

Henry Leland, who had started Cadillac years before, founded the Lincoln when he was 74 years of age

Periodically *The Roadrunner* runs an article about American made Full Classics® and non classics by the same manufacturers. The most recent article was about LaSalle in the August, 2005 edition. This is about the Lincoln.

By Les Jackson

The CCCA *Handbook* shows the following about Lincoln in the list of approved Full Classics®: “All L, KA, KB and K, 1941 168 H and 1942 268 H” Also “Lincoln Continental--All.”

How many 74 year olds would start a major new company? Henry Leland did. He had a falling out with William Crapo Durant after Durant took over the Cadillac company Leland had founded.

He proceeded to start the Lincoln company in the waning days of World War I. He insisted on the same precision of manufacture that he had established at Cadillac. His new cars turned out to be old looking by the time they reached the market many months later. Soon thereafter the board of directors put the company into receivership and up for sale.

Ford bought the company, and the rest is history. Leland and his son were gone from the new company in a few months.

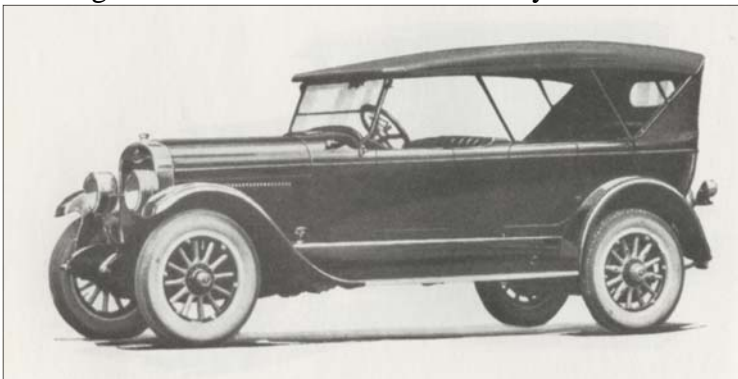
The model L was produced by Lincoln starting in 1921 and continued as the only Lincoln

line through 1930. All L models had V-8 engines. The first L model engines produced 81 horsepower at 2600 rpm. By 1930 the engine had been enhanced to 90 horsepower at 2800 rpm. Prices in the standard line varied from \$4,200 to more than \$7,000. After its first year of 1921, a large percentage of the big Lincolns wore custom bodies by Judkins, Locke, Brunn, Holbrook, LeBaron, Dietrich, Willoughby or Derham.

The Model K was the new larger 1931 Lincoln



In 1929 Lincoln made a convertible coupe with a body by Dietrich. The one above is owned by Ken Kenewell of the Arizona Region. The description by Lincoln: “Moveable and adjustable seats comfortably adapt it for the four-some—or for two and luggage, on the long trip. The rear seat cushions can be latched in an upright position, while the right front seat folds forward. There is a large metal chest at the rear in which two suitcases are laid flat...”

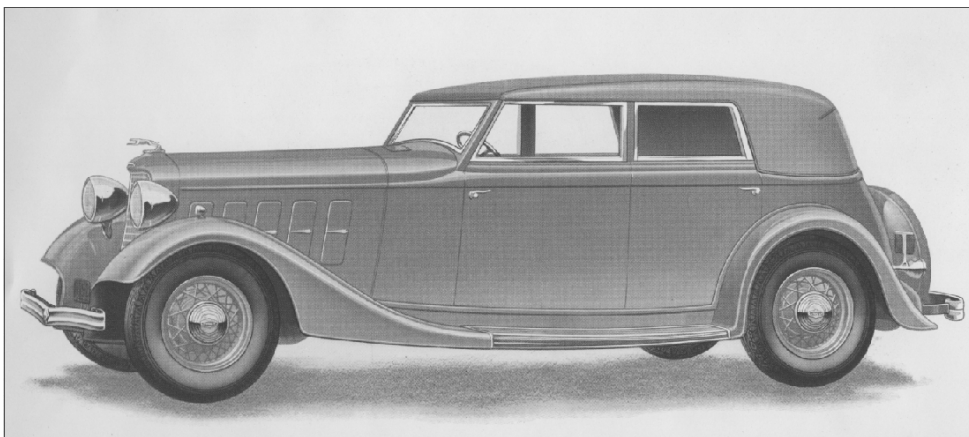


The 1927 Lincoln L 7 passenger touring sold new for \$4,000 and was available in Cobalt blue, Brewster green or Orriford Lake. The V-8 engine was cast at a 60 degree angle. Tires were 33 x 5.

with 145 inch wheelbase, compared to the 136 inch of the 1930 Model L. The engine was the same but updated to 120 horsepower at 2900 rpm.

