

LCOC

Lincoln & Continental
Owners Club



New Mexico
Chapter
May – June 2020

Offered at auction: 1949 Lincoln 9EL

This 1949 Lincoln 9EL was acquired by the current owner's family in the early 1960s and reportedly is one of approximately 250 Series 9EL convertibles produced. In the late 1990s the car is said to have been refinished in burgundy and the upholstery in the two-tone red and white interior was partially restitched. Power from its 337ci V8 is delivered to the rear wheels through a three-speed manual transmission. Additional equipment includes a tan soft top, chrome trim, fender skirts, whitewall tires and hubcaps, red carpeting, an AM radio, analog clock, deicer, and period California license plates. This postwar Lincoln convertible is now offered on consignment by the selling dealer with partial service records and a clean California title.



The 9EL was Lincoln's first newly designed post-WWII model, and this example include lighter-colored fender skirts, a two-piece windshield, chrome trim, and a red tonneau cover.



The cabin features bench seats with red and white upholstery, and the rear seat reportedly has been re-stitched. Equipment includes red carpeting, chrome-bezeled controls, an AM radio, and an under-dash deicer..

Offered at auction: 1949 Lincoln 9EL - continued



The 336.7ci flathead V8 was rated at 152 horsepower at 3,600 rpm and was delivered new with a two-barrel Holley carburetor. Power is delivered to the rear wheels through a column-shifted three-speed manual transmission with an overdrive gear.

A real beauty,
even if it is foreign

1952 Jaguar XK120 once owned by Hollywood
film icon Clark Cable sold for \$276,000 on
41020.



When to Replace Your Weather stripping

by Raeia Lail, Steele Rubber Products

There are times when it's painfully obvious that you need new weather stripping- you have an identified leak, a seal gets torn or is even missing in places- but, in many cases it won't be that obvious. Chances are if you wait till you're seeing the road through the crack at the bottom of your door, you should've replaced your weather stripping a long time ago.

So, when should you replace your weather stripping? Here are some signs that it's time to go ahead and replace those old, worn out seals with fresh new ones:

They just look worn out. If its dried out, cracked, discolored or droopy, it needs to be replaced. Not only will deteriorated weather stripping leave your ride vulnerable to all the bad things that moisture brings, but it will also make the vehicle look awful. Fresh, new, supple rubber parts really are the finishing touch to make a build look "straight-off-the-assembly-line" good. If the vehicle is over 25 years old (and still has the original weather stripping), you should replace it. Years ago the rubber compounds used to make these parts weren't as good as they are today. Here at Steele we use high quality EPDM rubber with no fillers and that lasts for decades. You're experiencing increased noise in the cabin. If you can hear wind, rattling windows or even just road noise your weather stripping could be to blame. You'll have to become a detective to see if you can spot clues to figure out specifically where the noise is coming from. Unexplained water in the vehicle. You'll have to be a detective again and figure out exactly where it's coming. It could be a bad seal, but it could also be any number of other things. It no longer has a bouncy, positive seal. If your weather stripping looks defeated, fattened and has more of a passive seal, it's there, but it's not doing its job. On the ip side of that, it looks good, but it's hard and brittle. Again, it's there, but it's not doing its job.

How can you tell if your seal has that positive seal that's necessary for proper function? The Dollar Bill Test is one way to tell for sure if a seal is doing its job or not: Use this test anywhere you have a squishy sponge rubber that seals against metal.



1. Open the door/trunk
2. Take your dollar bill and place it part way across the seal and close the door. Make sure you leave enough of the bill showing so you can get a good grip on it for the test.
3. Gently pull on the dollar bill. If the seal is working properly there should be a little resistance preventing the bill from sliding out completely. However, if when you pull on the bill you don't feel any resistance at all, odds are you've found a weak spot in the seal. Another thing you should note, if the bill comes out with a lot of gunk on it (sticky stuff), it likely means the seal has some gunk on it and is therefore also not sealing well (read more about [How to Maintain Your Weather stripping the Right Way](#)).
4. Repeat steps 2 and 3 around the entire seal. Check the entire seal to be sure that there aren't multiple weak points. If so, it's probably best to replace the seal all together.



The Casinos are now offering curbside pickup. Call ahead and they come out and take your money right from your car.

**2020 is a unique year,
It has 29 days
In February
300 days in
March
And 5 years
in April**



15 days containment I'M FINE



The problem with political jokes:

- The problem with political jokes is they get elected
- Politicians are the same all over. They promise to build a bridge even where there is no river.
- When I was a boy I was told that anybody could become President; I'm beginning to believe it.
- Politicians are people who, when they see light at the end of the tunnel, go out and buy some more tunnel.
- Why pay money to have your family tree traced; go into politics and your opponents will do it for you.
- Politics is supposed to be the second-oldest profession. I have come to realize that it bears a very close resemblance to the first. - Ronald Reagan
- A politician is a fellow who will lay down your life for his country.
- I have come to the conclusion that politics is too serious a matter to be left to the politicians.
- Instead of giving a politician the keys to the city, it might be better to change the locks.
- We'd all like to vote for the best person, but they're never a candidate.



