



The dinner proposed for Jan 18 has been changed to

Feb. 8 Lincoln Dinner

Date: Saturday, February 8

Time: 6 PM

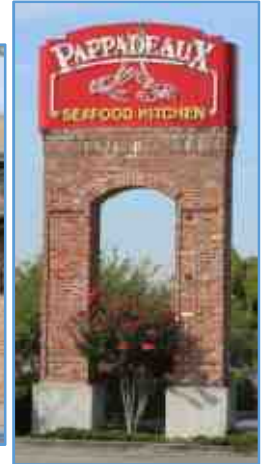
Where: Papadeaux's Seafood

Address: 5011 Pan American Fwy NE,
Albuquerque, NM 87109
(505) 345-0240

Arrangements: Seperate checks.

Bring friends and relatives

Please RSVP to Lloydpo@aol.com



Benefit Car Show and Lunch

Benefit for Feed NM Kids

Saturday, March 7, 8:30 AM

Philip and Sons Mechanic

4101 Fourth St NW

- 8:30 AM to 2:00 PM
- Entry Fee \$35.00 Donation to Feed NM Kids
- Bring off non-perishable food donations
- Get Donuts and Coffee
- BBQ lunch, Car Show and Raffle
- Questions: Call Phil 505-526-9081



Items Needed: Single Serve package versions of Beef Jerky, Fruit and Pudding Cups, Granola Bars, Single Serve Ravioli, Trail Mix, or Soups with pull tops, Ramen Noodles, Peanuts, Mac & Cheese, Vienna Sausage, Tuna Packs



Corrales Kiwanis Car Charity Show

Date: Saturday, June 6

Time: 9 AM to 2 PM

Where: Park, Corrales

Address: Corrales Rec Center (500 Jones Road)
in the Village of Corrales, NM

Arrangements: Contribution per car TBD.



Lincolns of Interest

1949 Lincoln Cosmopolitan



Lincoln Club Officers

Title	Name	Phone	E-mail
President	John Talbourdet	978-774-0123	president@lcc.org
NM Regional Director	Matt Martinez	505-429-1565	mattmartinez@knmx.com
NM Newsletter	Lloyd Powell	505-280-3114	lloydpo@aol.com

How far can you read this list before cracking up?

I changed my iPod's name to Titanic. It's syncing now.
England has no kidney bank, but it does have a Liverpool.
Haunted French pancakes give me the crepes.
This girl today said she recognized me from the Vegetarians Club, but I'd swear I've never met herbivore.
I know a guy who's addicted to drinking brake fluid, but he says he can stop any time.
A thief who stole a calendar got twelve months.
When the smog lifts in Los Angeles U.C.L.A.
I got some batteries that were given out free of charge.
A dentist and a manicurist married. They fought tooth and nail.
A will is a dead giveaway.
With her marriage, she got a new name and a dress.
Police were summoned to a daycare center where a three-year-old was resisting a rest.
Did you hear about the fellow whose entire left side was cut off? He's all right now.
A bicycle can't stand alone; it's just two tired.
The guy who fell onto an upholstery machine last week is now fully recovered.
He had a photographic memory but it was never fully developed.
When she saw her first strands of gray hair she thought she'd dye.
Acupuncture is a jab well done. That's the point of it.
I didn't like my beard at first. Then it grew on me.
Did you hear about the crossed-eyed teacher who lost her job because she couldn't control her pupils?
When you get a bladder infection, urine trouble.
When chemists die, they barium.
I stayed up all night to see where the sun went, and then it dawned on me.
I'm reading a book about anti-gravity. I just can't put it down.
Those who get too big for their pants will be totally exposed in the end.
You can tune a piano, but you can't tuna fish.
To write with a broken pencil is pointless.



Resurrecting a Vintage AC unit by Rob Seigal

SAY YOU OWN A PRE-1990S AIR-CONDITIONED car with A/C that hasn't worked in years. You've gotten used to having working air in your daily driver, and you're wondering what it would take to get your beloved vintage ride comfortable for summer cruising. Yes, you're getting soft. No, you don't care.

