

*Viva*

*Carrera!*



**Official Publication of the Road Race Lincoln Register**

**Encompassing 1949 Through 1957 Lincoln Automobiles**



**Volume 49**

**Number 3**

**Fall 2021**



# VIVA CARRERA!

## THE OFFICIAL PUBLICATION OF THE ROAD RACE LINCOLN REGISTER CLUB

Volume 49

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Fall 2021

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While the Road Race Lincoln Register officially encompasses 1949 through 1957, *all* Lincoln enthusiasts are welcome, whether or not they own a vehicle.

**WEBSITE:** <http://clubs.hemmings.com/roadracelincn/> or go to [www.hemmings.com](http://www.hemmings.com), then click on "directories", then click on "clubs", finally click on "Lincolns" and the Road Race Lincoln Register is listed alphabetically.

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### ON THE COVER

Dorothy & John Palmer's beautiful 1955 Lincoln Capri. The Palmers participated in our 2021 Homecoming, at the time they were not members of RRLR. They are now!! They have joined us and will make a great addition to our group. Let's welcome them!

### IMPORTANT

We still need input from members for Viva Carrera. If you have a Lincoln, share with our members pictures, stories, travels or anything else that would be of interest. Also, keep up the great generosity RRLR members have shown in support of the Lincoln Motor Car Heritage Foundation. Whatever you give goes to the up keep of our fantastic museum at the Gilmore.



## ***The Legendary Bill Stroppe***

Bill Stroppe is a legend in the world of motorsports, his contributions to the Ford Motor Company efforts in racing are enormous. For our purposes, his convincing Ford into campaigning Lincolns in the Carrera Panamericana race in the early fifties are why we exist as a club (*above is Johnny Mantz and his co-pilot Bill Stroppe with their 1953 Lincoln*).

Stroppe's story goes way beyond his factory Lincoln racing team. His mechanical ability plus his competitive nature made him a driving force in the world of racing, especially for Ford.

It all started when he built a race boat from Navy-surplus plywood, It was powered by a Ford flathead six prepared by Clay Smith (he had figured out the oiling and imbalance problems). The Miss Art Hall built in California competed in the Detroit International Boat Race, renamed the Henry Ford Memorial Regatta after the then-recently deceased industrial pioneer.

Ford's engineers--who didn't care much for the newish, but problematic, flathead six-cylinder--watched from the banks of the Detroit River as Stroppe plowed through the 225-cu.in. class, qualifying well ahead of his fellow competitors and running just as fast as the unlimited-class hydroplanes. They all wanted to know just how he had coaxed that six-cylinder to both produce power and to rev past 4,500 rpm, the point where the engineers had identified, but not eliminated, a troublesome imbalance. Stroppe had to deflect all the engineering praise to Smith, his racing partner and pal, but the men at Ford now knew about this young man from California and his enthusiasm for competition.

Henry Ford II actually offered Stroppe a job in Dearborn after that race, but Bill declined the offer. However, he, along with Smith, did come up with the idea of a West Coast racing operation for Ford.

Stroppe was born in Long Beach, California in 1919. His family had a dairy farm and that is where Stroppe learned at an early age to work on the family dairy truck when his was around 10. By the time he was fourteen he was running his own gas station. He had his choice of high schools, but he chose Long Beach Polytechnic, because it had an auto shop class.

Through his auto shop teacher, Floyd Nelson, Bill became involved in midget racing, which led to dry-lakes racing, which led to his friendship with Clay Smith, an enthusiasm for boat racing, and a job servicing cars for Art Hall's Lincoln-Mercury dealership. All of which, in turn, led to that day in July 1947 and then another day three years later when Ford--specifically the Lincoln-Mercury division--agreed to Stroppe and Smith's suggestion of a West Coast racing operation.

Stroppe already embodied the philosophy of racing in all conceivable forms. On his own, he raced in the SCCA (and won a championship in 1952 in a Mercury flathead-powered Kurtis 500S) and crewed for cars at Indy. He participated in the Mobilgas Economy Runs in the early 1950s, most importantly for us, he convinced Ford to provide a full team of Lincolns for the 1952 to 1954 Carreras Panamericana. His effort paid off when Lincolns took the top three spots in the 1952 and 1953 editions of that race. The '54 race was won by Ray Crawford in an independent Lincoln.

Tragically, Clay Smith was killed in a racing incident in 1954. Stroppe continued to run Lincoln-Mercury's west coast operation after the loss of Smith. If the Carrera Panamericana race had continued in 1955, it is said that Ford would have campaigned Stroppe prepared Mercurys instead of Lincolns, but we will never know for sure.

Ford banned factory sponsored racing from 1957 to 1963. Stroppe continued doing work for Ford, developing a police package for Mercury. He participated in Autolite's racing program as well as a brief stint with Chevrolet. When Mercury pulled out of racing for good in 1964, Ford paired Stroppe with Holman-Moody. This partnership led to Stroppe's involvement with the GT-40 at Le Mans and with Ford's efforts at Pikes Peak.

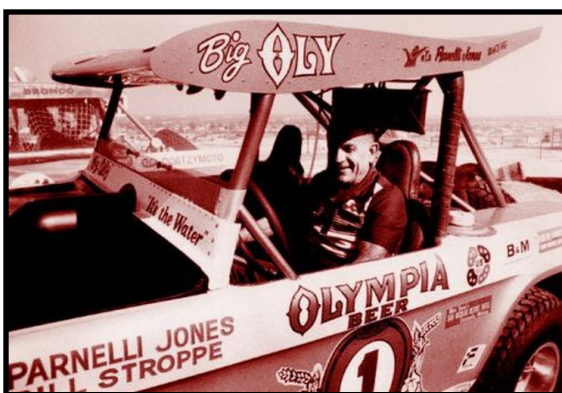
When Ford pulled out of racing once again in 1969, Stroppe quickly transitioned to the off road racing world. He chose the Bronco and persuaded Parnelli Jones into driving for him. Together they became nearly unstoppable in off-road racing until an accident in 1974 pushed Parnelli out of the field.

