



Upcoming Events:

Lincoln Club Dinner

Date: Thursday , September 19

Location: Nick and Jimmy's
Restaurant

Address: 5021 Pan American West
Fwy NE,

Time: 6 PM

RSVP: Please call or text to 505-280-3114 or
email 'Lloydpo@aol.com so we can make
reservations



Display: Bring your Lincolns and
park on north side of building



Local Car wins at LCOC Western Regional

The news from the Western Loco meet in Grand
junction Co in July is that Tony Carson's
SILCCO La Grande Royale won 2nd Place in
the Resto Mod category.

Congrats!



Tech Tips

Rubber Now Mouldings Available

Seal, rear door lock striker. Attaches to the front edge of rear suicide door to seal the gap
where the front and rear doors meet. A premium quality part with a corrosion resistant brass
metal core the full length of part.

Two molded seals, one for each side, provide complete coverage. Designed from original
parts so they fit correctly. Fasteners are not included.

Available from Steele Rubber Products
6180 E. NC 150 HIGHWAY
DENVER NC 28037-9650
PHONE: [800-447-0849](tel:800-447-0849)
LOCAL: [704-483-9343](tel:704-483-9343)
EMAIL: cars@steelerubber.com



Tech Tips

Some Very Interesting Auto Predictions:

- 1-Auto repair shops will disappear.
- 2-A gasoline/diesel engine has 20,000 individual parts. An electrical motor has 20. Electric cars are sold with lifetime guarantees and are only repaired by dealers. It takes only 10 minutes to remove and replace an electric motor.
- 3-Faulty electric motors are not repaired in the dealership but are sent to a regional repair shop that repairs them with robots.
- 4-Your electric motor malfunction light goes on, so you drive up to what looks like a car wash, and your car is towed through while you have a cup of coffee and out comes your car with a new electric motor!
- 5-Gasoline pumps will go away.
- 6-Street corners will have meters that dispense electricity. Companies will install electrical recharging stations; in fact, they've already started in the developed world.
- 7-Smart major auto manufacturers have already designated money to start building new plants that only build electric cars.
- 8-Coal industries will go away. Gasoline/oil companies will go away. Drilling for oil will stop. So say goodbye to OPEC! The middle-east is in trouble.
- 9-Homes will produce and store electrical energy during the day and then they use some and sell excess back to the grid. The grid stores it and dispenses it to industries that are high electricity users. Has anybody seen the Tesla roof?
- 10-A baby of today will only see personal cars in museums. The FUTURE is approaching faster than most of us can handle.

11 – My classic T-bird will be worth \$1,000,000.00 when these all come true. Ha.

More Repairs seen at Walmart:



Tech Tips

How to thwart car thieves with a \$10 kill switch

While down significantly from its historic peak in 1991, auto theft is undoubtedly still a problem in the U.S., with 773,139 vehicles stolen in 2017 alone. We often joke that the best protection against theft is a manual transmission (as a growing number of new drivers cannot operate them), but the truth is that accomplished thieves will not be fazed by such a deterrent.

The setup is simple, requiring only a multi-meter, a few hand tools, and less than \$10 worth of parts. Adding a switch between the car's computer and fuel pump relay ensures that even if there's power from the ignition (whether from a key or hot-wiring attempt) the car will remain immobilized due to lack of fuel.

The following video does an excellent job explaining how to locate the fuel pump relay and identify which wires to splice into. He also suggests good areas for hiding the switch itself—his idea to place it on the underside of a car's shifter boot is nothing short of brilliant. The rest of the process involves running some wire, adding a few connections, and buttoning it all up

for an inconspicuous appearance. Of course, always be sure to take basic safety precautions when working on a car's electrical system https://www.hagerty.com/articles-videos/articles/2019/05/01/killswitch-thwarts-car-thieves?utm_source=SFMC&utm_medium=email&utm_content=Daily_News_Monday_May_6



