

## “Take me home” this 1955 Capri told John Palmer



Former owners Raymond and Ethel Pedigo by their 1955 Capri in Chattanooga at the 2012 LCOC Eastern National Meet. One of the best 55s there is.

*Welcome to the Northstar News, the monthly publication of the Northstar Region of the Lincoln and Continental Owners Club. We value your opinions and appreciate your input concerning this newsletter and the operation of the club. This is your club.*

In 2012, at the LCOC Eastern National Meet in Chattanooga, Tennessee, there was a first-time car, a 1955 Capri Coupe, in the hotel lot. John Palmer was immediately attracted to this stunning red and white Lincoln like a moth to bright light. John, who fancies himself somewhat like a "car whisperer," had to get up close and personal to the Capri. To this day, John claims that the car very quietly whispered to him, "take me home, please take me home." Every one of us has had one of those life-altering experiences; this was John Palmers. We now have stories about this 1955 Lincoln and how it came about to live with the Palmers in Barnum, Minnesota. The first is a brief narrative about how John and Dorothy acquired the Capri. Following that is a story that originally appeared in the January-February 2013 issue of Comments, written by editor Tim Howley, which has a little more information on the background of this car.

It was "Love" at first sight, May 16, 2012, at the Eastern National Meet in Chattanooga, Tennessee. Checking out all the autos arriving, it caught my eye immediately, a 1955 Red and White Lincoln Capri, owned by Raymond and Ethel Pedigo of Woodburg, Tennessee. Upon visiting with Ray and Ethel, they said they had never shown the 1955 at a national meet because they had only had it since October of 2011. They purchased it from a widow in California, who told them she wouldn't be selling it if her husband hadn't died.

Being newcomers to the show circuit, I helped them get their car show ready. They won the

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## Trivia from the Internet



Willard Scott  
America's Weatherman  
1934 - 2021

*Willard Scott, the antic longtime weather forecaster on the "Today" show, whose work, by his cheerful acknowledgment, made it clear that you don't need a weatherman to know which way the wind blows, died this past September at his farm in Delaplane, Virginia. He was 87. He spent 35 years enlivening the "Today" show as its weatherman and resident merrymaker, whether delivering the forecast dressed in drag or giving shout-outs to far-flung centenarians.*

*His wife, Paris Keena Scott, confirmed his death. She did not specify a cause, saying only that he had died after a brief illness.*

*Willard Herman Scott Jr. was born in Alexandria, Virginia, March 7, 1934. His father was an insurance salesman. His mother worked as a telephone operator and became a*

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## Editors Message

Dear friends and gentle readers....

We have made it through summer, and most people would say that we have turned the corner to fall. Fall can be such a lovely season here in Minnesota, but with the hot weather earlier and the dryness, I don't think we will have the great fall colors to enjoy as we have done in other years.

The sun keeps getting a little bit lower in the sky every day. We are at that point where daytime and nighttime are about equal as the days keep getting shorter and shorter by about three minutes every day. Maybe we will get lucky and have a longer fall than usual. One can only hope.

Would someone please get off the dime and buy that very nice 1979 Mark V that we have been advertising for forever and a day. This is a beautiful car in all respects and needs to go to a good home where she can be loved and enjoyed by a person that loves Marks. Perfect for touring or just driving around on a nice day. Recent Mecum auction sales have been for more money than this Mark. It is a low mileage car, about 35,000 miles or so, and has all the documentation and service records since the second owner acquired it. Always garaged throughout its life, it has never seen winter. Will someone please buy it and give it a good home and the kind of love and attention this fine classic truly deserves. See the ad on the back page. If you buy it, you will not be disappointed.

We want to thank Dorothy and John Palmer for providing me with some fodder to use for a feature story this month. They have a most beautiful 1955 Capri coupe, which we saw for the first time at the 2012 Eastern LCOC meet in Chattanooga, Tennessee. Everyone that was there was immediately drawn to it. It is not 100 percent stock but slightly modified to increase its reliability and drivability. And, those modifications are so well done that they easily go unnoticed to all but

the most discriminating eye. John and Dorothy do drive it and enjoy every moment behind the wheel. Thanks again for the help in writing up this story. If you have any ideas

about stories, please send them my way. This is what makes our newsletter interesting and enjoyable and helps connect our club members. Would you please stay in touch and stay connected with our club and our members? This is what keeps our North Star Lincoln club valuable to each and every one of us.

I think that we are all sorry that we couldn't do our fall tour and lunch at Morries Car Collection. In the long run, it was the best choice for everyone. As soon as the Covid epidemic is brought under some kind of control, we may be able to reschedule for some time

next spring. Late March, early April might be good choices. The way this past summer went, spring will be here before we know it. We have a couple of events left this year; check out the information on page 15. The details are there. Let us all get together and have some fun, and maybe a good meal too.

Sweet Olga finally made it to the beauty shoppe about two weeks ago. They had her for about three and a half hours; I am not sure I got the same dog back. She no longer smells like a dog, and her clothes look so lovely and clean. I had to wait over two months for a grooming appointment, and the price was up over fifty percent since the last time I was there. Many independent groomers got out of the business in the past year and a half due to the Covid situation. The result; fewer groomers, longer waits for appointments, and higher prices. The best of all worlds. Olga doesn't much care; she thinks that her dad's money grows on trees. Maybe it really does.

David and Sweet Olga, the Samoyed.



Sweet Olga was overjoyed to receive unexpected guests this past September 10, on her father's birthday. Matt Foley and his daughter Margaret and David William, his son, stopped by to help him celebrate his special day. They brought some treats and a card for Olga's dad. A lovely day with some pleasant memories. Katie Foley captured the event with a few pictures.



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homemaker when her only child was born. Mr. Scott was raised as and remained a fundamentalist, Christian. He seriously considered becoming a minister before several right-place-right-time breaks vaulted him into Washington radio.

In his youth, Mr. Scott organized a radio club on his block. As a teenager, he spent time at local station WPIK Friday nights. An announcer befriended him and allowed him to launch a high school show called "Lady Make Believe," for which Mr. Scott was the announcer.

The success of that program led swiftly to three other youth-oriented shows on local stations. Meanwhile, he studied religion and philosophy at American University, where he graduated in 1955. He later served in the Navy.

He was best known for his role on "Today," the popular NBC weekday morning program in a broadcasting career spanning six decades. He debuted in 1980 and immediately made his presence known, draping his 6-foot-3 frame in outrageous costumes. He once dressed up as Carmen Miranda, the Brazilian entertainer known for her outré fruit-covered hats and garish dresses.

Mr. Scott, who had earlier played both Bozo the Clown and the original Ronald McDonald on television, was among the first of a generation of televi-

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## Directors Message by Bob Johnson October 2021



It is now almost two years of COVID-19. **Even with the Vaccine, this virus is just as dangerous today as it was when we shut down back in March 2020, but now most of us are vaccinated.** Mary and I do feel safer wearing masks when going inside any building when shopping. I hope you appreciate Dave Gustafson's work for the past two years doing this awesome newsletter. Please thank Dave!!!! Our newsletter is still the main way we communicate with all of our loyal North Star members.

Our August activity Sunday, August 22, 2021, at the Carlson Cheshire Park was forecast to have great weather, and it was even better than that. We had Roger and Barb Wothe, Jay and Carole White, Don and Donna Peterson, Bob Roth, Richard Herman, Dave Gustafson, Bob and Mary Johnson, Chris Struble, and Matt Foley with Margaret and David.

It was a shame to cancel our annual gathering at Morries Classic Cars, September 19, 2021, but it was better to be safe than sorry for anyone due to the rise of the Covid Delta variance. We will now plan on having it next spring, when hopefully things will be much better.

