board of Trustees like the industrial theme of bricks, limestone and glass, and are excited about incorporating the original Lincoln Administration

renaming of the company as Cadillac; the formation of the Lincoln Motor Company to build Liberty aircraft engines for World War I and the changeover to automobiles; and the purchase of the struggling Lincoln Motor Company by Henry Ford in 1922.

Under Edsel Ford’s creative leadership, Lincoln established a unique, mutually supportive relationship with the custom body builders of the ’Twenties and ’Thirties; introduced the Lincoln-Zephyr, one of the

hallmarks of the streamlined era; and inspired and put into production the 1940 Lincoln Continental, an acknowledged automotive design classic. It was during this era that the Lincoln association with U.S. Presidential limousines was initiated.

During World War II, for the second time in its history, Lincoln was an integral part of an “Arsenal of Democracy.” Lincoln provided engineering and prototype support for Ford, produced many major assemblies for the B-24 Liberator bomber,



The artist’s conception on this aerial photograph shows where the Lincoln museum will sit on the Gilmore campus.

COURTESY OF GILMORE CAR MUSEUM

Building stonework into the design. Note the use of expansive outdoor display areas.

A site for the museum building at the Gilmore has been selected as illustrated on the aerial view of the Gilmore campus. The site is centrally located, in what will be a high traffic area and will allow connection to other Gilmore buildings that will incorporate meeting, conference and catering facilities. This location will also insure ease of use during the winter months.

Twenty thousand square feet of Lincoln exhibit space is contemplated. It will be built in two 10,000-square-foot phases. The individual exhibits will highlight Lincoln's role in the American automotive industry, making maximum use of cutting-edge visual and audio techniques to heighten the experience. Construction on the first phase is planned to begin in 2010.

The initial planning for the museum was done by Dr. David Roycroft as chair of the Foundation's Museum Committee. Personal reasons forced his resignation and

Allen McWade stepped forward as the volunteer chair of the Museum Committee. Allen is well underway in the task, having set up a committee structure, selected an architectural theme, identified a site and initiated the fund raising.

In addition to money, the Foundation needs volunteers to help with the wide range of decisions that are required for a project of this scope. Please contact Allen at amcwade@local877.org if you are interested in participating "up close and personal."

Accumulation of the funds for the building, exhibits and maintenance fees has been initiated. A total of \$2.0 million is required for the first phase. This is a community effort, and to be successful requires the participation of all of the members of the Lincoln clubs, the Foundation and all of the friends of the Lincoln brand. Here is your opportunity to create a legacy for yourself and to commemorate your interest in Lincolns.

Early generous contributors to the building fund to whom we are

all grateful include Jerry Emery, Stanley Grant, John and Joanne Lower, John and Ellen MacAdams, Allen McWade, Larry Pittman, David and Diana Stevens, the LCOC Hoosier, Midwest, Philadelphia and Southern Regions, and the LCOC 2006 Eastern National Meet proceeds. In addition, the prior memorial contributions to the Foundation will be folded into the building fund to allow the memorials to be identified at the museum site. Two million dollars is not a large sum if everybody contributes; but it is a *gigantic* sum if we all assume that somebody else will carry the burden for us. Please help.

Lincoln has an extensive string of stories that can entertain and instruct using a common theme—the history of the people and events associated with the Lincoln motor car. Please join with your friends in constructing a great museum that will allow the telling of those stories. You may use the contribution form below, or contact Allen McWade at amcwade@local877.org or Jack Eby at jteby@aol.com for additional information.

MY PERSONAL SUPPORT FOR THE LINCOLN MOTOR CAR MUSEUM

■ Please join your friends and supporters of the Lincoln automotive heritage in making a generous gift for the purpose of building a museum with which to share with the public the history of the Lincoln brand. Contributions for the museum building fund of the Lincoln Motor Car Foundation are welcome as a one-time gift or as pledge payable over five years, appreciated securities, or as part of your estate planning. The gifts can be made in your name, in commemoration of someone you wish to honor, or as a memorial to a loved one or friend. Appropriate recognition of your gift will be made at the museum site. Many special naming opportunities are available, or one that particularity appeals to you can be created. ■ The Lincoln Motor Car Foundation is organized as a not-for-profit Michigan corporation and is recognized by the Internal Revenue Service as a public, tax-exempt foundation under Section 501(c)(3) of the Internal Revenue Code. Your contributions to the Foundation should be tax-deductible from your federal income tax.