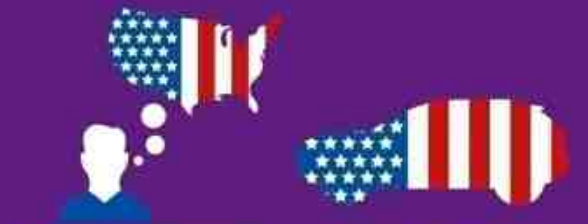
Safety Tip #2: Skin and Bones – Next Installment:

Slathering up in jet black motor oil or molasses-thick gear oil might seem the Chuck Norris thing to do, especially with your car on those new macho ramps, but soaking in contaminated petrochemicals is bad news. Gloves are the answer for keeping toxic agents off skin and out of blood. Latex gloves don't stand up to oil-based chemicals. Nitrile gloves can hold out a bit longer. Step up to the rhino-hide-thick chemical gloves if a can of carburetor dip or elbows-deep solvent washer action is in the plan. Mechanics gloves add knuckle-busting protection with some cushion and grip, and coveralls go beyond hands for stylish protection. Sturdy shoes are another solid investment.



Auto Trivia

Cars.com's 2019 American-Made Index: Perception Vs. Reality



Top 5 Cars Americans Think Are Made in the U.S.

- Ford F-150 (71%)
- Ford Expedition (67%)
- Chevrolet Corvette (66%)
- Ford Taurus (63%)
- Chevrolet Traverse (61%)

AMI: Top 5 Cars Made in the U.S.

1. Jeep Cherokee
2. Honda Odyssey
3. Honda Ridgeline
4. Honda Passport
5. Chevrolet Corvette

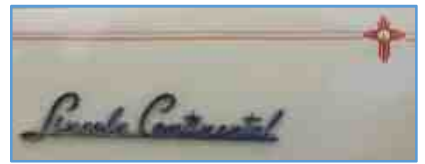
Trade tensions and tariff threats have garnered plenty of headlines in 2019. The breakneck pace at which such threats are issued and rescinded is enough to give anyone whiplash. While it's become business as usual for those keeping up with the news, the repercussions to consumers could run deep if some of the threats become reality, according to Cars.com. For now, these trade tensions have had minimal effect. An analysis that determines which cars are the most American by examining assembly location, parts sourcing, factory employment relative to sales, engine sourcing and transmission sourcing. Cars.com analyzed more than 100 US built vehicles for this index. For the second year in a row, the Jeep Cherokee, which is built in Belvidere, Illinois, topped the American-Made Index. While Jeep is an American brand with a rich history, it's also owned by Italy's Fiat Chrysler Automobiles. Japanese automaker Honda nabbed the next three spots with its Odyssey minivan in second place, the Ridgeline pickup truck in third and the all-new Passport SUV taking fourth. These three vehicles are built in Lincoln, Alabama, and the Passport's addition to Honda's lineup and to this index—as well as other Honda and Acura vehicles built in the U.S.—helped the automaker to dominate the 2019 American-Made Index. The first U.S.-based automaker, GM, ranks No. 5 on the index with the Chevrolet Corvette, built in Bowling Green, Kentucky. The 2019 American-Made Index differs greatly from people's perception of which cars are built in the U.S.

Do you remember these?



Recent Events:

1941 Lincoln Continental at the NHRS ABQ Fair Grounds



LCOC US Officers

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NM Regional Director	Matt Martinez	505-429-1565	mattmartinez@knm.com
NM Newsletter	Lloyd Powell	505-280-3114	lloydpo@aol.com
US Regional Directors			
Arizona	Dave Jackson	602-524-2401	dash85283@yahoo.com
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Lone Star	Jeff Brecht	512-709-3311	maximus_40k@hotmail.com
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North Star	Bob Johnson	651-257-1715	arborbob41@aol.com
North Texas	Bob Hardisty	817-251-9265	rvh.iii@me.com
Ohio Valley	Ray Smigelski	216-486-3505	daddolly@att.net
Pacific Northwest	James Chantier	206-356-9786	lincstar61@comcast.net
Philadelphia	Carl Villone	856-227-3006	cvillone21@comcast.net
Rocky Mountain	Jake Dout	970-201-1644	jacobdout@yahoo.com
Southern Ohio	Edward Hilton	937-433-6644	ehmarathon@aol.com
Texas Gulf Coast	Gary Birk	281-251-8950	gbirk10@yahoo.com
Western	Jim Ayres	949-689-8471	jayres01@ca.rr.com

Recent Events:

National Hot Rod Association at ABQ Fair Grounds



And the Worst Color Winner is:



How do you change that front tire?