Chris Struble, our new Region Secretary, has his first meeting minutes in this issue of our newsletter. Again, thank you, Chris, for volunteering for this task.

Is anyone going to the LCOC Eastern National Meet, October 20-24, 2021? If so, please let us know. We would like to do a road trip article about you and your Lincoln.

October will feature a Sunday Brunch on October 17 at Dehn's County Manor, 11281 Fernbrook Lane N, Maple Grove, at 11:30 a.m. We will be ordering from a special menu. We will also honor Roger Wothe, our region secretary, retiring after 25 years of service to our North Star Region. Roger joined LCOC in 1992, and he and Barb hosted our fall picnic for many years and were always counted on to go beyond the normal to help our region.

It is time to do our November election for managers to the North Star Board of Directors for 2022. The term of a Region Manager is three years. North Star Board Managers up for reelection are Bob Johnson, Jay White, and Bob Roth. These positions will be filled by nominations in October and election using mail ballot in November. All active members of the region are eligible to nominate and vote in the election. If you want to be a candidate, please contact Chris Struble by letter or email no later than October 6, 2021, and we will have the election in November.

Our North Star membership has been growing due to the personal contacts made by several of our members, Don Peterson, Dave Gustafson, Jay White, Bob Roth, Bill Holaday, Ray Nelson, and Stef Bailis. If I missed a member who recruited a new member, please call me. Our personal calls are the key to getting new members to join our club. It really comes down to your effort. Would you mind calling people that you know that love Lincolns? We need them as members.

As always, keep the journey continuing in our marvelous Lincolns and stay WELL.

*Bob and Mary Johnson*

## *Board Of Directors - 2021*

Title	Name	Phone Numbers	email	Term Ends
Regional Director	Bob Johnson	H(651)257-1715	arborbob41@aol.com	2023
Secretary	Chris Struble	(952)679-0342	cgstruble@fedex.com	2023
Treasurer	Matt Foley	C(612)280-4930	mcfoley@earthlink.net	2022
Activities Director	Jay White	H(612)559-3219	jay@jwhiteandassoc.com	2023
Director	Bob Roth	H(763)475-1429		2023
Publications/ Membership	Dave Gustafson	H(952)435-1919	davidwgustafson@att.net	2022
Director	Tom Brace	H(651)644-1716	trbrace@comcast.net	2022
Director	Bill Holaday	H(763)402-1171	bill.holaday59@gmail.com	2023
Director	Jeff Eisenberg	(612)521-3537	Jeff.eisenberg@libsontruck.com	2023
Director	Dave Heeren	(952)469-3647	dheeren41@hotmail.com	2022

Members and guests are welcome to attend the Board Meetings. Our meeting location, unless otherwise specified, will be held at Bloomington Lincoln in their conference room. Meeting time will be 6:30 pm on the first Thursday of each month, except December.

Articles and other information for the newsletter should be sent to David Gustafson, Editor, at 308 Brandywine Drive, Burnsville, MN 55337. email: davidwgustafson@att.net

### *Palmer's 1955 Capri continued...*

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Primary Class.

Before leaving Chattanooga, I told them if they ever wanted to sell their Capri, I would be interested in working out a deal with them.

Low and behold, about a month later, Ray called me; Ethel was diagnosed with early stages of dementia, and Ray had a stroke and was in the hospital for a short time after the Chattanooga meet.

He was ready to sell the red Capri. I asked him what he wanted for it. The price he quoted was more than I was willing to pay. I told Ray what I had in mind, and he said he had others who were interested. As much as I wanted the Lincoln, I told him if anyone would give him the price he was asking, he should take it, as it was more than I was comfortable paying. End of story. Disappointment abounds!

Ray called me around the middle of July and told me the beautiful red Capri was mine for my price. Jumps of Joy, all-around. Shortly, we were on our way to Woodburg, Tennessee, to pick up our "Big Red" Lincoln. A Minnesota title was issued on August 9, 2012, and the 1955 Lincoln was officially ours.

Switching gears, we go back to Comments, issue 310, for the Tim Howley story about the red 1955 Capri. A car that received a lot of attention at the 2012 ENM in Chattanooga, Tennessee, was Raymond Pedigo's bright red 1955 Lincoln Capri Coupe from Woodbury, Tennessee. It impressed photographer John Walcek so much that he chose it for the front cover of *Continental Comments 308*, the September-October 2012 issue.

Pedigo found the car on a California motor home trip in the summer of 2011. Then in September 2011, he and his son flew

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Palmer's 1955 Capri interior.

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sion weathermen who stressed showmanship over science. Throughout the late 20th century, he was also a ubiquitous television pitchman. A garrulous, gapped-toothed, boutonniere-wearing, funny-hatted, sometimes toupee-clad, larger-than-life American Everyman (in his prime, he stood 6-foot-3 and weighed nearly 300 pounds), Mr. Scott was hired in 1980 to help NBC's "Today" compete with its chief rival, ABC's "Good Morning America."

Joining "Today" that March, Mr. Scott went on to sport a string of outré outfits, spout a cornucopia of cornpone humor, and wish happy birthday to a spate of American centenarians, all while talking about the forecast every so often, until his retirement in 2015.

Though he was meant to represent the new, late-model television weatherman, Mr. Scott brought to the job a brand of shtick that harked back to earlier times. He seemed simultaneously to embody the jovial, backslapping Rotarian of the mid-20th century, the midway barker of the 19th and, in the opinion of at least some critics, the court jester of the Middle Ages.

There was the time, for instance, that he delivered the forecast

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## Northstar Monthly Board Meeting Minutes

September 2, 2021

### BOARD OF DIRECTOR'S MEETING

The meeting was called to order via a conference call by Regional Director Bob Johnson at 6:30 p.m.

Board members attending the conference call were Bob Johnson, Dave Gustafson, Bob Roth, Bill Holiday, Tom Brace, Chris Struble, and Matt Foley. The Board members not present were Roger Wothe, Dave Heeren, Jay White, and Jeff Eisenberg. There were no visitors. The minutes of the previous meeting and the agenda of this meeting were approved.

### Directors Reports

Again, director reports that the first part of the meeting consisted of conversations between our members who discussed the booster shots. There is no need to wait to get the booster shot. The booster is available through your primary health care provider or CVS. The club continues to exercise caution regarding Covid19.

Chairperson Bob Johnson reviewed the activities schedule for the rest of 2021. Morrie's tour has been canceled due to the Covid 19 concerns. The hope is that it can be rescheduled for the spring of 2022.

Board Members discussed the possibility of scheduling outdoor events this fall. Possible events include drive In's or leaf tours of the St. Croix with Redwing as a destination.

The Eastern National meet is coming up; the Palmers may be attending the event.

The Board of Managers election for 2022 will take place in November. If you want to be a candidate, please contact Chris Struble by letter or email that you want to be a candidate by October 6, 2021, with the election in November. Chris's email is 068690@gmail.com; the address is 3658 Therese St, Wayzata, Minnesota 55391

The Facebook page currently has 366 likes.

Bob Roth talked about the popularity of the Excelsior car show. The idea of having car shows at assisted living/ nursing homes was discussed. Members had a discussion about cars owned by older members that need repair or are in storage. Members could help with getting these cars running and possibly up for sale.

Treasurer Matt Foley announced that the treasury balance is \$4857.00, with all bills paid for August.

Membership and Publications Director Dave Gustafson announced that in August, we had two new members. A discussion was had regarding new members. Current members are encouraged to reach out in person or by phone to encourage new members to join the club. New member Bloomington Lincoln will receive five copies of Continental comments. These issues will be offered to new owners to promote club memberships.

There are two club events remaining this year, in October and November. There are none scheduled for December.