Stroppe continued to build race cars, off-road trucks and the occasional special project for Ford, but reorganized his business in the mid-1970s to include his son Willie in the day-to-day operations. Bill died from complications from a fall in 1995. His business, Stroppe and Son (run by Willie), continues today in Paramount, California.

Without Bill Stroppe, it is doubtful that Lincoln would have participated in the Carrera Panamericana, which means that The Road Race Lincoln Register wouldn't be here today. He is a very important part of the road race Lincoln story, we owe him a lot.



*Stroppe prepared Mercury driven by Parnelli Jones sets records at Pikes Peak*



*Bill Stroppe sit in a Bronco he has prepared for Parnelli Jones*



*A 1956 Mercury Stroppe has set up*



## **Lincoln Motor Car Heritage Museum 8TH Annual Homecoming Marks Through the Ages**

Recognizing all Lincoln Continental Marks  
Hosted by the Lincoln Motor Heritage Museum

*By Allan Wilcox  
Photos by Jim Ayres*

With that mouthful of a title how could I take anything but my 1956 Mark II, pictured above in front of the Museum. And it is only fair to both my '54 Capri and the Mark II that at some point both cars should travel to the Museum. My '54 made the journey in 2017.

Fellow RRLR member Walt Blankenship both helped me prepare the Mark II and accompanied me on the 2,045 mile trip. Of the 3 Mark IIs at the meet the black 1956 and black 1957 were both trailered, and mine was the only one driven there. It was a trouble free trip in a car that still only has 59,000+miles on it, although a rear wheel bearing noise developed during the trip but caused no trouble.

With the country still in the throes of a pandemic, the meet, as you might suspect, was more subdued than in the past with, I'm sure, consideration given to lessening the possible spreading of covid. But the elements of a successful event were present and it was enjoyed by all who attended.

There were 140 registered members in the program including spouses and guests. There were 66 cars registered in the program but unfortunately our member from Canada, J Paul Denter UE, was considered too dangerous to be allowed on US soil and consequently there was not a 1951 on the show field. There were probably others that didn't make it for one reason or another but there were also walk-ons including a 1954 Capri which bought the total Road Race Car count to three.



They also had a virtual car show preceding the meet with 47 cars entered. Unfortunately my Mark was under repair and I could not get decent pictures before the entry deadline and so it was not in the virtual show.

Friday morning we met at the Gilmore and toured to the Fenn Valley Vineyards for a tour, wine tasting and lunch. Friday evening we had an outside banquet at the Gilmore followed by an auction of Lincoln items. Of the three items I bought, two crest emblems, a data plate and a book, *The Lincoln Continental Story*, the crest emblems and data plate did not sell and I don't know what happened to the book. However, I purchased *THE LINCOLN MOTORCAR-Sixty Years of Excellence* by Thomas E. Bonsall that was in the auction and have identified the previously unidentified emblems as center emblems for 1950 Capri hubcaps and the data plate as being for a 1930 Lincoln L. I hope to get more information about the car from the Benson Ford Research Center and bring the items back next year for the auction.

Saturday morning starting at 7:30; you could have a photo of your car taken in front of the Museum by a professional photographer. I had volunteered to help with the meet and was assigned to assist the photographer. I didn't get there at 7:30, but ably assisted him once I arrived.

At 10:00AM the People's Choice Decade Car Show started. The field covered Lincolns from 1921 to 2020. My car was registered as #2, right in front of the museum. The decade I was in was 1949 to 1960. Needless to say, a driven car can't compete with a trailered car and the winner in my decade was a very nice 1955 Capri (the Palmers' car on the cover).

At 3:00PM there was a Lincoln parade around the Gilmore grounds followed by a cash bar at 5, dinner outside at 6 and awards presentation following the meal. This year the Kalamazoo Symphony was having its concerts on the grounds of the Gilmore Museum. Winton Marsalis had been billed as performing with them, I was disappointed that he was not there but they wouldn't give me my money back. It was still a good concert.



*One of the nicest 1955 Lincoln Capris you will ever see was on the grounds, owners John and Dorothy Palmer From Barnum, MN. We would like to welcome the Palmers as members of RRLR*

Sunday morning it was back to the Gilmore to display our cars and another parade around the grounds at 1PM. After that it was back on the road to Connecticut. We took two days for the return trip, as we had going out, stopping in Pennsylvania both times. On the way back on Monday we stopped in Hershey at the AACA Museum. We hadn't seen enough museums yet. We arrived at my house a little after 9PM, tired, and with 2,045 miles on the odometer. Walt had another hour's drive home to Farmington in his '54 Capri. All and all a safe, trouble free and successful trip. A good time was had by all, as you would expect when there are Road Race Era Lincolns involved.



*Dan and Joyce Staehle's beautiful '54 Capri was in attendance as usual. The Staehle's '54 is one of the nicest on the planet!*



*This beautiful 1949 Lincoln Cosmopolitan convertible is usually on display inside The Lincoln Motor Car Heritage Museum but was brought out in to the sunshine for the homecoming. Owners Randy and Jane Fehr.*



*Above and below, more pictures of the Palmer's outstanding '55 Capri. The Palmers have accepted our invitation to join RRLR! As you can tell by the pictures, this is a quality restoration.*







*By Jim Ayres & Elayne Bendel*

The eighth annual Lincoln Homecoming at the Lincoln Motor Car Heritage Museum began with a full day of activity, starting with staging at the Gilmore property at Hickory Corners of a caravan for a scenic drive, followed by the 75-minute diving tour, winery visit with lunch and return to the base hotel at the Sheraton Four Points in Kalamazoo, MI.

Tire kicking began about 9 a.m. at the Gilmore property. After an orientation from leader Dennis Garrett, the group headed off into rural areas of northwest Michigan en-route to the Fenn Valley Winery, one of the oldest and largest in the area.

About 20 cars and over 60 people snaked their way over country roads filled with historic buildings and quaint scenery. As the state's promotional ads say, it was "Pure Michigan."





Once at the winery, we split up into three smaller groups. Some began the wine tour on a tram while others stayed behind to admire our beautiful Lincolns or enjoy some wine tasting inside the main building.

Our guides Haley and Aaron took us onboard a tram deep into the vineyard and explained the history of the winery as well as the grapes grown there. Besides the vines, the property is also home to some rare chestnut trees and large evergreens that were once part of a Christmas tree farm before the land was purchased for the winery.