Automotive History

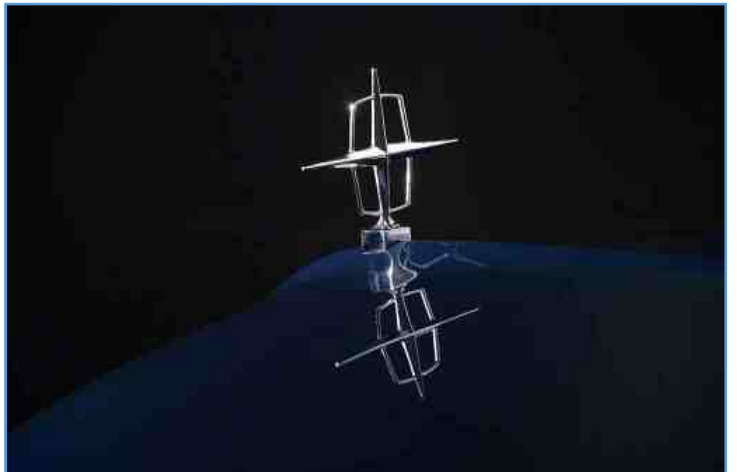
Continental Mark II Convertible

In 1956, two pre-production Mark II convertibles were created to expand the Continental Division range within Ford. These were finished before the merger with Lincoln which would eventually swallow the name. At the time, a Continental cost \$2000 more than a Cadillac. Continental was becoming the ride of choice for many of America's wealthy including Elvis Presley, Frank Sinatra and Howard Johnson. What most people don't know is that the Mark II was originally conceived as a convertible in 1953 from drawings by Charley Phaneuf. These would later inspire the modifications to the Mark II Convertibles.

The Engineering firm of Hess & Eisenhardt, of Kennedy limousine fame, had a long history with Ford Motor Company. The Chicago district of Ford marketing ordered two prototype convertibles from them in September of 1955. Hess & Eisenhardt took a stock black 1956 Continental Mark II's and began the long process. The original stock Continental cowbody frame was designed with a convertible body in mind. In fact, a third cross-member was removed for the 1957 frame when plans for a production convertible were scrapped. To further enhance the chassis, Hess & Eisenhardt used 1/4 inch plate steel, artfully cutting and stitch-welding it to the existing frame. There are tubular cross-braces welded in an X to further support the A and B pillars. A substantial sub-structure was fabricated to support the convertible top. Hess & Eisenhardt fitted a power top mechanism that was driven by a power pack in the trunk.

The first resulting black convertible was C5681126 and it was shipped to a distributor in Chicago. It resided in a dealership showroom as a demonstrator to show wealthy clients in the Chicago area what a convertible would look and drive like.

A second convertible was finished almost a year later for the Texas State Fair in October of 1956. That car was originally white at Ford but was eventually painted Honolulu Blue, a favorite color of William Clay Ford and was driven by his wife as a daily driver. Paul Wagner, whose job it became to dispose of cars like this, fought for the car with other Ford executives. He kept the car for a few years before it was sold.



Eventually an owner in Georgia fitted an original H & E top and envisioned a sleeker design to the fabric boot that covered the convertible top when stowed. Possibly he was inspired by the Charley Phaneuf drawings and fashioned a crude mechanism that flipped the new metal boot backward, just like the Mercedes SL. The top was extended rearward and a fastening system identical to the period SL was installed. This changed the roofline to closely match that of the original Continental convertible. The finishing touch was added in the restoration that took place in 1993. The beautiful fiberglass bow covers replaced the fabric snap on covers installed in 1969. This Mark II convertible most closely duplicates the original design penned in 1953.