Next year's events include a trip to the Harley Davidson plant and Museum and the Hartford Wisconsin car museum. The Hagerty Great American Race event will be the week after BSack to the 50s.

Members ended the meeting with a discussion regarding paint and bodywork. Information regarding ceramic coating and paint-less dent repair were exchanged.

There being no further business, the meeting was adjourned at 7:30 p.m. The next meeting will be October 7, 2021, at 6:30 via a conference call from Bob Johnson.



## More Palmer's 1955 Capri

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*dressed as Boy George. There was the time he did so dressed as Carmen Miranda, the "Brazilian bombshell" of an earlier era, dancing before the weather map in high heels, ruffled pink gown, copious jewelry, and vast fruited hat. There was the time, reporting from an outdoor event, that he kissed a pig on camera. The pig did not take kindly to being kissed and squealed mightily.*

*His tomfoolery drew private scorn from "Today" show contemporaries and predecessors such as Hugh Downs, but Mr. Scott was unapologetic. "People said I was a buffoon to do it," he told The New York Times. "Well, all my life, I've been a buffoon. That's my act."*

*The centenarian segment began soon after he joined the show when a friend asked Mr. Scott to wish a happy 100th birthday, live and in color, to his uncle. NBC bosses didn't like the idea, but Mr. Scott went ahead with it. He was soon fielding about 200 requests a week.*

*Before his first year on "Today" was out, the Los Angeles Times called him a "big friendly man who's become a national folk hero." When "Today" went on the road, as it often did, Mr. Scott was routinely besieged by well-wishers and autograph seekers.*

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back to California and bought the car.

It was owned by a retired colonel in Marysville, California, who had the car restored from the ground up, although he did some of the work himself. It is a stunning car, but there is much incorrect trim and detail work inside the trunk, in the passenger compartment, and under the hood. The electrical system has been converted from 6-volt to 12-volt, and vintage aftermarket air conditioning was added. Nonetheless, it won a Lincoln Trophy at its first LCOC National Meet.

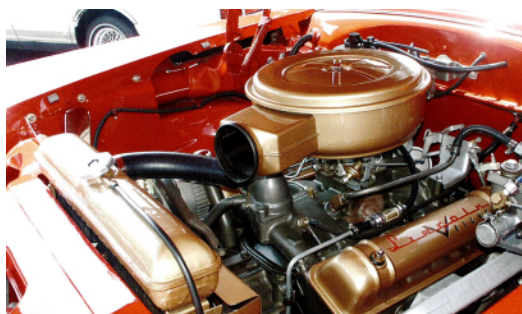
The 1955 Lincoln is not a car you see very often at LCOC National Meets. Still, three of them were entered at the 2011 Eastern National Meet in Laconia, New Hampshire.

For 1954, Cadillac came out with an all-new body leaving Lincoln nothing to compete directly with it. Lincoln already had an all-new car in the works to compete directly with Cadillac, but they were unable to put it into production until the 1956 model year. In 1955, Lincoln was forced to facelift the 1952 body, now four model years old. They redesigned the tail section to make the car appear longer, reworked the grille to look more massive, but did little to the interior other than add bright new two-tone colors. The tail section was a mixed blessing because it caused so much drag that the car would not have been competitive in the Mexican Road Races. Anyway, the Mexican government outlawed the races shortly before the 1955 event was to be held. Other appearance changes for 1955 were redesigned headlights, taillights, and some trim details. The rear bumpers were reworked so that the dual exhausts came out of the bumpers. Without increasing the wheelbase from 123 inches, the car's overall length went from 215 to 215.6 inches.

Mechanically for 1955, Lincoln bored out the 1952-54 ohv V-8 from 317.5 cubic inches to 341 cubic inches. This and other performance improvements raised the horsepower from 205 to 225. Since mid-1949, Lincoln had been offering a General Motors Corp. Hydra-Matic transmission. In 1955, Lincoln introduced its own Turbo-Drive automatic transmission. Dual exhausts were standard equipment. 1955 was the last year that Lincoln had a six-volt electrical system.

Lincoln sales for 1955 were disappointing in a banner year for the industry at large. After producing 36,993 cars for 1954, Lincoln

only produced 27,222 cars for 1955. Buyers knew that an all-new lower and longer Lincoln with a wrap-around windshield was coming for 1956, and they were willing to wait. Thus the 1955 Lincoln was kind of an oddball. It was somewhat depressed on the used car market and only recently has become a highly desirable collector car.



Note the good looking engine bay.

We recently learned that John and Dorothy Palmer of Barnum, Minnesota bought the bright red 1955 Capri from Pedigo a month after the Chattanooga Meet. They were also impressed with the car, especially the color, and Dorothy told Pedigo that if he ever wanted to sell the car, let them know. After the meet, Pedigo was not feeling well and decided that keeping the car up and taking it to car shows was a little more than he wanted to continue doing at his age. So he sold it to the Palmers, who had it shipped to Minnesota.

While they did not show the 1955 at the Bloomington, Minnesota Mid-America National Meet in August. They entered it at the Sixth Annual Luther North County Ford Lincoln Show in Coon Rapids, Minnesota, on September 15. There it won Best of Show. It also won Best of Show at two other local meets in 2012. Since buying the car, the Palmers have driven it some 1,300 miles and report that it handles and rides exceptionally well.

They are planning to show it at future LCOC Meets but in the Modified Custom Class. They expect to have it at the All Texas Meet in Salado in April.



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Just as routinely, he kissed babies and pressed the flesh.

Mr. Scott, who began his career in radio before becoming a weatherman at WRC-TV, an NBC affiliate in Washington, had no background in meteorology or any allied science. But as he readily acknowledged, the weatherman's job as reconstructed for the postmodern age did not require any.

"A trained gorilla could do it," Mr. Scott said in 1975 while he was at WRC. The only scientific asset one actually needed, he pointed out, was the telephone number of the National Weather Service.

In more than three decades with "Today," Mr. Scott traversed the country, delivering the weather on location at county fairs, town parades, and quaint byways across America, as well as from NBC's studios in New York.

A frequent guest on late-night TV, he was a spokesman for a range of charitable causes and a commercial pitchman with wide television exposure — too wide, some critics maintained.

The concerns he endorsed included Howard Johnson Motor Lodges, True Value Hardware, Burger King, Lipton tea, Maxwell House coffee, the American Dairy Association, the Florida Citrus Commission, Diet Coke, USA Today, and many others.

"A huckster for all sea-

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## The "New" Lincoln for 1955



For 1954, Lincoln advertising was a breakthrough. Nearly all ads and brochures went from color illustrations to color photography. Not that Lincoln hadn't done any color ads in the past, but it was very limited, and the brochures had been almost exclusively illustrations.

The primary advertising campaign for 1954 was "Lincoln at Sleeping Bear Dune," as illustrated in *Lincoln and Continental Comments* #313, the July-August 2013 issue.

While the 1955 brochures used primarily photography, there were some illustrations on nearly every page. The ads were all photographs.

There was one large 11 x 14 inch 18-page brochure and an 11 x 14 foldout brochure, both in color. The ads and brochures were prepared by Kenyon & Eckert, Lincoln's advertising agency at the time.

Text for one of the brochures began with the words: "Start with Lincoln's new rear deck and tail-lamp styling; follow the long, low silhouette to the new bumper-grille. Here is a superb new beauty in every line, in every detail.

Here too, is new power, whisper-quiet under the hood, awaiting your command. When you call upon this power, it responds with a new quick smoothness exclusive to Lincoln. For in the 1955 Lincoln, you have the greatest power combination in America today: great new V-8 engine and Turbo-Drive, the new Lincoln transmission, finest,

most efficient automatic drive of all."