In the evening we went back to Hickory Corners for a reception, buffet dinner and traditional auction of car related items for the benefit of the Lincoln Museum. Dennis Garrett served as auctioneer, persuading numerous bidders to loosen their purse strings for a good cause. As darkness fell, the museum's coffers were enriched by several thousand dollars and a good time was had by all.



Some of us couldn't resist taking a few bottles home!



## **BY COMPARISON**

*By J. Paul Denter*

The 1953 Lincoln proved to be a great road car, proven by its performance in both the 1952 and 1953 Carrera Panamericana. That performance is the reason the Register was established to celebrate and document.

The cars of the era were provided with wonderful model names, an attribute that has been lost to us today. Lincoln's senior model was named after a beautiful island – Capri – in the Mediterranean, once the playground of Roman emperors. The introductory model – Cosmopolitan – took its name from the previous year's senior model, much to the disappointment of those of us with '51 Cosmopolitans. Packard named its senior model for aristocrats – Patrician – a name also coming from the Roman empire era. Cadillac stayed with giving its cars series designations rather than model names. Series 60 Special and Series 75 were the top line Cadillacs. Chrysler, in turn, named its senior model for the pinnacle of the royal system – Imperial. All names to bring thoughts of luxury, grace, elegance and exclusivity.

Before we get into comparing conveyances of grandeur and luxury let's look at their performance in, what in its day was considered a most important race for stock road cars, the Mexican Carrera Panamericana.

We Lincoln enthusiasts know well the performance of the '53 Lincolns in both the 1952 and 1953 road races. The 1952 race (using early production '53 models) covered a gruelling 1,934 miles (3,112.4 kms). Lincoln surprised everyone with its performance. Stevenson's car came in at twenty-one hours, fifteen minutes and 38 seconds. On his bumper came Johnny Mantz (21:16:09), following closely by Faulkner's car (21:20:27) and Bob Korf (21:25:09). No Imperials were entered, Chrysler was represented by New Yorkers. One Cadillac Series 62 came in at an hour after the Lincolns (22:17:50) followed eighteen seconds later by the one entered Patrician.

In 1953 Lincoln swept the field. Chuck Stevens brought his car in first in the stock car category – 20 hrs. 31 minutes and 32 seconds. Following a mere 1 minute and 23 seconds later Walt Faulkner brought his Lincoln across the line (20:32:55). John McGrath's Lincoln crossed the line, taking third place in twenty hours, thirty-three minutes and seven seconds followed in turn by Johnny Mantz' Lincoln a short twenty three seconds later. Interestingly, there were no Chrysler Imperials entered in the road race, Chrysler was represented by New Yorkers, all of which came in over an hour after the Lincolns. Cadillac was represented by Series 62 models only one of which crossed the line two hours after our Lincolns. There were no Packards running the race in '53.

I've listed the '52 race because the Lincolns run in that race were early production 1953 models. It had been my impression that the 1953 Lincolns were the most popular of the road race era. Mike Denney looked through the roster to find that while there are thirty-six '53s there are forty-one '54s. More disturbing to this Cosmopolitan aficionado is the report that there are a mere seven '51s in the Register.



For 1953 North America's luxury car community consisted of four marques – Lincoln, Cadillac, Chrysler Imperial and Packard. Each offered a number of models and price ranges to entice the wealthy and the "aspiring to be wealthy", to drop into the showroom and to leave owning a gleaming new model.

For Lincoln the buyer had a choice of the introductory Cosmopolitan series or the up-scale Capri series. Both series were offered in Sport Hardtop coupe and four door sedan with the convertible offered only in the Capri series. Cadillac offered a wider range of models starting with the Series 62 offered in four sedan, hardtop coupe, Coupe DeVille hardtop coupe and convertible, followed by the Series 60 Special offered only in a four door sedan and finally the Series 75 limousines and formal sedans. Chrysler Imperial, for 1953, could be had as a sedan, limousine and a bare chassis. For Packard Patrician, the only model to compete in the luxury field, the choice was sedan or a formal sedan by Derham. As you'll note all of the luxury marques, with the exception of Lincoln could be had as limousines and/or formal sedans.

Cadillac was in the third year of its styling cycle, while Lincoln was in its second, Packard in the third and Chrysler Imperial in its third as well. Harley Earl had been enamoured of the P38 Lightning fighter plane in 1948 so he incorporated the tail fin and side air intake on his Cadillac design. This would be the last year for the air intake to so closely resemble that of the intake on the Lightning. Chrysler Imperial continued the three box body style that had been established by the Chrysler triumvirate: K.T. Keller, Fred Zeder and Carl Breer. When asked why Chrysler products were so tall Corporate President, K.T. Keller stated: "Chrysler builds cars to sit in, not piss over!". Packard's side panels had a bulge starting in the rear doors to simulate a separate fender. Along the side ran a rub strip that started at the head lamp, ran into the rear door, met a hockey stick shaped piece that took the strip down to run along the bottom of the rear door and fender. Lincoln copied Cadillac's faux air intake. Both cars also featured a rub strip to protect the side panels, Cadillac's started at atop the front marker light running to near the trailing edge of the front door. Half way into the rear door was the faux air intake. Lincoln started the rub strip at the trailing edge of the front wheel cut out and ran it through the faux air intake to the rear bumper.

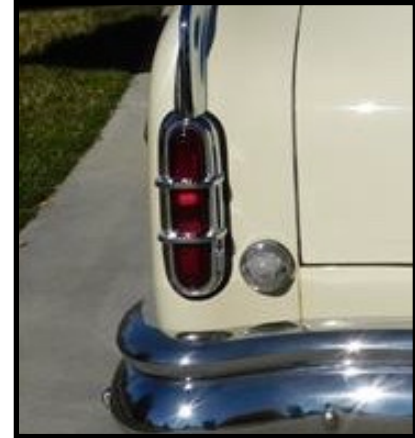


*Lincoln*



*Chrysler Imperial*

Lincoln's tail lamps were triangular in shape rising directly from the bumper. The tail lamp, back up light, bumper created a fender end unit. Lincoln's tail lamp lens had three ribs at the bottom that created a self cleaning feature, a feature Mercedes Benz would pick up years later. Packard continued with dual lens, 'Bull's Balls' tail lamps first seen in 1951 and would be carried over into 1954. The two lenses were separated by a vertical bar that extended up and over the fender crest. Back up lights were separate, round unit, mounted under the tail lamps. Cadillac continued with tail fin lamp replicating the vertical stabilizer that Harley Earl had admired on the P38 Lightning fighter plane. With the Cadillac you had a 'magic' fuel filler door. The driver's side light lens flipped up to reveal the fuel pipe. Chrysler's Imperial, like Lincoln, sported a vertical red lens with backup light beneath capping the rear fender end.