Supporter's Name(s) _____

Postal Address/City/State/Zip _____

Telephone _____ E-mail Address _____

Pledge Amount \$ _____ Enclosed: _____ Payable Over 5 Years: _____

Name (s) for Recognition _____

Some available naming opportunities (*payable over five years if desired*):

- Walkway Bricks** \$100 **Patio Pavers** \$500 **Interior Benches** \$1000 **Gardens** \$5,000
 Exterior Stone Benches \$10,000 **Patios** \$25,000 **Exhibits** \$25,000 **Galleries** \$50,000

Please make checks payable to the Lincoln Motor Car Foundation and mail to:

Jack Shea, Treasurer • Lincoln Motor Car Foundation • 5022 Harbortown Lane • Fort Myers, FL 33919-4651



Edsel Ford drives the 1932 Lincoln pace car at Indianapolis.



Henry Ford II pilots the '46 Continental pace car at the Brickyard.

Lincoln Pace Cars at the Indianapolis 500-Mile Races

Ninety-nine years ago, four prominent businessmen of Indianapolis, Indiana, established a 2½-mile auto race track west of the city. They called it the Indianapolis Motor Speedway. There were many automobile manufacturers in or near Indianapolis at the time, and the four founders of the speedway, having risen to prominence one way or another in this fledgling industry, saw a need for a first-class auto race track in their area—not only as a business venture, but as a testing facility where auto makers could develop better and faster cars.

In time, the automobile industry faded from importance in Indiana, but that race track established in 1909 soon became known as “the greatest race course in the world,” promoting itself in those very words. Even people who have only a passing interest in auto racing know about “Indy,” and for those who love the sport, the Speedway is virtually holy ground.

The first races held at the Speedway had few enough contestants that the traditional standing

start could be employed, with all the cars lined up side by side. With the starter’s signal, each driver would pop the clutch and away he would go. This was the way auto races started almost everywhere.

But in 1911, the owners of the Speedway decided to stage one single major race per year, on Memorial Day, May 30th, and that race would go on for 500 miles! The prospect of a major event like this drew forty qualifiers and a crowd of nearly a hundred thousand spectators. With forty cars, there was no way they could line up side by side on a track fifty feet wide, so they were arranged in eight ranks of five cars each. This made the standing start much too dangerous, as any car that stalled would almost certainly be struck by an accelerating car directly behind it, and disaster would be virtually certain.

So it was that the first Indy 500 began with a rolling start. The race cars, arranged on the starting grid, were led around the track at about 40 miles an hour by a “pace car,” which circled the track for one lap before pulling off into the infield to let the racers accelerate

and begin racing in earnest. This procedure was so successful that it has been continued, with some refinements, ever since.

Carl G. Fisher, president of the Speedway Company and the most prominent of the four founders, drove the pace car himself in that first Indy 500 in 1911. The pace car was a Stoddard-Dayton roadster of some 40 horsepower, as Fisher was the dealer for that make of car in Indianapolis. In fact, Fisher drove the pace car in the first five races: in 1912 he drove a Stutz roadster, and in 1915, a Packard. His mount for the 1913 and '14 races was a much more powerful Stoddard-Dayton, which cranked out 70 horsepower from a 525-cubic-inch sleeve-valve six-cylinder engine. The pace car, they found, had to be a pretty swift machine in order to lead the racers at a speed fast enough to keep the highly tuned cars from fouling their spark plugs.