The 1955 Lincoln was not among the most memorable of 1950s Lincolns. It was the fourth year of the 1952 body and engine and last year before the break-through 1956 design. Sales were disappointing with 27,122 units produced.

We have not found much in the way of 1955 Lincoln television advertising. Most certainly, the 1955 Lincoln was advertised on *The Ed Sullivan Show*, and very likely Julia Meade hosted nearly all of the commercials.

Julia Meade, born in 1928, was a stage, film, and television actress of the era. She appeared in two later movies and on numerous television shows and dramas. She did many television commercials besides Lincoln's.

Julia Meade began her television career in New York City in 1948 at the Du Mont TV studio in Wanamaker's department store. From there, she moved into network TV on *Winner Take All* and became master of ceremonies of NBC's *Embassy Club*. She was seen weekly from 1953 to 1967 on *Toast of the Town*, later named *The Ed Sullivan Show*. She also appeared in commercials advertising many products on shows such as *Playhouse 90* and *Your Hit Parade*.

Two important Lincoln show cars were introduced during 1955. The Lincoln Futura was somewhat predictable of the 1956 Lincoln and the Italian-styled Boano or Indian-

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## More new Lincoln

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sons," *The New York Times* called him in 1987.

By his own account, Mr. Scott's onscreen persona little different from his offscreen persona divided viewers. Some adored him, inundating him with gifts, which he might display on the air. (Among them, the 1987 article in *The Times* reported, was "an airplane built out of Diet Coke cans.")

In January 1989, the country's new first lady, Barbara Bush, broke ranks from the inaugural parade for her husband, George H.W. Bush, to dart over to Mr. Scott, broadcasting from the sidelines, and plant an impromptu kiss on his cheek.

"I don't know Willard Scott," Mrs. Bush explained afterward. "I just love that face."

Then again, as *The Boston Globe* reported in 1975, there was this incident from Mr. Scott's days at WRC: "He was pushing a shopping cart in a Virginia supermarket recently when a little old lady charged by and smacked him with her umbrella. 'I can't stand you,' she said."

He was smitten with broadcasting from the time he was a boy, and at 16, he became a \$12-a-week page at WRC-TV. After earning a bachelor's degree in philosophy and religion from American University, Mr. Scott and a classmate, Ed Walker, took to the Washington airwaves with a comic radio show, "The Joy Boys."

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apolis Lincoln, which was recently shown at the Pebble Beach Concours d'Elegance.

The 1955 Lincoln needed all the advertising and promotion it could get because it was hardly competitive with the 1955 Cadillac, Chrysler, or Packard. Cadillac had an all-new car in 1954 with wrap-around windshield styling. Chrysler had an all-new car for 1955 with a strong Italian influence. Packard had a mostly new car for 1955. Lincoln lagged along with a warmed-over version of the 1952-54 Lincoln without a wrap-around windshield and with a tail section that was more closely associated with the past than the future. Even Ed Sullivan and Julia Meade couldn't save this one!



Julia Meade served as a spokesperson for Lincoln during the mid-50s.

The changes in Lincoln styling for 1955 were a redesigned front grille/bumper, headlights, tail-lights, and some ornamentation. The rear bumpers were reworked, and these bumpers included dual exhaust protrusions. In the coupes and convertibles the sporty body colors were continued into the interiors. Some sporty new colors were Cashmere Coral, Palamino Buff, and Taos Turquoise.

Without increasing the wheelbase from 123 inches, the length went from 215 to 215.6 inches, with the illusion of being longer. The car was slightly heavier than in 1954. The 1952-54 317.5 cid V-8 was bored out

from 3.8 inches to 3.94 inches with the same 3.5-inch stroke for a 341 cubic inch displacement. Torque went from 305 lb./ft. @ 2,600 rpm. to 332 lb./ft. @ 2,500 rpm. The compression ratio went from 8:1 to 8.5:1. A higher lift camshaft with less overlap, improved engine breathing through 10% larger intake passages, and a redesigned oil bath air cleaner also helped improve performance. The new cam provided smoother and faster acceleration at all but the highest speeds and afforded a smoother idle. Other changes included repositioning the choke plates, substituting 1 1/8" inch secondary barrels in the four-barrel carburetor, and going to an open wedge design in the combustion chambers.

The Lincoln V-8 was now rated at 225 hp @ 4,400 rpm compared to 205 hp @ 4,200 rpm in 1953 and 1954. Combustion chambers were given a "kidney section" to improve exhaust valve cooling and to allow lower octane fuel despite a higher compression ratio. Oil circulation to the hydraulic valve lifters was also improved. The 1955 Lincoln was the only high-priced V-8 that increased its displacement that year. Its 341 cubic inches was exceeded only by the new 352 Packard. The Lincoln's rated horsepower of 225 was lower than the Cadillac, Chrysler New Yorker, Buick Super, Century and Roadmaster, and the senior Packard.

As mentioned earlier, in 1955, Lincoln switched from a General Motors Corp. Hydra-Matic transmission to their new Turbo-Drive. In three years of the Mexican Road Races, the Hydra-Matic had proven its reliability and performance, where Lincoln had finished 1-2-3-4 in the large stock class in two of the three years. The new Turbo-Drive was widely questioned for its reliability and performance.

A Lincoln show car based on a standard Lincoln body was the 1954 "Premiere." This is the only time in Lincoln history that a prototype or something very close to it appeared a year before the car was introduced. This 1954 show car was nearly a dead ringer for the production 1955 Lincoln, which never was called the Premiere. That surname would not appear until the 1956 model. The Premiere show car was a black hardtop with a white and black interior. The rear section of the hardtop was covered with white vinyl. The front section of the hardtop was a translucent Plexiglas, very much like the 1954 Ford Skyliner and Mercu-

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With timeout from 1956 to 1958 for Mr. Scott's Navy service, "The Joy Boys" was broadcast on WRC-AM from 1955 to 1972 and on WWDC-AM in Washington from 1972 to 1974. Featuring humorous improvisation and topical satire, it won a large following.

From 1952 to 1962, Mr. Scott also played the title character on "Bozo the Clown," the WRC-TV version of a syndicated children's show. In the early '60s, on the strength of his Bozo, McDonald's asked him to develop a clown character to be used in its advertising.

As Ronald McDonald, Mr. Scott did several local TV commercials for the franchise but was passed over — in consequence of his corpulence; he later said — as its national representative.

In 1967, he started doing the weather on WRC-TV. There, his exploits included emerging from a manhole one Groundhog Day dressed as an astoundingly large groundhog.

When Mr. Scott was hired by "Today," he supplanted the meteorologist Bob Ryan, who was fired to make way for him. Mr. Ryan, who held a bachelor's degree in physics and a master's in atmospheric science, had previously worked as a cloud physicist.

He later recalled that Mr. Scott's early weeks at "Today" were "touch and go." But by 1987, The

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## New Lincoln continued...

(Continued from page 8)

ry Sun Valley. According to an article in the May-June issue of *Lincoln-Mercury Times*, "The Lincoln Premiere is a car for first-nighters and party-goers. The front half of the top is a solar panel of plastic material through which the occupants can see the gay lights of theater row. Inside, the occupants sit between a ceiling of white and a floor of black. Seat cushions are worsted broadcloth in gray, black, and white stripes. Moldings are black leather and chrome. There's something in lighting, too, with an arch of lights extending over the rear window."

This was the last year that Lincoln had a six-volt electrical system. The battery was positioned in the front seat floorboard kick panel on the passenger's side. When Lincoln went to a 12-volt system in 1956, it remained in that location and stayed there through 1957.