Odds are that if the A/C isn't working, it's because the refrigerant has leaked out. To fix it, you must find the source of the leak before the system is recharged with refrigerant. The leak could be in the condenser (the A/C component in the nose of the car that looks like a radiator), in the compressor, in the hoses, or—heaven help you—in the evaporator or expansion valve that lives under the dash. On a vintage car, the leak issue is compounded by the fact that other parts of an old A/C system will likely need repair or replacement. Here's how I assess a long-dead A/C system in a vintage car:

1. Is it complete? Are the compressor and the belt mounted firmly to the engine? Is the condenser in front of the radiator? Is there an electric auxiliary fan mounted to the condenser? (Only the most primitive A/C systems won't have one.) Is there an evaporator assembly behind the console? Is the receiver-drier in the engine compartment? Are the hoses connecting these

components present and intact?

2. Is it electrically functional? When you turn the A/C on, does the blower fan under the dashboard work? Does it switch on the auxiliary fan mounted to the condenser? Does it make the compressor's magnetic clutch engage with a click?

3. Is there any refrigerant in the system? Connect a manifold gauge set to the A/C service ports. The ports on an unconverted R12 system look like tire valves, whereas an R134a system uses larger, quick-connect fittings. If there is refrigerant but the system isn't blowing cold, odds are the compressor is broken or isn't turning on, or the expansion valve is plugged.

4. Where did the refrigerant leak out? Connect a nitrogen tank to the manifold gauge set using a quarter-inch-NPT to quarter-inch-7/16-20-*SAE* adapter, then pressurize the system with nitrogen. Find the big leaks by simply listening for hissing nitrogen, and find the small ones by spraying with soap solution.

If your car is pre-1990, it used R12 refrigerant with a compressor that was lubricated by mineral oil. By 1995, all cars had changed from R12 to R134a. To purchase R12, technically you need an EPA 609 certificate (just \$20 and an online test away), but no one asks for it when you buy 12-ounce cans of R12 on Craigslist or eBay.

Today, few shops still have the equipment to work with R12. For these reasons, resurrecting an old A/C system can rapidly turn into an exercise in converting it to use R134a. Since R134a doesn't cool as well as R12, you're advised to make a few modifications:

1. Disassemble the system and flush the components (except the compressor, which should be drained) to remove all traces of old mineral oil. Change any old black O-rings to green ones. Install a new receiver-drier.

2. If the A/C system uses an old heavy upright piston compressor that looks like a lawn-mower engine, replace it with a smaller, more efficient rotary-style compressor. Fill it with PAG oil or ester oil.

3. Replace the old-school serpentine flow condenser with the largest modern parallel flow condenser that will fit in the nose of the car, and install the biggest electric auxiliary cooling fan that will fit on the condenser.

4. If you're replacing the compressor and the condenser, accept the near certainty that none of your old hoses will fit. Spend the money for custom-made hoses, and revel in the fact they'll be leak-free.

5. Leak-test, evacuate, recharge.

Functional A/C in a vintage car doesn't make you soft. It makes you cool! //

Christmas Carol for Classic Car Guys

By Vance Mehlenbacher in Camrose, Alberta, Canada,

'Twas the night before Christmas, and in the garage
There sat in the corner, a classic old Dodge
My sixty nine Charger, near ready to go
To all of next season's burnouts and shows
Its perfect black body, with a white R/T stripe
Red leather interior, the seats are just right
A pistol grip shifter coming up through the floor
Now hooked to a six speed, not five, and not four.
It sits with the hood up, not quite running yet
The problem elusive, but simple I bet
The four-two-six HEMI of legend and lore
"Why won't you run? I can't take it no more."
Now freshly rebuilt, this elephant mill
Just thinking about it gives me a chill
All of that horsepower, all of that torque
I can't make it run. I feel like a dork.
I'm about to turn in, and go off to bed
Thinking a good sleep should help clear my head
When ever so slightly, I hear someone's laughter
And jingle bells ringing, and hooves pitter-patter
"Is this for real?" I thought to myself
Could it be? The jolly old elf?
I opened the side door and had a look out
The sleigh that I saw removed any doubt
Across the street, he was making the rounds
Rooftop to rooftop, in leaps and bounds
Then he was gone, but the sleigh still remained
For what happened next, I'll have to explain
As I turned around, what do you know
Santa Claus himself, the star of the show
Was standing there, grinning, right there by the car
His pearly whites glistening, reflecting like stars
I stammered "S-Santa?!" And he started to snicker
I took a deep breath to calm down my ticker
He was checking it over, no angle undone
And then he said nicely, "Can I hear it run?"
I hated to say it, had no other choice
This problem I had with my Charger's voice