The Indy 500 soon developed into such a popular and important annual race that auto makers began vying for the honor of supplying the pace car. For 1916, a big powerful Premier roadster was named



Edsel Ford, in the '32 Lincoln roadster pace car, prepares to lead the 1932 field.

as the pace car, and Frank E. Smith, an executive with Universal Motor Products, which supplied a lot of parts to Premier, was the driver. World War I interrupted the race series in 1917 and '18, but the races in Indianapolis took up again in 1919, when a Packard Twin-Six served as the pace car, driven by Jesse Vincent, who had designed that V-12 engine. In 1920, the redoubtable Barney Oldfield himself drove a powerful Marmon roadster on the pace lap.

Later that year, the Lincoln motor car was introduced to the public as a 1921 model by its manufacturer, Henry M. Leland. The new Lincoln was a large, powerful car from its very beginning, and even after the Ford Motor Company bought the business in 1922 after Leland's company failed, Lincoln has continued to build large, powerful cars, any one of which would have made a suitable Indy pace car. Yet in the 84 years in which Lincoln and the Indy 500 have coexisted—that is, every year since 1920 except four years during World War II—a Lincoln was chosen as the pace car at Indianapolis only twice.

The first such occurrence was in 1932. The Lincoln Motor Company introduced its first V-12 engine that year, although they were not the only one to do

so. Four other auto makers were building newly designed V-12's, too: Auburn, Franklin, Packard and Pierce-Arrow, as well as Cadillac, which had introduced its V-12 in 1931. Thus, half a dozen different V-12's vied in 1932 for what was left of the luxury car market, along with the Cadillac V-16, first seen in 1930, and the Marmon V-16, introduced in '31. Collectively, these were the most magnificent powerplants ever built to propel motor cars, and the tragedy of it all was that the nation's economy was almost at the deepest pit of the Great Depression just when the current crop of expensive automobiles was at the peak of classic design and construction.

From among all these likely contenders for the honor of serving as the 1932 Indy pace car, the Lincoln V-12 was chosen. Lincoln's engine had the largest displacement of all the V-12's offered in '32, and it cranked out 150 horsepower, certainly enough to lead the race cars at a fast clip.

The custom-bodied roadster in which the great V-12 was installed was just as impressive as the engine. It was one of only three (some authorities say five) Type 249 Sport Roadsters built by the Walter M. Murphy Company of Pasadena, California. The car was the epitome of classic elegance,

its most distinctive feature being a well with a hinged cover behind the cockpit into which the top could be lowered and concealed.

This beautiful Model KB Sport Roadster had what must have been the most expensive finish ever seen on an Indy pace car. Some reports said it was painted in two shades of gunmetal gray; others said it was pearl essence. Actually, it was both. Basically, the fenders and body mouldings were in a dark gray with the rest of the body a lighter shade, but in, or on, that finish was the pearl essence.

This was the name given to a paint additive made from tiny scale-like crystals shed by sardine herring when seined. The little fish, in flipping around in the net, lose some of this substance, which is a fatty material called "gaunin." These crystals were

■ For more information on the 1932 Lincoln KB Sport Roadster Indy pace car, see *The Fork & Blade* magazine published by the Lincoln Owners' Club, Inc., for Winter, 2003; Summer, 2004; and Winter, 2007. More information on the 1946 Lincoln Continental pace car can be found in *The Way of the Zephyr* for January-February, 1992, and March-April, 1992. A complete listing of all the Indy Pace Cars from 1911 through 1997 appeared in a special edition of *Collectible Automobile* magazine for June, 1997, which was entirely devoted to that subject.



The 1946 Indy race had its exciting moments, but perhaps most exciting was the speed achieved by Henry Ford II in the modified 1946 Continental pace car.

gathered, dried and cleaned of foreign material, and the product was called “pearl essence.” Mixed with lacquer, with or without other pigments, pearl essence gave an iridescent effect as the sunlight was refracted by the tiny crystals. Needless to say, the labor involved in gathering and preparing this additive was very time-consuming, and thus it was very expensive. In 1932, a pound of pearl essence in its pure state cost about \$120.