There is a 1955 Lincoln convertible called the "Sportsman" because it has wood trim like the old 1946-48 Ford and Mercury Sportsman, but there is no evidence that this car was ever a Lincoln styling exercise. Reportedly, five of these 1955 Lincoln convertibles were built for the show circuit, and one or two have turned up at collector car auctions. The body is not all wood as in the 1946-48 cars. It is applied over metal surfaces.



Marilyn Monroe's 1955 convertible

The most memorable of all 1955 Lincolns is the Marilyn Monroe Cashmere Coral convertible with the elongated tail and Continental kit. There is no doubt that Marilyn Monroe was the original owner. A tag on the firewall states that the car was built for her. The original title on the car to her still exists. George Barris has records that he customized the car. Yet, no photographs of her with the car have ever been produced.

Another famous 1955 Lincoln convertible in Palomino appeared in the 1955 movie *Picnic*. In that movie Cliff Robertson owns the car, and he loans it to his vagrant friend Wil-

liam Holden. Kim Novak appears in the car in several scenes.

A third 1955 Lincoln convertible appears in the 1956 movie *Giant*. This one is yellow. James Dean as Jett Rink rides in the car in the Jett Rink Day parade.

For 1955 the Lincoln Multi-Luber power lubrication system was available for the first time. It was a one-shot pressure lubrication system recommended to be operated once a day simply by pushing a button just below the instrument panel. A small canister located at the front end of the brake vacuum booster provided 225 shots of lubricant per canister.

One of the best things Lincoln had going for it in the fifties was Tom McCahill's road tests in *Mechanix Illustrated*. He enthusiastically road tested the new Lincoln every single year of the decade. He even personally owned these cars. Here is a condensed version of his drive report on a 1955 Lincoln Capri coupe from the May 1955 issue:

"How can you improve on a hole-in-one, score better than a knockout without killing, or bowl better than a 300 game? Making better out of the best is the problem the Lincoln kids were confronted within 1955. Since '53, this writer has rated Lincoln America's number one car. I see no reason to change my thinking.

The '55 Lincoln has undergone a number of major changes since last year but not too many in the looks department. It was, for this reason, one of our own top editors said to me, when I told him we were doing the Lincoln story, "That sounds dull, what's new about the Lincoln?" I hope he is now standing with bowed head in a convenient corner. However, his question reflects much of our automotive outlook. Unless a new model has a double-twisted bow-knot of chrome on the top and a reshaped profile closely resembling a sloppy Argyle sock, it is felt that there are no changes of any importance. The changes in Lincolns look for '55 are redesigned front grille, headlights, taillights, and some ornamentation. The bumpers have been reworked, and dual exhausts now protrude in the rear. I do not doubt that the '56 Lincoln will be radically different in looks, but in '55, the big changes are where they count, in the engine room and other functional points."

(He goes on to discuss engine improvements which we have already covered.)

"This year, the '55 has a brand-new trans-

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*Times reported, "his tenure there" was "credited with helping to catapult the show past 'Good Morning America' into first place in the breakfast-time sweepstakes."*

*With his sunny disposition and jovial personality, he became a favorite of Madison Avenue and the lecture circuit. He reaped a small fortune giving upbeat talks to trade associations and promoting products from Diet Coke to Florida oranges.*

*He once described himself as a "human after-dinner mint" compared with the more polished anchors on the show, including Bryant Gumbel and Jane Pauley, who liked to conduct serious-minded sit-downs with world figures.*

*Unlike viewers who embraced Mr. Scott's sincerity and warmth, his co-hosts did not find him refreshing. Pauley once publicly called him "an alien being." He endured an embarrassing public scrap with Gumbel.*

*In 1989, when "Today" had slipped behind ABC's "Good Morning America" in the ratings for the first time, Gumbel wrote a stinging memorandum to his bosses. It was soon leaked to media outlets.*

*In the memo, Gumbel savaged Mr. Scott for holding "the show hostage to his assortment of whims, wishes, birthdays and bad taste. This guy is killing us and no one's even trying to rein him in." (Gumbel, widely regarded by col-*

*(Continued on page 11)*

## More 1955 Lincoln...

(Continued from page 9)

mission called Turbo-Drive. This is a combination torque converter and planetary gearing. Before this model, Lincoln has used a General Motors transmission since it got out of the ice wagon class, the Hydra-Matic wheel twirler. The new job is one of the smoothest, non-jerking automatic transmissions ever built. Thanks to the Turbo-Drive, the rear axle ratio has been dropped to 3.07 from 3.31 for better fuel economy, and you can use the lower gearing and still get hotter acceleration than in former Lincolns.

The hydraulic part of the system makes possible low-gear operation with a selector, while in the drive range by simply pumping the throttle. This rig has a kickdown feature, similar to the kickdown in overdrive, for quickly barreling around the mugwumps ahead of you when you find yourself in meat axe traffic. From a standing start, with the transmission in drive range, you can jump the throttle, and it will wind up in low gear, only jumping to intermediate at around 35. Keep your foot floored, and it will stay in intermediate until you're going a full 75, which means you're miles ahead of the Lambretta Scooter Set.

Zero to 60 averages 12 seconds on the nose, which is four-tenths of a second faster than '54, but the 0-30 time is two-tenths of a second slower at 4.6. At 70, however, the new Lincoln is still moving away, taking 16.4 seconds, or eight-tenths of a second faster than last year's 17.2. In top speed, this car, with its increased power but less overlapping cam, will not show any improvement over the '54, which isn't in the least bad at 110 plus. It is suspected by this writer, although I couldn't get any proof on this at this writing, that the new transmission sops up just a bit more horsepower at open throttle than the old four-barrel Hydra-Matic.

Other changes for '55 include an increased radiator size for cooling the bigger engine, a redesigned four-barrel carburetor, with increased boring of the secondary barrels for more bite, and a new air cleaner for easier breathing.

Lincoln in '54 won for the third consecutive year in Mexico, and I am glad they did. I had my neck out to here predicting they would in my December car feature issue. What made Lincoln win this race three times in a row over some cars that are faster in straight-line acceleration and top speed? The answer is the same as in '53 and '52 - the best combination of a lot of features: the finest roadability of any car made in America, good brakes, controllable balance, and an engine that could stand having its brains

beaten out hour after hour without showing any signs of distress.

Since Lincolns won for the third time, I have received a number of letters from readers who were obviously rooting for other makes to take the big kettle of pesos. They openly accused Lincoln of running factory subsidized teams, hiring the best drivers, setting up terrific machine shops, and other low dodges. In their protests, they make Lincoln look like a Hitler-dominated Mercedes team, while all the other cars looked as though Snow White piloted them with Cinderella as pit boy. Let me point out a few facts: If Lincoln went out of their way to field the winning team three years in a row, and if they were the only ones to do so, this would, in my book, make Lincoln the smartest on-their-toes automobile company in America.

In one race like the Mexican hassle, they can learn more about their automobiles than they could in 20 years on the proving ground. This is the way Mercedes did it for years, and still does, and they build the finest competition cars in the world based on this lively type of research. Let me assure you that Lincoln wasn't the only bunch that tried to prepare well for the Mexican race. One of the fastest cars made in America, if not the fastest in a straight run down the turnpike, had a team of cars in Mexico as early as last July preparing for the late November clambake. These cars had everything Lincoln had behind them, except frontend design.

The front ends crumpled and tore loose with such regularity that some of their best drivers were scared off long before the flag was dropped.



"Everything about Lincoln reflects good taste"

In summing up, most of what is new in Lincoln is under the hood and out of sight, which is a really important way to make a change. The 1956 Lincolns, when they come, will show a terrific looks change, but mechanically the Lincolns are all new now."



## What happened in 1955

(Continued from page 10)

leagues as distant and haughty, issued scathing comments about other "Today" personnel, including film critic Gene Shalit, noting that his reviews "are often late and his interviews aren't very good.")