Stainless Steel Lincoln and Fords

Full set of Allegheny Ludlum stainless steel-bodied Fords put up for sale by the company that built them
By Daniel Strohl with additions



For decades, Allegheny Ludlum and its successor company have held on to the bulk of the 11 stainless bodied Ford products that resulted from three different collaborations between the two companies. A source of pride for the company and for the Pittsburgh region in general, it seemed that the cars would forever remain in possession of the specialty metals company. However, in the face of a tough economic climate, Allegheny has decided to sell three of the cars, apparently the first time a complete set of the stainless Fords has ever hit the market. "We didn't make the decision lightly," said Natalie Gillespie, a spokeswoman for Allegheny Technologies Inc. "But we decided it's only appropriate to utilize every lever we have...as we're faced with this extraordinary economic challenge."

In the Nineteen Thirties, Allegheny envisioned entire cars built from its stainless steel. The company was already supplying Ford with stainless for trim and radiator shells so, as Walt Gosden wrote in December 1980, Allegheny took the next logical step of stamping entire bodies out of stainless. Six 1936 Ford Tudor Touring Sedans - which used standard Ford chassis and running gear resulted, and by the end of the run the tougher stainless had reportedly ruined Ford's dies. Each of the six went to Allegheny district offices around the country and remained on the road as demonstrator vehicles well into the 1940s, by which time the bodies remained intact and in good shape but the chassis had racked up hundreds of thousands of miles and had worn out like any other 1936 Ford with that many miles would.

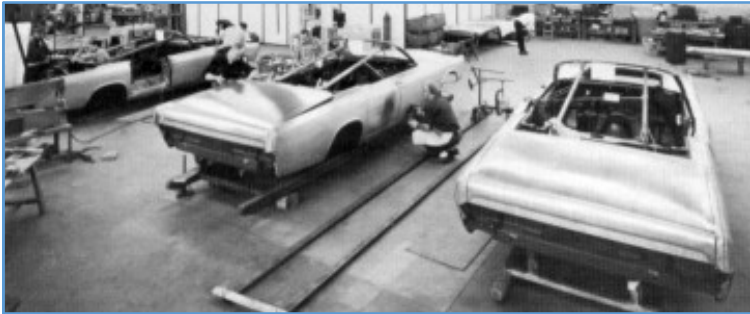


The two companies didn't collaborate again until 1960 when Allegheny stamped body panels, bumpers, grilles, and exhaust systems for two Thunderbird coupes out of T302 stainless and then sent those to Budd for assembly. Then again, six years later, Allegheny and Ford collaborated to build three Lincoln Continental convertibles, two of which went on to receive updates to 1967 Lincoln Continental appearance. According to Gosden, both the Thunderbirds and the Continentals somehow ended up weighing about the same as their production counterparts. (According to Frank Scheidt of the Early Ford V-8 Foundation, the stainless 1936 Ford weighs anywhere from a couple hundred pounds to 500 pounds more than a comparable production 1936 Ford.)

Allegheny made the latter five easy to keep track of: It held on to the two Thunderbirds and two of the three Continentals and eventually bought back the third Continental before the Crawford Auto-Aviation Museum in Cleveland obtained one of each.

Stainless Steel Lincolns and Fords (continued)

The six 1936 Fords, however, Allegheny sold off after their use as demonstrators. Allegheny re-purchased two of the six over the years and the Crawford tracked down another to compile the first complete set of the three for public display. A fourth passed through a number of private owners before it was donated to the Early Ford V-8 Museum in 2016. Two remain unaccounted for.



The three stainless steel Lincoln Continental Convertibles are shown in the image at left in the special assembly area set aside for these cars. The 50,000th Lincoln is the one on the extreme right in the photo. Note the bracing running from the windshield header, and the pieces of paper taped to the center of the header, upon which the words "DO NOT PAINT" were written.



The all-new 1966 Lincoln Continental was very popular, and model year production surpassed the 50,000 mark for the first time since the unibodied, center-opening rear door body styling had been introduced back in 1961. To celebrate this achievement, the fifty thousandth car built was assembled with brushed stainless steel body panels for the Lincoln Division. Allegheny-Ludlum ordered two additional stainless steel cars to use for promotions, and they were built at the same time as the fifty thousandth car for Lincoln. All three were Convertibles, and featured a brushed finish on the stainless steel panels. The convertible tops were black on two of the cars, and a dark blue top was fitted to the other. One had a black leather interior, another a dark blue leather interior with individually adjustable front seats and console (this was the one with the dark blue top), and the third a red leather interior.