Driving this magnificent pace car was Edsel Ford, Henry Ford’s only son and president of both Ford Motor Company and Lincoln. As seen leading the racers around the track, the Lincoln roadster was the last Indy pace car to appear without any signage on it to tell what it was. The earliest pace cars had all been unmarked; by the 1920’s, about half of them were painted with “OFFICIAL PACE CAR” and sometimes the make of car on the doors or the top of the hood. In 1930, the Cord L-29 pace car remained unmarked on the field, but the following year, the 1931 Cadillac V-12 roadster was identified with lettering on the doors, and so was the big Chrysler Imperial roadster used in 1933. From that time on, every Indy pace car has carried its official identification painted on the exterior, leaving the Lincoln KB roadster as the last unmarked

pace car. Undoubtedly, Edsel and company were unwilling to risk blemishing that pearl essence finish, as the car still had to be sold after the race.

No races were held at the Indianapolis track during World War II, and for want of care, the entire complex fell into a state of decay. But fortunately, a new owner was found—Anton J. “Tony” Hulman, Jr., of Terre Haute, Indiana—who engaged Wilbur Shaw, three-time pre-war Indy winner, to run the speedway. Through great effort, they were able to get the track, the grandstands and all the other facilities ready in time to resume the Memorial Day race at Indy on May 30, 1946, and it was a new Lincoln Continental Cabriolet that led the 33 racers on the pace lap. Driving it was Henry Ford II, who had just been elevated to the presidency of Ford Motor Company in September, 1945, when his grandfather was no longer able to run the company, and his father, Edsel, had already died.

Even though Lincoln had gone back into automobile production late in 1945, a lack of materials and major strikes among Lincoln’s suppliers had severely limited production until the spring of 1946, so the creamy yellow Continental Cabriolet poised ahead of the

racers on May 30th was the first postwar Lincoln Continental that most of the spectators had seen. It was clearly the most glamorous new car to appear since the war had ended nearly ten months earlier, and that pale yellow color was one hitherto never seen on any Continental. The car even had white sidewall tires, which were simply not available to any new car buyer in 1946, and it had a white steering wheel, left over from 1942 production. It was a beauty, all right, and it went like the *wind!* Some who saw it speed around the track at over a hundred miles an hour figured the factory must have installed some new eight-cylinder engine, then under development, as the old prewar V-12, designed in 1935 for a much lighter car, just couldn’t possibly make that heavy Continental run so fast. But whatever the engine, it was a spectacular car.

Lettered on the doors was its identification as “OFFICIAL PACE CAR” of the “500 MILE RACE,” along with the date, but the make of car was not stated. There was no need for it; everyone knew what it was.

Sixty-two Indy 500’s have been run since that day, and never in all those races has another Lincoln made the cut as the Indianapolis Speedway pace car.

That '46 Continental and the '32 KB Roadster remain as Lincoln's only showings in that capacity, and thus, those two cars are of considerable historic interest—but what has become of them?

The 1932 roadster, following the race at Indianapolis, was prepared for sale by the factory, and within three weeks was shipped to Cleveland, Ohio, where it was sold to Mrs. Katherine Holden-Higbee, a wealthy department store heiress who was prominent in Cleveland society.

After Mrs. Holden-Higbee's ownership, the car seems to have slipped into obscurity, but it turned up again about ten years ago when William Sloan, II, of Addison, Illinois, joined the Lincoln Owners' Club and reported that the Lincoln he owned was a '32 KB Murphy-bodied roadster with serial number KB-1281, the very number that researchers in the club have determined was the Indy pace car. Alas, the years had been unkind to it. The only parts really worth salvaging for reuse were the engine itself, with the number on it, and the transmission. Sloan described it as in need of restoration, but he died before any such work was attempted.

Following Sloan's death, the remains of the roadster were acquired by the Canton Classic Car Museum in Canton, Ohio, which was established thirty years ago by the late Marshall Belden, Sr., to house his collection of some four dozen classic cars and other collectibles. The museum is now recreating the Indy pace car, using the original engine and gear box but reconstructing the rest. This work is now well underway, with the patterns for the wooden

body framing being constructed, the windshield frame being cast and the door hinges being fabricated. Plans are to have the body completed by mid-2009, but it remains to be seen just when the entire job will be done.

If the car is to be painted in its original iridescent gray pearl essence finish, it would seem that arrangements should be made soon with commercial sardine fishermen to start gathering as much gaunin as possible from their nets, as it will take a lot of that stuff to make enough paint to cover that huge roadster!