NBC brass insisted that Mr. Scott and Gumbel make up, and they soon did, at least publicly. Mr. Scott, who told a reporter that the memo "cut like a knife," had the last laugh. The weatherman was soon earning \$1 million a year from NBC, even though he was seldom on the air for more than three minutes an hour. And a call-in poll in *USA Today*, taken soon after the hubbub developed, reported that 27,300 people thought Mr. Scott's weather segments helped the show. Only 854 took an unfavorable view of him. Mr. Scott professed to being a country boy at heart, and he was the first to acknowledge that his on-air style was hokey. He liked to joke that, in him, NBC had finally found a successor to J. Fred Muggs, the chimpanzee who was a mainstay on "Today" in the 1950s.

"If you watch, you'll see that I am trying to weave a web of love," he told a *Time* magazine interviewer in 1980. "I want to make the whole country feel as if we are one. I may be a cornball, but I am me — not a sophisticated, slick New York wazoo act." With NBC colleagues, Mr. Scott shared three Day-

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*What Happened in 1955 Important News and Events, Key Technology and Popular Culture* James Dean's stars in the movie *East of Eden*, Rosa Parks is arrested, *The St. Lawrence Seaway* opens, US military intervention in Iran, Rock and Roll music popularity increases featuring Elvis Presley, Bill Haley and the Comets, Chuck Berry and The Platters.

**1955 consumerism takes off in a big way with the sale of some 7.9 million cars in the US with 7 out of 10 families now owning a motor car, and new laws were put in place requiring seat belts to be installed on all new cars. The average wages were now \$3,851 per year, and the minimum wage was raised to \$1.00 per hour. The first McDonalds was erected in 1955 and more fast foods and TV dinners are appearing including fish fingers. The first cans of Coca-Cola are sold up till then it had only been sold in bottles. Rock and Roll music continues to grow in popularity with more idols including Elvis Presley, Bill Haley and the Comets, Chuck Berry and The Platters, and young men's fashion matches the times with pink shirts and charcoal grey suits.**

Cost of Living 1955 - How Much things cost

Yearly Inflation Rate **USA** 0.28%

Yearly Inflation Rate **UK** 3.5%

Average Cost of new house \$10,950.00

Average wages per year - \$4,130.00

Minimum Hourly Rate \$1.00

Average Monthly Rent \$87.00 per month

Average Cost of a new car \$1,900.00

gallon of Gas 23 cents

Ladies Swim Suits \$12.95

Black and White TV \$99.95

The USS Nautilus becomes the first operational nuclear powered submarine when it casts off on its first true voyage in January. The USS Nautilus submarine was put to sea for the first time on January 17th. The USS Nautilus was the world's first nuclear-powered submarine. It was authorized for construction in 1951 by the United States Congress and commissioned into service for the United States Navy while it neared completion in 1954. As it made its first real voyage in January, Commander Eugene Wilkinson relayed the historic message of "Underway On Nuclear Power." The USS Nautilus continued operating until it was

decommissioned in March of 1980 and during its time in service it impressively broke many submarine records and completed several important research and naval missions.

In April, it was announced to the world that Jonas Salk's polio vaccine was determined to be safe and highly effective in preventing the disease. Salk had started to develop the vaccine in 1952 and the trials began in 1954. By 1957, the vaccine was more widely available and the number of new cases of polio had dramatically declined. In 1962, a new, more effective oral polio vaccination was created by Albert Sabin and quickly replaced Salk's vaccine. The creation of these vaccines nearly eradicated the formerly rampant illness and now in most developed countries there are only a handful of cases each year.

In October, the original Mickey Mouse Club television program made its debut on ABC. The show was billed as a variety show for children and would feature cartoons, educational segments and serials like "The Hardy Boys" and "Spin and Marty." The show also featured child actors as "Mouseketeers" who would perform in musical and dance numbers as well as the other segments. The original run of the Mickey Mouse Club lasted four seasons until it was canceled in 1959 and would feature a rotation of 39 different "Mouseketeers." The Soviet Union and its Eastern Bloc allies sign the Warsaw Pact on May 14th integrating the military, economic and cultural policy between the eight Communist nations. Ray Kroc **starts the McDonald's** fast food restaurant chain.

First riot at an Elvis Presley concert takes place in Jacksonville, FL

"The \$64,000 Question" the popular US television game show starts

James Dean's stars in the movie *East of Eden*

James Dean killed in car accident near

Cholame, California

First Guinness Book of World Records Published

"The Mickey Mouse Club" debuts on ABC

### Popular Films

Oklahoma

The Quatermass Xperiment

Rebel without a Cause

To Catch A Thief

(Continued on page 12)

## More What happened 1955

(Continued from page 11)

time Emmys in the 1990s for coverage of the Macy's Thanksgiving Day Parade. He went into semi-retirement in 1996, ceding regular forecasting to Mr. Roker while continuing to deliver birthday tributes. Mr. Scott's first wife, Mary (Dwyer) Scott, whom he married in 1959, died in 2002. He married Paris Keena Scott, his second wife, in 2014. In addition to her, he is survived by two daughters from his first marriage, Sally Scott Swiatek and Mare Scott, and two grandchildren, Sally Marie Swiatek and John Willard Swiatek. Mr. Scott was the author of several books, including "Willard Scott's Down-Home Stories" (1984) and "Willard Scott's All-American Cookbook" (1986).



Willard Scott with his successor Al Roker (left).

*For all its burlesque jocularity, Mr. Scott asserted, his job was no less taxing as a result.*

*"Everything I do looks like it just falls into place," he told The Los Angeles Times in 1988. "Part of what I do is make it fall into place. You have to work at being a buffoon."*

*From the internet...*

(Continued from page 11)

The Seven Year Itch

### Popular TV

The Adventures of Superman

I Love Lucy

Father Knows Best

Alfred Hitchcock Presents

Adventures of Ozzie & Harriet

Gunsmoke

The \$64,000 Question

### Popular Singers

Elvis Presley

Bill Haley and the Comets - "Rock Around

The Clock"

Chuck Berry

Fats Domino

The Platters

**Lassie** - Lassie an American television series featuring the adventures of Lassie and his human companions which started with 11-year-old boy Jeff Miller (1954–1957), 7-year-old Timmy Martin (1957–1964) after that she spent some time with forest rangers and the final years as a companion at a children's home. Series ran from 1954 till 1973.

**The Lone Ranger** - The Lone Ranger an American television series featuring The Lone Ranger (masked Texas Ranger) with his White Horse Silver and his Indian sidekick, Tonto, fighting the bad guys. Best remembered for the words "Hi-yo, Silver, away!" The series originally was a Radio series dating back to 1933. TV Series ran from 1949 till 1954.

In June, the popular game show "The \$64,000 Question" debuted on CBS. Based on the radio quiz show, "Take It or Leave It," it was created by Louis G. Cowan, who had also created several popular radio quiz shows like "Quiz Kids." Contestants on the game show boasted specialized knowledge in specific areas of expertise such as spelling or Shakespeare. The suspenseful format of the show meant that they would compete week-to-week building up their winnings until they reached the final round. The show became extremely popular, but the success was relatively short-lived and it ended in 1958 when it was revealed that several popular game shows had been rigged.

The classic television show "Gunsmoke" made its debut on CBS during September. The popular Western starred James Arness in the lead role of "Marshal Matt Dillon" and plot lines focused on him keeping order in Dodge City, Kansas during the Old West era. The television show was adapted from a popular radio serial with the same name that ran from 1952 to 1961. Gunsmoke, the TV show, became immensely popular and ran for twenty seasons until 1975, making it the longest running scripted show from the United States during the 20th century. The show featured several other talented actors including Amanda Blake, Burt Reynolds, Milburn Stone, and Dennis Weaver.