The big news in 1932 was the new 12 cylinder engine in the Model KB. The V-8 was now called the Model KA, and continued with the 136 inch wheelbase. The KB boasted having 150 horsepower at 3400 rpm. Prices of the 8 cylinder KA varied from \$2,900 to \$3,245 as the depression continued to take hold of the economy. Prices of the KB were from \$4,300 to \$7,200.

In 1933 the KA remained the same size but got a 12 cylinder engine with 125 horsepower at 3400 rpm. The KB had the same 150 horsepower engine

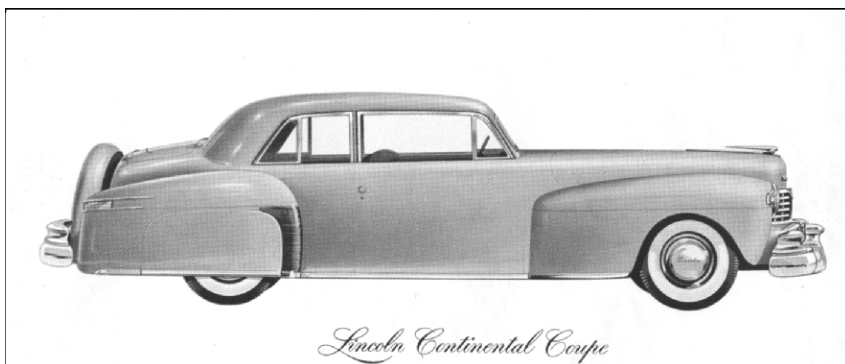


This is one of the smaller 1934 Lincolns on the 136 inch wheelbase. It is the five passenger convertible sedan-phaeton, Lincoln said: "combining the comfort of the luxurious closed body type with the dash of the open phaeton....Top folds flush with the body line, is covered with boot and stows away in space provided..."

as the year before to ride on its 145 inch wheelbase.

The change in 1934 was that the 150 horsepower engine was used in both the 136 inch wheelbase KA and the 145 inch wheelbase KB. Starting this year the Lincolns were sometimes referred to simply as Model K.

The big change in style in the Lincoln came in 1937 when the headlights were blended into the fenders in a similar manner as Lincoln had done in 1936 with its newly introduced Lincoln Zephyr (nc). The styling



The 1947 Lincoln Continental Coupé was the penultimate year for that beautiful body design. The hood was seven inches longer and three inches lower than the regular Lincoln Zephyrs. Cloth interiors were available in blue, green or tan. Also available was a combination of leather and whipcord in tan, red, blue, green or black.



The 1942 Lincoln Custom Sedan with a special body with enclosed rear quarters that "lends an added touch of distinction and provide (s) an increased measure of privacy for rear seat passengers."

changes in 1937 were the last for the venerable K Lincolns through their last year of 1939.

After the special model built by the company for its president Edsel Ford in 1939 attracted such positive attention when seen, the Continental was born for the 1940 year. It had the same 120 horsepower engine as the Zephyr. The larger Model K engine was not used any longer. Production of the Continental in the cabriolet and in the coupé versions continued through the 1948 model year.

The 1941 and 1942 Full Classics[®] included the 168H and 268H respectively which Lincoln labeled “Custom.” They were extra long 138 inch wheelbase 7 passenger sedans or limousines. The regular Zephyrs were on 125 inch wheelbases.



Gary Capra is the owner of this 1937 Lincoln limousine by Brunn with the 145 inch wheelbase. The car is a CCA senior winner 2323SP. The engine displaced 414 cubic inches and generated 150 horsepower at 3800 rpm with hydraulic lifters.



LeBaron made this custom body for the 1931 Lincoln now owned by Bob Hannay of the Arizona Region. Lincoln described it as a swift, flashing roadster. “The lines of this car suggest perfectly the airborne ease with which it is drive. Its low top folds out of sight in a skillfully designed deck-well.”

Sources: *The New Lincoln Body Types*, Lincoln Motor Car Company, undated, circa 1929; *The New Lincoln*, The Lincoln Motor Company, undated, circa 1931; *The Lincoln Standard Body Types, V-12 Cylinder engine... 136 inch and 145 inch wheelbase*, Lincoln Motor Company, Form No. 7056, undated circa 1934; *Presenting the 1947 Lincoln Nothing Could be Finer*, undated circa 1947; *Lincoln V-12*, Lincoln Motor Car Division of the Ford Motor Company, Form 7459, 9-41; *Handbook of Automobiles 1925-1926*, Association of Licensed Automobile Manufacturers, Dover Publications, Inc., New York, republication in 1970.