Automotive History

Chrysler and Maserati : How Not to Execute a Strategic Alliance

Chrysler has long been a roller-coaster company with multiple good and bad decisions. In the late 1970s, it was rumored the company's chairman of the board and presidents didn't even talk to each other and that the company was in and that the company was in financial difficulty. Across town in Detroit, there was another conflict between Henry Ford II and Lee Iacocca, Ford Motor's president at that time. Apparently, egos clashed and Iacocca was fired in 1978.

A few months later the fired Ford executive became the CEO of the nearly bankrupt Chrysler, agreed to a salary of \$1 a year. Good things started happening at Chrysler. The "K Car" and the minivan were introduced and by the mid-1980s the company was selling lots of cars and minivans and making money. Across the big pond, there was a different kind of automobile company: Maserati, a luxury vehicle manufacturer started by two brothers in 1914. Like many car producers in that era, Maserati built excellent race cars and continued to do so until 1957. Citroën became Maserati's owner in 1968 and built some interesting cars, but the 1973 the oil crisis took its toll.

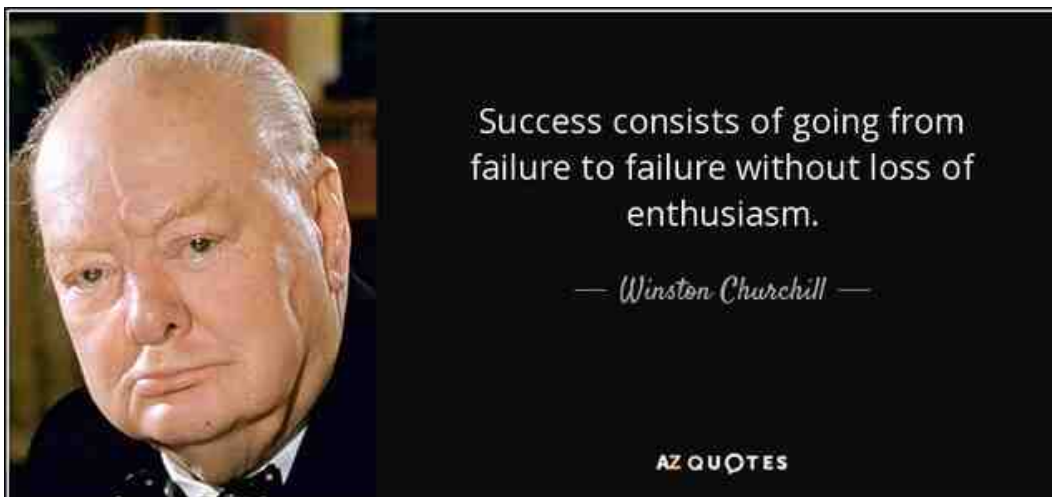
Talks between Chrysler and Maserati resulted in a new entry. The Chrysler TC by Maserati was to be the show car selling 5,000 to 10,000 for about \$33,000 (about \$75,000 in today's dollars). The joint effort would be the forerunner of the newly restyled Chrysler LeBaron convertible for model year 1987. But it didn't happen. So what went wrong? Delay after delay after delay consumed the joint venture. The similarly styled Le Baron convertible was produced two years before the Chrysler TC and sold for about half the price. In total, there were only 7,300 Chrysler TCs manufactured in the three model years of 1988 to 1990.



Truly an international car, 75% of the front-wheel drive TC's (TC stood for Touring Convertible) parts were built in Italy; the sheet metal, chassis components, and engine/transaxle came from the US; some components came from France; the Michelin tires and Getrag shifter came from West Germany, the wiring came from Spain; and it was all assembled in Maserati's Innocenti complex at Lambrate near Milan.

Problems surfaced from the beginning with the TC. Fit and finish for a \$33,000 vehicle were subpar as were many of the interior trim furnishings. To a Daytona/LeBaron owner, too many pieces were familiar: the door locks and handles, window switches, foot-operated parking brake, gauge cluster, cruise/turn-signal stalk, steering column, dash vents, glove box, ashtray, cassette holder, climate controls, stereo (CD & cassette), windshield... and more.