Disneyland opens in California on July 17th. The Disneyland resort and theme park, located in Anaheim, California, opened its doors in July. Walt Disney grew his animation company throughout the 1930s and by the early 1950s he had started to plan the construction of a theme park to be built on 160 acres of land near Los Angeles. Construction on the park began in 1954 and by July it was nearly complete. An invite-only opening was held on July 17th, but thousands more people than expected showed up to the event with counterfeit tickets. Although Disneyland was not ready for the full opening on that day, the park recovered and was officially opened to the public in the following days.

### Born This Year in 1955

Whoopi Goldberg November 13th, Chelsea, New York, NY

Olga Korbut May 16 Grodno, Belarus

Steve Jobs February 24th, San Francisco, CA

Bill Gates October 28th, Seattle, WA

Rowan Atkinson January 6th, Consett, United Kingdom

Bruce Willis March 19th, Idar-Oberstein, Germany

Kris Jenner November 5th, San Diego, CA

First pocket transistor radios available

**Fish Fingers** are marketed by Bird's Eye

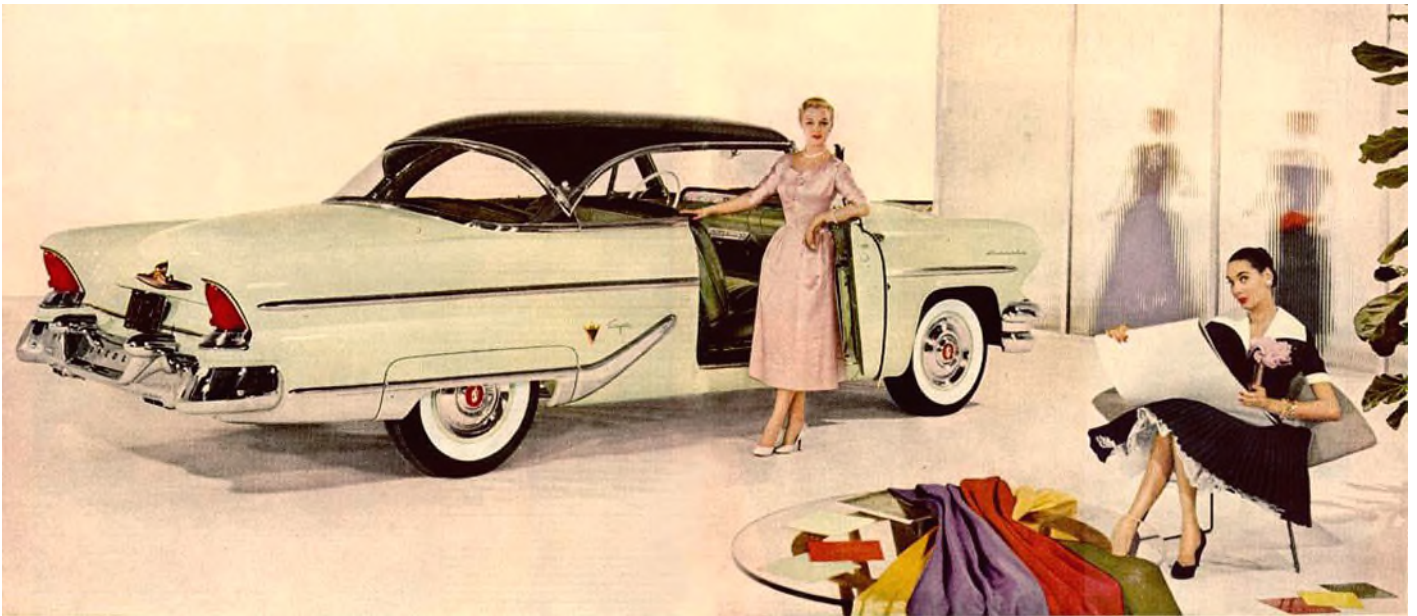
The **first Atomically generated power** is used in the US

**Hurricane Diane** hits the northeast United States, killing 200 and causing over \$1 billion in damage.

From the internet.....



## Testing the 1955 Lincoln



Lincoln - For those who are never satisfied with the ordinary  
For modern living - for magnificent driving

The following article first appeared in Continental Comments issue 282, May-June 2008. It is a test report of the 1955 Lincoln performed by the staff at Science and Mechanics magazine, June 1955.

Contrary to Tom McCahill's previously reported, highly opinionated and favorable report on the 1955 Lincoln, here is a more objective and scientific report from *Science and Mechanics*. However, we question their gas mileage figures at high speeds. We know for a fact that the 1955 Lincoln attained 20 mpg and better at highway speeds and was the most economical Lincoln of the 1952-59 period. Here is what the S and M report said:

When you lay down the additional dollars to get a prestige car, you know you're paying for the prestige, of course, plus a higher advertised horsepower, plus the heavier weight-riding qualities, plus what are usually somewhat finer interiors and trim.

Are you also buying superior performance? That depends on how you define performance, and here this Lincoln provides a good case in point. If you're looking for flashy pickup, you won't find Lincoln's minimum acceleration time spectacular. If you measure your performance in terms of long-wearing durability, however, you may find it easy to live with a Lincoln and be happy for a long time.

No one, of course, can pre-itemize the repair and servicing cost you encounter or the period of thousands of miles you'll drive your car. Nor do the estimated operating cost figures others sometimes publish mean much - since they don't take into account the rate of wear as determined by engineering design or performance.

Then, too, they can't measure your driving habits, the efficiency of your servicing facilities, and the many other variables

that apply to your car at the conditions under which you operate it.

Yet, you can analyze a car's engine and come up with a sound index of its wearing qualities. One element in this index is a figure called the reciprocating load factor. It's a measure of the wear-producing factors of the piston weight and the length and rate of piston stroke.

For every complete revolution of the crankshaft, the piston in your engine stops twice and reverses its motion. Naturally, enormous stresses are set up which impose a heavy load on the engine bearings. An indication of these imposed loads on the bearing is the average piston speed at 60 mph. In general, the lower the average piston speed is at 60 mph, the lower the reciprocating load factor is, providing the engine rpm at 60 mph is not unusually high and the piston is not heavy.

The Capri's pistons travel 3 1/2" 1,303 times per minute when the engine is running at 2,230 rpm. Only two 1955 cars we tested (Studebaker and Pontiac) have had lower piston speeds, and Lincoln is the only car tested so far that had a reciprocating load factor as low as 761. So, if the little woman stands up for Lincoln on color, lines, and interior decoration, dad has a good reason to go along on the theory that fewer bucks will be shelled out for engine servicing.

On the level road, our test car covered 18.8 miles on a gallon of gas at 20 mph and 17.7 miles on a gallon of gas at 30 mph. By 60 mph, fuel mileage was 14.1 and ton-mpg was 36.1.

Because any miles per gallon figure inevitably favors the lightweight car and any ton-mpg favors the heavyweight, our

(Continued on page 14)

## *More 1955 Lincoln road test*

(Continued from page 13)

testing laboratory (Professional Engineering Consultants) has developed a new index of fuel consumption for you. It's the overall efficiency of fuel consumption, and the values are reached by translating the mpg figure into a factor (overall efficiency) which takes into account both the weight and frontal area of the car.

By this standard, Lincoln comes up with a respectable 10.8% overall efficiency at 30 mph. Like most of today's cars, it registers a higher efficiency (15.7%) at 60 mph, because here the engine is working at a more favorable speed for its stroke design. But it also has more work to do to overcome air resistance, so fuel mileage is lower than at 30 mph.