*Packard*

Looking at the front of the Lincoln one might think the marque had over compensated for the previous generation's recessed headlamps with headlamps that were now situated at the leading edge of thrusting fenders. The face of Lincoln changed little from 1953 with exception of moving the Lincoln emblem from the head of the hood to grille centre replacing the '52's air foil. To the overriders could be added running lights. Cadillac stayed with the egg crate grille design. Over riders had been replaced with 'Dagmars' (named for a well-endowed Hollywood starlet) which in 1953 became the most massive ever to appear on a Cadillac. Of them, Ed Glowacke of Cadillac's styling department commented, "The 1953 grille was, in my opinion, the worst they ever made. The grille, bumper and the whole front end assembly was so heavy and ponderous." Large, round, running/signal lights were mounted at the extreme ends of the grille bar. Packard continued with the ox-bow shaped hood and grille. A single bar with marker/signal lights at the extreme ends formed the grille. The headlamps were mounted flat against the front fender.



*Cadillac*

Packard carried on with the cormorant or as some called it, the pelican hood ornament. In '53 the poor bird appeared to be bowing. Chrysler's Imperial was also graced with a bird, although in this case an eagle. Again, unfortunately the eagle was thrust so far forward on the hood that it appeared to coming in for a landing rather than taking flight. Lincoln stuck with the gold spear held up by chrome supporters, a rather lethal affair. For Cadillac the Flying Goddess, an art deco design, graced the hood. All but Lincoln's ornaments were full chrome. Lincoln's stands out with the gold spear that had been a feature since 1949.

Lincoln could be equipped with option power steering and brakes as well as a four-way power seat, which was an industry first, and power windows. Cadillac too had the option of power steering as well as power windows. So too, did Chrysler Imperial and Packard.



A new feature for Chrysler Imperial was a one piece windshield, a feature that the other marques had adopted years earlier. Big news for '53 was Cadillac's air conditioning system. Cadillac's fellow luxury marques were also so equipped.



All of our feature cars were powered by eight cylinder engines. All but Packard were equipped with V8s while Packard continued to use the in-line eight that had been its feature for a number of years. For size and performance see the Performance Chart at the end of the article. It is interesting to note that Packard was the sole independent to design and built its own automatic transmission - the PowerFlite. General Motors had developed the Hydra-Matic before the war first using it in Oldsmobiles before equipping Cadillac with it.



Subsequently General Motors supplied these transmissions to Lincoln, Kaiser-Frazer, Nash and Hudson. Lincoln would use the Hydra-Matic from 1949 through 1955.

Following Harley Earl's maxim of, 'put twenty-five cents worth of chrome on the car and I can charge another hundred dollars for it' Cadillac was festooned with chrome, front, sides and rear. Cadillac was in the last year of the 1950 styling cycle retaining the heavy, rather bulbous

body with massive 'dagmars' fronting the mammoth chrome bumpers. Lincoln, as usual, was a tad parsimonious with the chrome creating a rather pleasing simple style. Packard and Chrysler Imperial followed Lincoln's thinking and didn't slather their cars with chrome, but used it sparingly to enhance various aspects of the design.

The sales war between Ford and General Motors was playing havoc with the independents' sales. Ford was also poaching Packard dealers so Packard was not well represented in many markets. Production for these cars was never very high, with Cadillac being the exception. Lincoln: 40,764; Cadillac: (including Series 75) 107,647; Chrysler Imperial: (including limousine and eight passenger sedan) 9,078; Packard Patrician: 7,456 (Derham formal sedan 25, Corporation limousine 50, Executive sedan 100)

## PACKARD PATRICIAN

Engine: 327.1 cui/5361 cm3  
HP: 180/1345 kW  
Length: 218"/5541 mm  
Wheelbase: 127"/3226 mm  
Weight: 4360 lbs/ 1980 kg  
Top Speed: 99 mph/159 km/h 0-60 in 14.3 sec.s  
Tyres: 800X15  
Brakes: drum front and rear  
Transmission: Ultramatic automatic  
Price: \$3,735.00

## CADILLAC

Engine: 331 cui V8/5425 cm3  
Top Speed: 105 mph/169 km/h  
HP: 199/148.5 kW  
Length: 220.8"/5609 mm  
Wheelbase: 126"/3200 mm  
Weight: 4365 lbs/1980 kg  
0-60 in 13.5 seconds  
Tyres: 8.20 15  
Transmission: Hydra-Matic 4 speed  
Price: \$4,144.00  
Optional Power Steering, power seat, power windows

## CHRYSLER IMPERIAL

Engine: Firepower V8 331 cui/5425 cm3  
HP: 180/134 kW  
Length: 219"/5563 mm  
Wheelbase: 133.5"/3391 mm  
Price: \$4,250.00  
Weight: 4480 lbs/2030 kg  
Top Speed: 99 mph/ 160 km/h 0-60 in 13 sec.s  
Transmission: PowerFlite  
Tyres: 8.90 15  
Optional Power Steering Power brakes standard  
Production: sedan 4,324 Town Limo 83 Special Town Limo 2 Newport 2dr hdt 1,249 proto-type convertible 1

### COLOURS

**PACKARD:** Packard Blue Met, Ash Green, Argentine Gray Met, Valiant Green Met, Astral Blue Met, Meridian Blue Met, Polaris Blue, Dresden Gray Met, Galahad Green Met-Chrome, Topeka Tan, Granada Grey, Seminole Beige, Turquoise Blue Light, Yosemite Blue Met, Twilight Taupe Met, Matador Maroon Met, Regimental Gray Met-Chrome, Orchard Green, Carolina Cream, Packard Ivory, Varsity Gray, Mackinaw Gray, Bikini Blue Met-Chrome, Bellevue Green. (24)