The 1946 Lincoln Continental that served as the Indy pace car probably survives, although it has not been reported or seen for over thirty years. Around 1975, Samuel Landers, of Cuyahoga Falls, Ohio, owned a '46 Continental whose body number tag read 5EH-56-1, which identified it as the first Cabriolet body built in 1946. Knowing that few such cars had been built before the first postwar Indy 500 was run, he wondered if his car might have been the pace car, so he did some research and published his findings in the Lincoln Continental Owners Club's magazine, *Continental Comments*. Another member, the late Jim Baker, of Huntsville, Tennessee, read the article and told Landers that in doing research at the Ford Archives, he had come across some records pertaining to Experimental Cars, one of which was identified as the 1946 Indianapolis Pace Car. Landers had discovered the "back-up" car, with Body #8, Baker said; the real pace car had Body #9. Landers did not remain in LCOC long after that, but had

he done so, he would have seen that the '46 Cabriolet with Body #9 and Engine No. H-138083 was reported in the 1975 LCOC directory as owned by Jack Palmer, of Costa Mesa, California. Palmer did not stay in the club very long, either, but it seems very likely that his car had been the pace car, and since it had survived nearly thirty years by 1975, there is a good chance that it still exists.

And as for the engine in that pace car, yes, it did have a V-12 in it, but one that had been reworked by an expert. LZOC's long-time technical editor, Paul Clancy, attended the 1946 race at Indy, and watched Henry Ford II speed around the track at over 100 m.p.h. In later years, Paul realized that a stock '46 Continental won't go that fast, so he checked to see what was done to make the pace car do it. His contacts led him to Bill Stroppe, who had risen to fame as the man who tuned up the road race Lincolns in the early '50's to improve their performance. Stroppe told about overboring the V-12 to increase the displacement, increasing the compression ratio and smoothing all internal passages—all of it inside the engine so it still looked like a factory job under the hood. Thus reworked, that stock-appearing V-12 would push the Continental to 108 miles per hour, about 20% faster than any other such car would run. And, as Paul Clancy noted, it made that speed in virtual silence!

These two Lincolns made wonderful Indy pace cars. It's too bad Lincoln hasn't had a chance to provide another pace car in the last sixty-odd years!—DAVE COLE

New for 2009: the Lincoln MKS

The recently introduced 2009 Lincoln MKS is flying out of the showrooms!

Five days is a typical time in dealer inventory; most dealers will not deliver their last MKS until they are sure another one from the factory is being unloaded on their lot.

It's delightful that the public recognizes the fine effort of Ford's designers, engineers and production personnel. The MKS is the best Lincoln effort by Ford in many years. Those who have driven it speak glowingly of it and are particularly complimentary of the elegantly detailed interior.

The MKS has a fine array of technical features including adaptive cruise control, rain sensing wipers, a rear view camera, SYNC™, Easy Fuel™ capless fuel fill system, SecuriCode™ keyless entry, keyless starting, a THX® II sound system, a voice activated navigation system and many more. The 3.7 liter V6 engine delivers 273 horsepower



The Lincoln MKS

and 270 lb-ft of torque which is very adequate, but watch for turbocharging next year. The 2009 MKS is truly a *wow* vehicle!

...and the Lincoln MKT!

■ Now for those who may have thought Lincoln product innovation and design to be a bit timid, Ford Motor Company has signaled its intention to put the Lincoln MKT Lincoln concept vehicle into production in 2009. The MKT was first shown publicly at the January 2008 North American International Automotive Show.

The MKT will utilize a version of the Ford Flex underbody, chassis and drivetrain, but in keeping with Ford's strategy of maintaining Lincoln distinctiveness, every panel that the customer sees or touches will be uniquely Lincoln. Described by Ford as a "luxury utility vehicle," the MKT it makes a bold and pleasing design statement. Note the grille theme that is reminiscent of the 1941 Lincoln line. One wonders if there is room in the Lincoln lineup for both an MKT and a Navigator.



The Lincoln MKT



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