"I wish that we could, but I'm afraid not tonight.
It'll turn over, but it simply won't light.
I know it's ignition, of this I'm sure.
But I'm out of ideas. Do you have a cure?"
He pondered a moment, then scratched his chin.
"I have an idea. Why don't you jump in?"
I climbed in the car as he fiddled around
And he said "Aha! You have a bad ground.
This wire on the coil should be attached here."
And over he moved it, without any fear.
"Hit it!" he said, his grin growing wide
I pushed in the clutch and let out a sigh
I wiggled the shifter and hit the ol' key...
And it fired at once. I howled with glee!
The exhaust is so loud it rattles the walls
Santa yelled over it, "I bet this thing hauls!"
I killed it and jumped out, unable to speak
Santa had fixed it with one little tweak!
"You know about cars?" I finally asked.
"Oh, yes!" he replied. "My veins run with gas.
I work but one night, so with my spare time
I tinker and wrench, it sharpens the mind.
I have a collection that rivals the best
It's my preferred hobby when I am at rest."
I shook his hand thank you, we nodded goodbye
And with that he vanished in the blink of an eye.
As I went in to head off to bed,
I thought about everything Santa had said
Turns out he's a car guy! And now that you know,
Perhaps you'll see him – at your next show!

Matt Martinez '56 in NM True TV Spot



Lincoln member, Matt Martinez from Las Vegas, NM. was asked to provide his '56 for a TV spot entitled "Visit Las Vegas" for the NM state tourism board under their NM True banner. The TV spot will be aired in New Mexico and around the country to promote tourist visits to New Mexico and Las Vegas NM in particular. The spot includes time in a drive-in theater and travels around Matt's hometown.



Tesla Pick-up: But will it sell in Texas?

Tesla CEO Elon Musk recently debuted their new pickup truck but many are unsure it will sell with the tattooed pick-up crowd. The angular, faceted, clipped, cropped, and generally wimpy looking truck design will likely be an unwelcome sight outside of California. A Quick search shows that in total, TX, FL, GA, PA, IL and LA have more than twice pickup ownership compared to CA. All this from a firm that produces few products that can make it in the open market without substantial Government subsidies.

Capable?

You wouldn't know it from really any angle, but Cybertruck is indeed a pickup, complete with a 6.5-foot long, 100-cubic-foot capacity cargo bed and a six-passenger crew-cab. It's 231 inches long, which is comparable to other large pickups. Capability was shown when they drove an electric ATV onboard, and then again during the brief media drives outside.

Engineering

Similarly, not a great deal was revealed about Cybertruck's broader engineering, beyond some general details. It will come with 1, 2, or 3 electric motors, including rear-drive and all-wheel-drive configurations. It'll reach 60 mph in 6.5 seconds, tow up to 7,500 pounds, and carry 3,500 pounds in its base guise. The two-motor variant will reach 60 in 4.5 seconds and tow 10,000 pounds, and the three-motor model will hit 60 in 2.9 seconds and pull 14,000 pounds. Range will vary from 250 to 500 miles. Pricing will range from \$39,900 to \$69,900. All models will have an adaptive air suspension for self-leveling and ride-height adjustment, up to 16 inches.

Off Road

Musk claimed that the truck's air suspension, which will give it 16 inches of ground clearance, coupled with its low front and rear overhangs will give it the best approach and departure angles in its class. He didn't mention break over angle, which is likely not going to be terrific given the lengthy distance between the front and rear axles. Nor did he delve into its other off road handling qualities, such as suspension travel (separate from ride height), suspension design, or fording depth, though he did say it'll be able to run the Baja 1000 race. That's likely a dubious claim, given that race's extreme nature



and need for lightness and a properly engineered chassis and suspension. It may survive, but it's not going to win anything.

It's Bulletproof?