Translated into performance, this overall efficiency figure for Lincoln registers a traffic fuel consumption of 10.5 true mpg driving at an average true speed of approximately 21.7 mph. In country-city driving, the car delivered 14.3 mpg, and overall fuel economy touched 10.2 mpg.

The fact that Lincoln comes up with a relatively more generous fuel mileage in the traffic tests, in spite of its weight and the acceleration involved in this test indicates either a lean accelerating pump discharge or else a lean fuel mixture poured into the manifold through the carburetor's power jets. Add to this condition the fact that the low 3.7 rear axle ratio generally favors economy, but holds back the acceleration and top speed of the car. In the level road constant speed-fuel tests the car is not accelerating so neither the accelerator pump nor the power jets are operating.

How did Lincoln perform on top speed and acceleration? Our test driver took the car out on a level highway and managed to touch the needle to the 112 mph figure on the speedometer, this was 96 mph true.

Although we did not test last year's Lincoln, the acceleration figures on this year's Capri put it within the elapsed time ranges recorded for other 1955 models tested so far. Not designed to be a hot car, acceleration test figures show a fairly fast pickup in the low and medium speed ranges, and the low rear end ratio gives it a respectable acceleration in the 60-80 mph range, considering the heavy weight of the car.

Our test car's best competitive times were 0-60 mph true in 12.4 seconds, 0-70 mph in 18.4 seconds, and 20-70 and 20-80 in 16.4 and 22.6. respectively. In these upper ranges, these times beat most of the pack, including the very rapid Ford we tested earlier.

Once a heavy weight car is going 60, it takes good brakes to bring the mass to a stop in a reasonable time and distance. The brakes on the Lincoln were just about the best we've seen this year. Most cars we measured double their pedal pressure in 10 or 12 stops. We could only raise Lincoln's by nine pounds in 12 stops.

As benefits a prestige car, the production line quality control in our test Capri was equal to the market. Only slight leaks developed under the hood and trunk seams under conditions simulating a tropical downpour. This indicates that the seams are well matched and tightly closed all around the car.

The suggested retail price for the 1955 Lincoln Capri Custom four-door is \$3,752, not including state or local taxes, radio and heater; although it does include federal taxes, delivery, and

handling charges. For this price, the automatic transmission is standard equipment. Power steering is optional at \$129; power brakes for \$42.98; and a special powered push-button lubrication system is available for another \$43.

### Driver's Observations

**ROADABILITY:** Tracks fairly well at low and medium speeds with good recovery on turns and whipping on and off the road. With driver alone, some road wander over 45 mph. Vibration dampening is very good. Wind noise around larger-size q-vents (no wrap-around on this car) creates illusion of high speed. Car is quiet except for annoying and persistent generator brush whine.

**RIDING COMFORT:** Very good dampening of bumps and vibration from the road. Lateral sway has been reduced from previous models of this car. Windshield is not wrap-around, so no corner distortion, but poorer visibility at point of decision when cars approach from the side at intersections. Test car had no power steering, so wheel seemed stiff. Seats are firm with good support for restful driving on long trips. Arm rests on all four doors properly located to support arm comfortably for average-size man.

**INSTRUMENTS AND CONTROLS:** Instruments well grouped on dash-board. Easy to read at night, but hard in daytime because of lack of contrast between gray background and white figures. Handsome white dash with perforations breaks up reflections and cuts glare way down. When lit at night, however, outline of dash reflects on windshield in a line across driver's vision. Speedometer dial located so full circle does not interfere with vision for all but a very tall driver. Selector lever difficult move from position to position. Glove compartment is a long reach for driver but radio and ash tray are centrally located, easy to reach. Rear view mirror wide but could be deeper. Power seat has wide range of movement, although reaching control not very easy with door closed. Clearance between steering wheel and lap snug. Accelerator pedal is located on slope of floor where it goes over transmission housing. Foot tends to slip off of accelerator because of no floor support for the heel. Minimum of chrome used inside car. A fine feature.

**SPECIAL COMMENTS:** Heater is very efficient for front seat occupants, not so good for rear seat. Continuous control of outside air through heater. Ignition key operates both front doors, trunk, and glove compartment. Door locks have spring loaded covers (some cars have abandoned these protection against freezing, but not Lincoln). Trunk lid has two latches, well counter-balanced for easy opening and closing. Upholstery is washable leather and fabric material. Oil fill at dipstick is easy to reach for checking. Master cylinder is located on left side of cowl and easy to get to. Plenty of working room under the hood. Dual exhaust system eliminates crossover pipe above block. Front and back radio speakers easily controlled by driver.



# Preview of Coming Events

For 2021

- October    **Sunday Brunch, October 17** at *Dehn's County Manor, 11281 Fernbrook Lane North, Maple Grove* at 11:30 a.m. Service will be provided off a special breakfast menu.  
**LCOC Eastern National Meet, October 20-24, 2021.** Full details on the LCOC website.
- November    Finish up 2021 with a **Sunday brunch - November 6** at the *Lowell Inn* in beautiful downtown **Stillwater**. Be there at 11:30 a.m. Great food, great service, beautiful surroundings.
- December    Closed for the holidays. Spend quality time with family and friends. Write an article about your favorite Lincoln and send it to the Northstar News. We need your stories. Come up with some fresh ideas for fun things for the North Star region to do. Let us hear from you. Please tell us what you like best and perhaps we can do it. And keep your fingers crossed that 2022 is a much better year than the last two.



## For Sale

**1967 Continental Convertible** Two owner car with only 85,000 miles. Service records since 1977. Arctic White with newer correct leather interior and ivory top. Always pampered and maintained with original 462 V8. Stainless steel exhaust and top mechanism works fine. Award winner in Touring/Original at 2012 and 2018 Mid-America National Meet. **\$39,000    Call Jon Cumpton at 612-859-1483.**

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[www.northstarlcoc.org](http://www.northstarlcoc.org) Click on publications.

Issues are in PDF format and may be printed on your color printer.

## For Sale, fine automobiles

**I am a very fine car that desperately needs a new home.** I have been with my present owner(s) since the early 1980s, and it has now time for me to be much loved and well taken care of in the way that I have become accustomed to by a new family. I have an excellent pedigree that can be easily verified by all of my present masters' documents.

I am a 1979 Lincoln Mark V, having traveled less than 35,000 miles in my lifetime. I have always spent my nights and days safely stored inside, in a nice secure garage, except when my mom and dad took me out for special rides and bring to car shows. I finished in a Diamond Blue metallic paint, which was rare in 1979. Both my inside and outside are spotless, with no dings, dents, or scrapes. I look almost as good as the day my first owner took delivery of me from the dealership. I have a moonroof and virtually all of the accessories that Lincoln offered in 1979. Plus, I come with all the owners and factory manuals too.



Would you please come to see me and check me out? I will not disappoint you and provide you and your family with many years of enjoyment behind the wheel and pride of ownership. Plus, my owners' price aligns with current Mecum auction results for similar Mark V's, most having more miles than I do. Very fairly priced at \$14,500 obo.

Further inquiries should be directed to Ann at 612-695-6524. She will be awaiting your call.



### For Sale - 1983 Continental Mark VI

Original Gold and Cream paint. A Kentucky car that has always been garaged kept. Never driven during winter. Very solid body, no rust anywhere.

Features the very smooth running 5 liter fuel injected V8. Will do 23 mpg on the highway. Has all the usual Lincoln extras, keyless entry, analog

gages, excellent leather seating, AOD transmission. New battery, new fuel pump, new fuel tank, new TRW coil springs, shocks, tires and lots of other good stuff too. Please call for more details. 93,600 miles. This is an extremely well cared for Mark VI. Open to offers near \$7,000. Call Marlin at 763.452.0390 email: [Life@wellnesspro.co](mailto:Life@wellnesspro.co)