Women with Automotive Influence



Rossella Guasco

Auto designers have a huge impact on sales and women designers and managers are in charge of car design at several key auto firm. Their influence takes on added importance when we understand that according to the book, *Influence: How Women's Soaring Economic Power Will Transform Our World for the Better*, women significantly influence a full 85 percent of all car purchases. worth more than \$80 billion. Automakers, from North America to Italy to Germany to Sweden to Japan, are well aware of this statistic and have been asking women designers to participate in developing smart, functional design elements for their brands. Here are a few women making major contributions:

Rossella Guasco, Head of the Color & Materials Style Center for every FCA (Fiat Chrysler Automobiles) brand including Fiat, Abarth, Alfa Romeo, Lancia and Maserati. As head of the this group, Rossella has an 18-person team of architects and designers who are responsible for defining the look — in terms of color, materials, and interior and exterior finish — of all vehicles sold by the Group in the EMEA (Europe, the Middle East and Africa) region.



Nicole Fonseca

Designer Nicole Fonseca says, “We really consider (the woman car buyer) from the very beginning of our design process. She’s thought of from the initial concept all the way to the end of the production.” Nissan Design America Senior Color & Materials Designer Fonseca has worked in the field for 12+ years in the U.S. and China. She adds, “We really want (the woman car buyer) to feel like the car is a home away from home. We want it to function for her when she’s got her kids in the car, when she’s working in the car, when she’s applying her makeup dashing between meetings ...we really try to make an environment where she feels inspired, but also has a sense of peace and harmony.”



Sharon Gauci

Sharon Gauci is a team leader of a global design for General Motors. She has been a color and trim specialist for over 20 years and now holds the position of Global Director, Buick Color and Trim Design. Sharon previously worked at BMW, Ford and Swinburne University of Technology. She received the ‘Women in Design ‘ in 2019. In 2018, She now heads a team of 180 creative professionals in North America, Australia, Korea, Brazil and China who are responsible for designing all of the brands produced by GM. Sharon is a graduate of Swinburne University in Melbourne, Australia. She was recently quoted as saying; , “I personally cannot recall a time when the field of design was more vital to the business and a source of distinction and differentiation between brands and products.”



Toyota Sequoia SUV

Nora Arellano, Toyota Principal Design Engineer, who, last year, was awarded a patent for side curtain airbag design used in the Toyota Tundra. Her design of side curtain airbags formed Toyota’s 1,000th patent. A design example? The Toyota Sequoia SUV



Helen Emsley

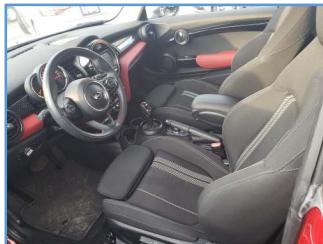
Helen Emsley, Executive Design Director for GMC , General Motors division. She has reflected her creativity in trucks like the Yukon. Helen grew up in Yorkshire, England and dreamed of working in fabrics and fashion. Helen attended college in Birmingham, England pursuing a degree in textiles. While there, Helen heard about an opportunity at the Royal College of London where one person per year would be brought in to create transportation interiors. She applied and landed the position. She received her Master’s degree in Transport Design from Royal College of London and later worked at Opel Design.

Women with Automotive Influence



Annette Baumister

Annette Baumister : Head of color and interior design for BMW and Mini Cooper. She is in charge of the design quality of BMW. He has been making a symbol of MINI Cooper interiors for more than 10 years, as with the Cooper S Salt. Graduate of Birmingham City University.



Christine Lindberg

Christine Lindberg : Director of design interaction for Volvo. It has shaped its hallmarks in the Volvo S90 Sedan and its interactive display. Christine was recently quoted as saying; "We don't overcomplicate things. Our philosophy is always to focus on people's needs to create the technology." Interaction Design Managerimme Christine Lindberg kertoo ajatuksistaan Volvon ihmisläheisen käyttöliittymäsuunnittelun taustalla.



Volvo S90 Sedan interior and exterior



Luciana Silveiras and Maria Greger

Luciana Silveiras , senior designer of Colors and Materials at the Mazda Research and Development Center in Europe. In charge of Brand Style Management and Strategic Development for Products and Merchandising. Lucina is responsible for consistency in brand management and design in all Mazda assets including motor-shows and trade fairs stand design, event locations, outfits, staff- and work wear, TVCs, stationary, merchandizing products, on- and offline communications, brochures, press kits, guest gifts, etc. The main goal is to maintain the recognizability of the brand.