In the same glance, you spot cheap tape pinstripes and incredibly expensive Italian-made Fondmetal wheels. You will see a flawless seam between metal tonneau and rear deck, and then you wonder why its lines are spoiled by a mammoth high-mounted brake light that even the Chrysler guys call 'the chrome-plated nerd'. There were misalignments between hood and fenders and between doors and rocker sills, but marvel at the mahogany-smooth paint.



Auto History

1934 Derby Bentley's

The Derby cars were the first run built after Rolls-Royce acquired Bentley in 1931. They took the WO Bentley cars and added a bit of Rolls Royce DNA to them, with more luxury options than the original Bentleys. These cars were less sporting than those from before the merger, when Bentley was made famous by its Le Mans victories, and the road models were dubbed The Silent Sports car. Like Rolls-Royce cars, the Derby Bentleys were shipped as bare chassis and bodied by whatever coachbuilder the new owner chose. The Bentley pictured was bodied in an elegant convertible form by Park Ward, and is powered by the 3½-liter inline-6 engine.

This car, chassis number B93AE, is one of the earliest Derby Bentleys built, thought to be the 43rd produced under Rolls-Royce ownership. The first owner was Sir Frederick Charles Stewart, the managing director



Suicide Doors Return: Continental Coach Door Edition

On sale Late 2019 for \$ 110,000 (est)

Lincoln is attempting to make the historic Continental link a bit stronger with a new, limited-run Continental Coach Door Edition. It includes center-opening "suicide" doors reminiscent of the iconic 1961 Continental. This limited-run model for 2019 also ties in with the 80th anniversary of the Continental nameplate. The doors open 90 degrees and incorporate a soft-close feature and the same electronic door handles as the standard Continental. To create this vehicle, Lincoln partnered with Cabot Coach Builders, who stretch each Continental wheelbase six inches and fit longer doors with hinges in the rear. They also add structural reinforcements to ensure that the car meets safety regulations.



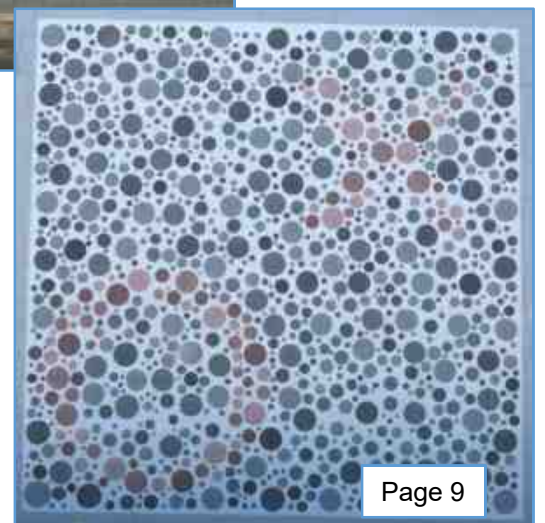
1961 original with suicide doors

Show us your favorite mural in New Mexico:



Hummingbird painted on building at Indian School and San Pedro

Color Blindness chart painted on building at 4400 Silver SE



Send in a photo (or location) of your favorite mural in New Mexico and we will include in a subsequent newsletter. Send to Lloydpo@aol.com or text 505-280-3114. These are my favorites...

From around town



Talking on the cell a bit too loud concerning personal stuff ?

After a tiring day, a commuter settled down in his seat and closed his eyes. As the train rolled out of the station, the young woman sitting next to him pulled out her cell phone and started talking in a loud voice: "Hi sweetheart.

It's Sue. I'm on the train". "Yes, I know it's the six thirty and not the four thirty, but I had a long meeting".

"No, honey, not with that Kevin from the accounting office. It was with the boss".

"No sweetheart, you're the only one in my life". "Yes, I'm sure, cross my heart!"

Fifteen minutes later, she was still talking loudly.

When the man sitting next to her had enough, he leaned over and said into the phone, "Sue, hang up the phone and come back to bed."

Sue doesn't use her cell phone in public any longer.



I guess there wasn't really any space...