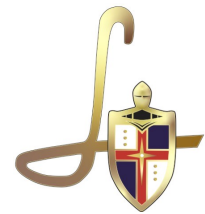
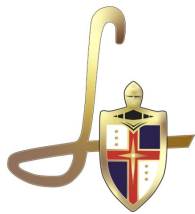
**LINCOLN:** Regent Black, Crown Blue, Majestic Maroon, Kingsbury Gray, Embassy Brown, Castle Tan, Colonial Blue, Esquire Green, Empire Green, Oxford Gray, Place Green, Royal Red, Cavalier Yellow (13)

**CHRYSLER IMPERIAL:** Arctic Blue, Erie Blue, Niagara Blue, Columbia Blue, Potomac Blue, Vermont Green, Foliage Green, Everglades Green, Pearl Gray, Submarine Gray, Caravan Beige, Cinnamon, Cocoa Brown, Hollywood Maroon, Pimento Red, Casino Cream (16).

**CADILLAC:** Black, Cobalt Blue, Forest Green, Emerald Green, Tunis Blue, Phoenix Beige, Pastoral Blue, Norman Gray, Burgundy Maroon, Court Gray, Crystal Green, Gloss Green, Artisan Ochre, Alpine White, Azure Blue, Aztec Red, Aegean Blue, Balmoral Green, Canyon Beige, Duchess Blue, Granite Gray, Highland Green, Petral Gray, Romany Red, Seville Brown (25)

## LINCOLN CAPRI

Engine: 317 V8/5204 cm3  
HP: 205/153 kW  
Top speed: 108mph/174 km/h  
Length: 214.1"/5438 mm  
Wheelbase: 123"/3124 mm  
Weight: 4321 lbs/1960 kg  
0-60 in 12.9 seconds  
Price: \$4,031.00  
Transmission: HydraMatic 4 speed  
Tyres: 8.00 15  
Optional Power Steering and power brakes, window lifts and seat adjustment

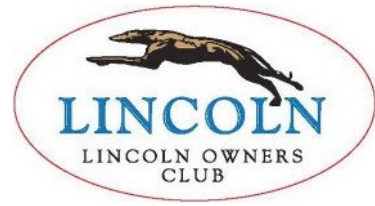


## A big thank you to Tom O'Donnell

We wanted to thank member Tom O'Donnell for making a "scholarship" donation to fund dues for 3 new RRLR members. The club has always provided that if one joins in the last quarter of the year, the dues also cover the following year. Meaning if we can get a couple of new members in this time frame, Tom's funds will cover the remainder of 2021 and a full year of 2022 if the recipient makes a pledge that they renew for 2023.

Tom has stipulated that Allan Wilcox and Mike Denney determine who might be a good candidate for this. So if you have a friend who has put off joining, now is the time!

**One of the memberships has been granted to Nels Woods for 2022! Congratulations!**



In our summer issue of Viva Carrera, our good friend Bill Culver, who is now our delegate to The Lincoln Motor Car Heritage Foundation, wrote an article reporting on the foundation. He shared with our members an email he sent to the board. In that email Bill was pointing out the different philosophies of the four Lincoln clubs. In particular, he pointed out the fact that the Road Race Lincoln Register (RRLR) was a more laid back group, while the Lincoln and Continental Owners Club (LCOC) was a more formal group with an emphasis on formal judging. He also pointed out the perceived “snootiness” of some of the LCOC members certainly not all. Bill’s email has offended some LCOC members. It was not Bill’s intention to do so.

Pat Corbett of LCOC has sent a well written response to Bill’s article, which Viva Carrera will publish here. There was certainly no intention to create controversy, but apparently we have. Bill has written an apology, from this point forward we hope that all Lincoln fans will stay united in one purpose to preserve the Lincoln heritage.

What follows in Pat Corbett’s response followed by Bill’s apology:

Afternoon Bill,

I hope you and the family are all well, especially in our early summer temps.

I always delight in reading a PDF of the RRLR Viva Carrera newsletter. And I was especially pleased to see your taking a position on the LMCF Board. But my pleasure was quickly turned to angst as I read the disparaging words about LCOC.

I would agree that LCOC is a club that fosters meets with competition and trophies. This is one element of LCOC I am not interested in as my fleet of Lincolns does not enter into that world. However, my reflection on my relationship with other members, nationwide, is quite the opposite to your intimations. Hell, I even get along with our past editor!! Most of the time!!

You and I as professionals are word merchants. By that, I mean we both write professionally to sell something; you a conviction, me a design of something infrastructure. And how we prepare our writing is key to our success in our world. I reflect on our mutual effort to prepare a suitable document that we could sell our represented clubs in the merger of the two. We both chose our words carefully to do our best to see the success of RRLR and its continuation as an element of LCOC.

I have to disagree with your painting LCOC as an elitist club. Only the fact that the Lincoln is an elite vehicle is as close as I can see us in that light. Years ago, before my time here, the club had developed some of the airs you refer to and that has been dealt with. As you mentioned, Glenn Kramer turned LCOC completely around. Yes, there are a few old dogs out there, that probably yearn for the days when silver trophies were the end-all to any LCOC event. They are a dying breed, quite literally. The clubs operation has been as you stated, as a competition in events, but fortunately, LCOC is continually moving towards fun type events that allow you to compete or not compete.

As far as judging goes, and the fact that the LCOC judge was not, in your opinion, qualified to judge the Road Race Lincoln, then why was this not addressed at that time? To me, it was foolish for LCOC to not consider the specialization of your cars at that time, and look at where it has led to. Finally with great angst and pulling of teeth, LCOC is actually accepting modifieds and customs beyond your widest imagination. Go figure!!!



Lastly, I wondered what purpose there was in stating the things about LCOC that was published. It started out with your being on the Foundation board and how RRLR has supported it. There is that old adage that, "if you can't say something nice, don't say anything at all." I certainly try to do that in my movie reviews!! And I believe that holds true in our positions of responsibility in our respective clubs. Keep in mind that half of RRLR membership is also LCOC. I wonder what half your membership is thinking about the column?