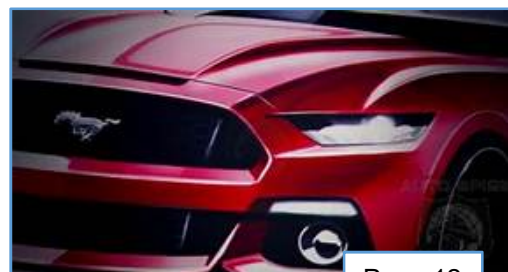


"We want the interior to be a heightened touch experience full of natural-feeling surfaces. Natural in the sense that you come to the car and you have one impression. When you look a second time, you see new things happening everywhere," says Luciana Silveiras, Designer for Color and Materials who, along with Maria Greger, designed the colors and materials for Mazda Hakaze.



Susan Lampien

Susan Lampien : Head of the design and materials team at Ford Motors. She has dedicated herself to merging common materials with sustainable products, as she demonstrated with the fabric interiors of the Ford SUV Expedition. Susan helps the Ford Motor Company design colors for its top brands. In her capacity as group chief designer, she develops color palettes that will connect emotionally with each individual customer while also creating a unique identity for Ford's vehicles. She also oversees design teams at several Ford studios. She guides designers who have been assigned to specific projects, or vehicles, and she assigns technical experts to research specific commodities.



Weirdest Car Features

While the list of available features in modern cars consists mostly of high-tech safety and infotainment kits, automotive history showcases several options that have quite a lot more personality. Some are excessive, some are practical, and some may become more appropriate given the Corolla Virus demand to self isolate.

Bentley Bentayga Falconry



When was the last time you powered up the GPS in your SUV... to track a bird? On the absurdly slim chance you're the proud owner of a Bentley Bentayga equipped with the custom falconry set crafted by Mulliner, you have this privilege. No more trekking to Wal-Mart for a frozen farmhouse bird—set off to forested glens with your carnivorous companion and bring home a rabbit. Mulliner's falconry set comes complete with a little perch topped with a perfectly manicured circle of (fake) grass.

1957–58 Cadillac Eldorado Brougham: Powder



For those who wish to be swaddled in luxurious vapors and sipping classy beverages even before arriving at a posh destination, behold the Cadillac Eldorado Brougham. Two years (1957–58) and 704 units sums up this extravagant offering's production. Each model was a veritable cornucopia stuffed with electronic amenities and luxury accessories that ranged from powder puffs and perfume to silver tumblers and a cigarette dispenser.

Pontiac Aztek GT: Tent option package



A perfectly understandable reaction to owning an Aztek would be the desire to drive deep into the woods and hide in shame forever. Whether or not Pontiac anticipated this reaction, the Aztek GT greatly eased this self-imposed exile by equipping owners and their wounded egos with a tent that attached to the rear of the Aztek.

Maybe in light of the Corolla Virus, this option will re-surface... But hopefully not the Aztrek!

Tucker: "Cyclops" headlight

The 1948 Tucker was ahead of the technology curve—literally. Its "cyclops-eye" third headlight tracked with the front wheels in turns greater than 10 degrees, combining Tucker's scrupulous eye for detail with his ingenuity and desire for greater driving safety.



Citroën DS: Hydropneumatic suspension



First unveiled in 1955, the Citroën DS sported hydro pneumatic suspension that made jacking the car remarkable simple. Simply raise the suspension to the highest setting and sneak a jack stand underneath the car to change a tire. No cranking required..

Fiat 500L: Coffee Maker inside your car



We know you like Cars and Caffeine—what about some coffee produced inside your car? Beginning in 2012, you could spec out your Fiat 500L with an espresso machine and sip away. Unfortunately, you'd sacrifice quality for speed, since the Fiat's in-car caffeine services are more like a Keurig crammed inside a travel mug than a gleaming, steaming Starbucks espresso setup.

1984 Toyota Van: Footwell icemaker

Hypercar firm Lykan offers diamonds in the headlights of its \$3.4M offering—but what about those of us whose tastes in ice are more... mundane? We shall scour the markets for 1984 Toyota Vans, in which the front seat passenger could play footsie with a compact ice maker cooled by the air conditioning lines. We might not get as much attention as Lykan's car, but we'd also save about \$3.395M



Ford Thunderbird: Swing-out steering column



Both the Ford Galaxie and Thunderbird featured swinging steering columns in the '60's, aiming to decrease awkwardness and increase elegance while getting in and out of the car. A variation on this theme was the 300 SL Gullwing's horizontal-tilting steering wheel, which probably saved more knees than the more mobile Ford design and offered another detail to the already deliciously dramatic entry process.