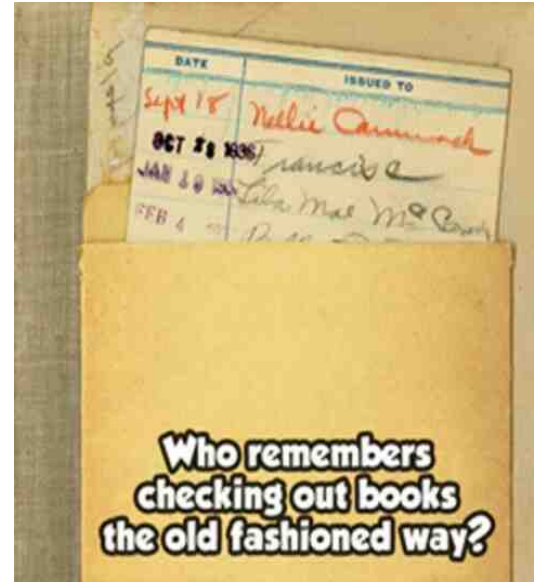
The glass is armored though on-stage demonstrations of the window's strength went wrong—they broke when Von Holzhausen slung a big ball bearing at them—other demos did validate the glass strength, and the on-stage window break isn't necessarily damning. After all, bullet-proof windows also shatter when struck by shots, but they don't allow actual penetration.

That said, to bill a consumer production vehicle as "bulletproof" without actual professional certification of said claim is a bit reckless, given that *plenty* of other ammunition types will make it clean through the Cybertruck's hide and glass.

In the same vein, that thick glass and thick stainless steel will also make the truck extraordinarily heavy, though the weight wasn't disclosed last night. This is, of course, antithetical to one of the core tenets of electrification: Lightness. Regardless of whether your power source is an onboard battery or a 25-gallon fuel tank, moving a lot of weight consumes a lot of power.



Cartoons: People keep sending 'em...



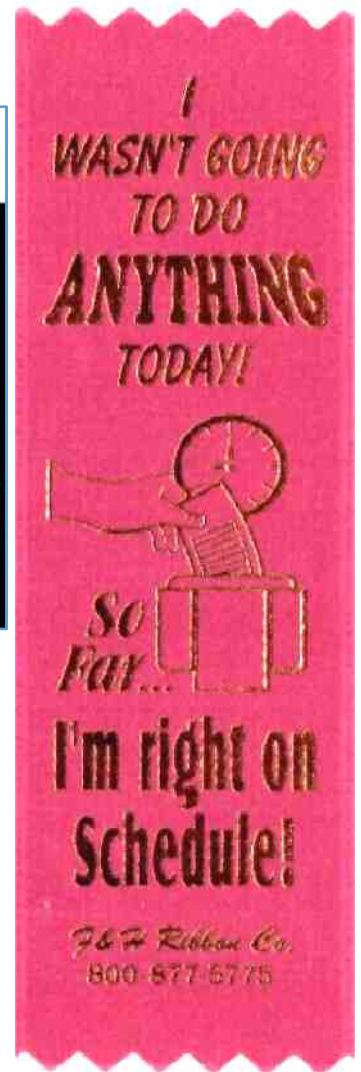
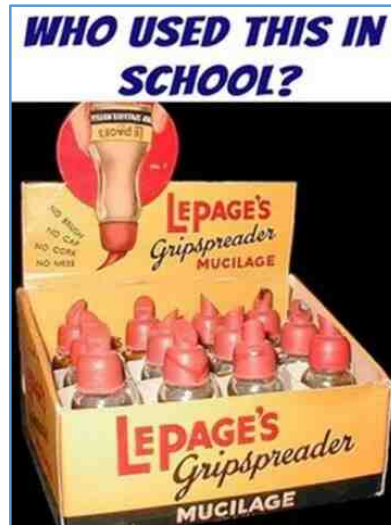
If you cheat getting into college, you can go to jail. If you cheat getting into America you can go to college.



**Bumper Sticker on a diesel Truck:
EAT MY SOOT
Certified Prius Repellent**



Cartoons: People keep sending 'em...



Me: (sobbing my heart out, eyes swollen, nose red)...I can't see you anymore... I am not going to let you hurt me like this again!

Trainer: It was a sit up. You did one sit up.