I value the relationship we have and the good we can do as a team to foster good will in our respective clubs. I just hate to see things published that are counter to that cause. And, if the time ever comes for our support, we can pick up where Mike and I left off. We are a family.

"Happy Motoring"

Pat Corbett

Bill Culver's response:

Pat & Bob:

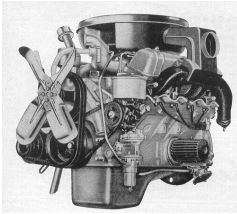
First, let me apologize for any angst you have experienced from my article. None was intended. This was an article in the RRLR magazine for RRLR members. It was my sole purpose to try to instill pride in the RRLR members, both for the purpose of encouraging more donations to the LMCF, for the purpose of encouraging them to bring their cars out to the meets, now that all 4 clubs encourage open show fields for all clubs, and for the purpose of encouraging further donations from RRLR members. It was not meant to be derogatory of LCOC, of which I have been a member for decades. Glenn Kramer is the reason I stayed with LCOC...as RRLR then-president, he and I had many discussions when he was LCOC president. I was there when LCOC went through its changes. Absolutely it is a better organization because of Glenn.

LCOC is to be admired as the glue that has held all of us together. The article was offered as a review of the history of the clubs, nothing more. It was an effort to provide RRLR members with a context of where RRLR is now compared to its earlier years. It is likely that LCOC will be the mother ship into which we all merge as time goes by, a concept with which Pat is extremely familiar. Please remember that RRLR as an independent club may come to an end this year.....it is most important to encourage our members to continue club affiliation into the LCOC.

I am loyal to RRLR, to LCOC and to the LMCF. I further support LOC and LZOC in their endeavors.  
Best, Bill

We have left over Eastern National Meet T-Shirts left over: 1-S, 1-M, @ \$32.00 including shipping in Continental U.S., 4-XL, @\$34 & 4-XXL, @\$35 again including shipping. All proceeds to RRLR(except shipping). Contact Allan Wilcox: (213) 671-1661



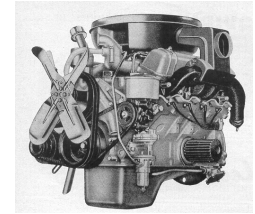


# TECH



# TALK

By Pen Grove



## Winter Storage for Your Lincoln

I feel a little foolish writing about winter storage when usually all my car gets is turning off the switch and shutting the door. But here are a few things to consider.

Before you put the car away, put a clipboard and a clean sheet of paper on the seat and take a 10-20 mile ride and write down all the things the car needs. The winter is a great time to repair those things.

**Drain your gas tank.** Get all that ethanol out. You can pour this gas into your modern car. Put some ethanol-free gas in the tank.

**Check your battery.** If it has filler caps, check the liquid level. Add water as necessary to cover the plates. Check the specific gravity of the liquid. It should read 1.300 for a fully charged battery, but most won't go that high after a couple of years. Remove the cables and clean the terminals and inside the cable clamps and coat them with rustproofing or heavy grease. Clean the battery top and reinstall the cables. **Keep the battery charged through the winter.**

**Check your tires.** Check tread depth; check for cracks & knots. Now is the time to replace bad tires. Keep the tires properly inflated. If you have nylon or rayon tires, you should consider putting the car on stands during the winter to prevent flat spots.

**Check the steel and rubber brake tubing under the car.** Look for rust where the steel lines are clamped to something. Look for cracks in the rubber hoses. A poor man's way of checking your brakes is to pop out the rubber plug in the backing plate and look inside. The amount of threads showing on the adjusting link wall indicates how much the lining is worn. And everything in there should be dry, meaning no fluid leaks. **Check for loose or rough wheel bearings.**

**Check your brake fluid.** If the level is low it might have an external leak, or it might be leaking into the power brake. If you suspect this, take the big power brake vacuum hose loose and look inside. If it's wet, you're probably losing fluid through the power brake. If you have manual brakes, check inside the firewall of the pedal push rod. Fluid here means a master cylinder leak.

If the fluid is dark in color, it has moisture in it. Open up each wheel cylinder bleeder one at a time and pump clean fluid in the master cylinder and out the bleeder until it comes out clean. Be sure to keep the reservoir filled as you pump so you won't get air in the system. Flush all four wheel cylinders. This will prevent moisture damage to the hydraulic parts. Use a hose on the bleeders to direct the fluid onto a container so you don't have a mess at each wheel.

**Check for wear in your universal joints.** Look for rust colored dust at the bearings. This indicates a dry and worn bearing, which should be replaced.

**Check the fluid level in the rear axle and check the color of the fluid.** A dark color indicates the need for a fluid change. Use SAE90 gear oil.

**Check your exhaust system.** Look for cracks in the manifolds, especially the left manifold between #5 and #6 cylinders on 52-54 cars. Check for leaks, rusty pipes and mufflers, loose hangers, and a tight heat riser.

**Check your shock absorbers.** Look for fluid leaks and worn rubber mounts. Bounce the car and see if it moves up and down too easily. It should move a couple inches and stop as soon as you do. If it keeps on bouncing, you need shock absorbers.

**Check your lights, including the turn signals.** Make sure the trunk and glove box lights go out when the lids are closed.

**Check for coolant leaks at the radiator hoses, water pump, engine core plugs and head gaskets.** Check for free play in the water pump by attempting to rock the fan from side to side. Check for leaks at the heater hoses and valves. The heater valve on the left side can leak water inside the car.

**Check for power steering and engine oil leaks.**

**Check the strength of your antifreeze. Add a can of rust inhibitor to the radiator.**

Be sure your windshield washer has fluid that won't freeze. If it had plain water in it, be sure to run the washer enough to flush it out.

**Check the lube in the manual steering gear** and the front section of the 53-55 power steering. Many people use SAE 140 gear oil in these, but it usually leaks out. If it does, mix some 140 gear oil and chassis grease to the consistency of toothpaste, about 50/50. This will stay on the steering gear. Pure chassis grease will make the car steer hard in cold weather.

**Check the suspension,** especially the rubber bushings in the front control sums and the rear springs. Check the insulation between the rear spring leaves. Check for loose motion in the tie rod ends and the idler arms.

**Check your air cleaner and clean it if needed and put in fresh oil, or, in 57s, replace the element as needed.** The 57 element can be washed in hot water and Tide detergent. Allow it to dry and it can be used if it has no holes.

52-55's can have a filter element in the crankcase breather on the left front of the engine. This should be replaced occasionally. They are still available.

**Check the operation of the heater and defroster.** These cables need lubrication as well.

**Check the operation of the charging system and the starter and the fan belt.** Check the operation of your dash gauges.

Most of these items having nothing to do with winter storage, but if you know what your car needs, you have ALL WINTER to take care of it and not have to worry about it in the spring. Spring is for driving, not for fixing!

**If your engine is due for an oil change, do it now** instead of waiting for spring. Change the filters, too. I always add a can of STP since the ZDDP additive has been cut back in the oil sold today. Lube the chassis, too.

Now run the car (DRIVE THE CAR) for awhile to make sure all the ethanol is out of the fuel system and make sure the antifreeze you may have added and the rust inhibitor is thoroughly mixed.

During the winter, start the car once in a while to warm it up. Make sure the battery is kept up to charge.

Finally, put some rat and mouse killer in the car, under the car, and under the hood. Rats and mice, just like us, they LOVE old Lincolns!

Have a good winter working on your Lincoln (all day every day!).

**IMPORTANT NOTICE TO THOSE MEMBERS WHO USE *EL MERCADO***

El Mercado is The Road Race Lincoln Registers market place where members can advertise their car or parts for sale that pertain to 1949 to 1957 Lincolns. This is a free ad space that is available to everyone in our group, the only rule is that your ad will run for four (4) issues unless you extend it. At the end of each ad is the number of times it has run which appears in parenthesis (1) (2) (3) (4). If your ad has a (4) at the end then that means **it will not run in the next issue** unless you notify us that you want to extend it or make changes. **IMPORTANT:** it is up to you to notify us if you want to extend or modify your ad, we will **NOT** be reaching out to you. We have had some people say they didn't know their ad was expiring, "why didn't you let me know?". The system is quite simple but it is up to you to keep track of your ad; remember it is free. Thank you for your cooperation.



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# EL MERCADO

Classified ads will be published at no charge to members in good standing, unless of excessive length. Editor reserves the right to edit or refuse any ad. All ads submitted become the property of the Road Race Lincoln Register Club. Member's ads will be run free as space permits; parts advertisers will be required to refresh their ads every four printings; wanted ads and cars for sale will run once unless requested otherwise. Neither the Register nor the Editor vouch for the accuracy of the description of the items or vehicles.

Ads should be forwarded to the Editor, RRLR, 5847 E. 201st Street S., Mounds, OK 74047 or emailed Editor: [cosmo1946@hotmail.com](mailto:cosmo1946@hotmail.com)

## CARS FOR SALE



**1951 Lincoln (Baby)** six passenger coupe, frame on restoration. Electric wipers and AM/FM radio. All new upholstery. All new wiring 12v, new tires. Price \$26,500 Phone (313) 600-1700 (4)



**1954 Lincoln Capri** Hard top, new tires, new black and yellow interior, power windows, new exhaust. Car was from CA. \$23,500 phone (313) 600-1700 (4)



**1956 Premier** 4Dr Sed; Shenandoah Green with Medium Green Leather and lattice weave nylon inserts. Approximately 105K original miles. Is in approximately #2 condition, brakes and tires recently replaced. Asking \$30K O.B.O. Bill Edwards at (510) 283-5199 (1)

**1951 Lincoln Cosmopolitan** 4 dr, black with brown interior, wide white walls, 93K miles, older restoration. Looks and runs good, \$13,000 or good offer, includes parts car. Located in Virginia.

Call Dallas Lunceford (540) 436-3910 (4)

**1955 Lincoln Capri** 4dr. 86,328 miles Nice Black exterior, on blue cloth interior with redone chrome and gold. Restored 2014. Installed button luber, power seat, am/fm, V8 engine runs GREAT, automatic transmission. Many extra parts from parts car included - rear wiper, four doors, transmission, full steering wheel assembly, and much more. \$23,900 obo For more pics/info call Buddy at (978) 692-7358 or web site [Clair Classics](http://ClairClassics.com) in Westford, MA 01886. (4)

## Parts For Sale

**1952-55 Parts** - Side view mirror, tail lamp lenses, backup lenses, valve covers, rebuilt Treadle-Vac & master, 55 dash dial face, tranny dials, rubber parts, steering column, headlight switches, door strikers and switches, NORS voltage regulators, NOS brake pedal pads, decals, NORS wiper blade refills, vent air scoop, stainless moldings, front bumper guard, cigarette lighter assemblies, seat courtesy lamp lenses, 'Lincoln' dash script, rebuilt vacuum fuel pumps, timing gears, headlamp ring, 'Capri' quarter emblem, door edge guards, hoses, more

**1956-57 Parts** - Dash clock, seat switch, lever handles/tips, headlight/ parking lamp surrounds, wiper arms and blades, side view mirrors, rearview mirror, "LINCOLN" fender scripts, "PREMIERE" quarter panel scripts, valve covers, cigarette lighter, stainless moldings, knight heads, hubcaps, body parts manual, more

Rob Silver (602)469-1948 [rsilverphx@earthlink.net](mailto:rsilverphx@earthlink.net)

**For Sale:** 3 sets of 2,3,4 Tail Lights. Lots of '54 outside trim. Some interior parts, some 317 engine parts. Pete Bailey [buckhorn19801@gmail.com](mailto:buckhorn19801@gmail.com) (269) 547-6990 (3)

**1952-1957 Lincoln.** Specializing in these cars for 28 years. Always adding new inventory. Recently added two more loads of parts. Very limited supply of 317 & 341 exhaust manifolds.

Charles Thomas 541-679-0976, OR [thomasfarm@douglasfast.net](mailto:thomasfarm@douglasfast.net) (4)

**Repair/rebuilding service.** I have retired from White Post Restorations, and would like to do some Lincoln work in my shop. I can repair or rebuild most of the components on these cars. I'm not looking for full-time work, so any jobs would be on a "no-rush" basis. Pen Grove, 540/743-6692. VA (2)

**1956-57 Lincoln Premier and Capri 1)** Valve Cover Decals with proper color combination for the 54/55/56/57-1 set of two decals \$115.00 2) Knob set (54/55/) for the gear shift and turn signal arms (use your chrome tips) \$100.00 3) Electric window switch & toggles Remfg. (Black) set of 7) \$175.00 4) PREMIERE emblems for the 1957 rt and lt front fenders, \$100.00 5) Set of (4) A/C chrome interior outlets very nice condition \$80.00 6) Steering wheel center emblem for the Premiere. very nice condition \$70.00 7) Radio face plate 56/57 \$20.00 8) Drivers vent window switch very nice condition \$70.00 9) Dash Rheostat switch \$70.00 10) Set of s/s external vert. windshield corner pieces \$100.00 11) 57 Lincoln headlight switch \$75.00 12) Power steering pump \$200.00 13) 1956 Air Cleaner with Snorkel This also has a second cover plate modified to fit the 56 air cleaner and comes with the 57 paper filter. All metal parts have been powder coated black. Having the modified cover plate and paper filter it can be used either with oil bath or like the 57 with the paper filter. \$350.00 14) 1956/57 Convertible #1 bow rain seal (new).the air seal original (used), and a set of side rail seals used. \$275.00 15) 1956/57 Pair of 5 sided spot lights. (Original Equipment) They have been re- chromed and operation Is 100%. Comes with door mounts & seals and the brackets for the inside. I will include the long drill bit with the bushing to drill the hole into the door. This is a very nice set of spot lights. \$1400.00 16) 1957 Transmission oil cooler. Has been flushed out thoroughly. The fins have been straightened out where needed as best as I could. Has been repainted black. \$80.00 17) 56/57/trunk lock assembly (this is the latch that hooks onto the bracket on the trunk frame not the key lock) \$25.00 **Bob Hardisty 817-600-1021 (2)**

**1942-48 Continental**  
Trunk lid with lock, no rust, needs paint. \$350.

**1949-1950 Lincoln**  
NOS: Stainless "eyebrows" for 49-50 Cosmo. \$500/set. Perfect plastic dash emblem, one clip broken off on back side. \$300. 1950 chrome center grilles R/L. \$300/set. Set used fender skirts, very good condition, need paint. \$400/set. Wheel discs, 49 and 50. Various prices. Call for shipping costs.

**1952-1953 Lincoln**  
Complete black steering wheel with horn ring center cap (shop worn) and perfect gold plastic inserts. \$350 Many other parts, chrome, plastic. Email your needs. Email **Bill Culver, bigeazy3@msn.com. Parts are in Louisiana. (4)**

**Wanted:** 1955 Lincoln HT complete, damage & rust free, safe for transport or driven. Any information appreciated. **Art (740) 452-1703 OH (2)**

**Ads should be typewritten or legibly printed and should specify the heading under which they will be printed.**

**NOTE: If you have a (4) after your ad, it is time to send in a new ad. Your old ad will not be printed in the next issue**



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[www.LincolnCarMuseum.org](http://www.LincolnCarMuseum.org)

■ **THE LINCOLN MOTOR CAR FOUNDATION** is committed to collecting, preserving and sharing the heritage of the Lincoln automobile. This is the spirit of the Lincoln Motor Car Heritage Museum now open for your enjoyment and education. The Museum houses the Lincoln motor car archive, with displays of Lincoln automobiles and memorabilia. It is the hub of the Foundation's educational and outreach programs.

America's passionate love affair with the automobile continues to inspire new generations. The Lincoln automobile has inspired the creation of four major affinity clubs: **Lincoln Owners Club, Lincoln & Continental Owners Club, Lincoln-Zephyr Owners Club, and Road Race Lincoln Register.**



For many years, these clubs have been independently active in promoting the Lincoln brand, preserving the Lincoln heritage and vehicles, and sharing the passion and knowledge of their members with others. Now, the four Lincoln clubs, along with other friends of the Lincoln brand, have incorporated a public educational foundation.

Now is the time to increase the sharing of the Lincoln automobile's living legacy by supporting a museum dedicated to the heritage of the Lincoln motor cars.

As a 501(c)3 non-profit organization, we count on a variety of sources for support, including your donations. They are what fuel our exhibits and support our education programs. They also give

us the operating dollars that are the foundation for an incredible visitor experience that includes a museum full of historic vehicles and hundreds of artifacts.

■ **THE LINCOLN MOTOR CAR HERITAGE MUSEUM** illustrates the rich legacy of the American automobile by tracing the history of the Lincoln motor car. The Lincoln is unique among automotive brands, as the activities of Henry and Wilfred Leland, Henry and Edsel Ford, generations of the Ford family, and thousands of dedicated people associated with the Lincoln brand are integrated into a fascinating continuum.

A visit to the Lincoln Motor Car Heritage Museum provides an entertaining and educational encounter with some of the finest automobiles ever produced and an acquaintance with the people who worked to make them great. Memorable, multi-sensory presentations bring exhibits to life with the latest audio/visual technologies.

■ The four Lincoln clubs, along with additional friends of the Lincoln brand, have joined forces to create a comprehensive, properly curated and protected Lincoln archive and constructed a premier, state-of-the-art museum on the campus of the Gilmore Car Museum, Hickory Corners, Michigan, to preserve and display Lincoln automobiles and memorabilia. The mission of the museum will include an active educational outreach program, making the best use of the archive, the museum, and the extensive knowledge of club members.



## The Lincoln Motor Car Foundation needs you!

■ If you are genuinely passionate about Lincoln motor cars and you haven't yet joined the Lincoln Motor Car Foundation, it's time for action! Join today!

- Help preserve and promote the Lincoln heritage
- Have a link with fellow Lincoln enthusiasts
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- **For membership**, please check a box above, fill out the form at right, and mail to: Cornerstone Registration, Ltd., P.O. Box 1715, Maple Grove, MN 55311-6715.
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