



Facing page, left: Canted bumpers follow angle of headlamps. **Right:** Quad lamps first appeared on Lincolns in '58. **This page, top left:** Hood ornament was update on Continental Mark II's design. **Above left:** Reverse slant rear window was exclusive to Mark IIIs among Lincolns. **Center:** Rear fenders were capped by chromed accents. **Right:** Lincoln shield gave finishing touch to rear fenders.

struction dictated many design changes. The coil springs now sat in underbody pockets and there was complete redesigning of transverse arms and stabilizer bar. The rear suspension was now coil type, not parallel leaf springs. The rear suspension system now consisted of two trailing arms, two coil springs and shock absorbers and two compression bumpers. The trailing arms were tied to one of the underbody crossmembers at the front and to the rear axle housing at the rear. They curved outward and

extended underneath the axle where they were attached to the axle housing through rubber insulators.

The 1958 Lincoln stands as the most unique car that Lincoln ever built. Its 1959 and 1960 versions, which carry the same dimensions and same general styling theme, are quite subdued. Some people contend incorrectly that these are Continentals. They are not. The true Continental was built for 1956 and 1957 only by the separate Continental Division. The only place the name Lin-

coln appears on these cars is on the windshield wiper bottle! The 1958-60 Continentals are in truth Lincoln Continentals because they were built by the Lincoln Division. The separate Continental Division was disbanded in 1958.

However, these 1958-60 Lincoln Continentals are correctly named the Marks III, IV and V, not to be confused with the same Mark nomenclature of the late sixties and early seventies. In addition to the Marks, there was the lower-priced Premiere series and the very low-end

1959 and 1960 Models

After 1958, the primary stylist, John Najjar, had nothing more to do with the series. The job of the 1959 faceleft went to Don DeLaRossa. His task was to make a very unconventional car look as conventional as possible. Unfortunately, a lot of the car's originality was lost in the process. The most noticeable change was toning down the car's extreme concave scallops around the front wheel wells. They were reduced to a crease that ran into the front doors. The Lincoln grille now had its narrow horizontal bars accented with strong verticals. The Lincoln Continental grille retained its distinctive mesh design. Both grilles were integrated into the slanting quad headlights. Front bumper ends were completely changed, but were no less pronounced. Back bumpers remained the same with the large oval chromed area that framed the taillights. On the Lincoln Continental, the six round taillights were exchanged for rectangular "pods." The two Lincoln taillights were also changed. A very subtle but interesting design change on all models was the addition of a stainless steel strip to the very end of the rear fenders, just a hint of fins. The rear coil springs were retained. The horse-

power went down from 375 to 350 at 4,400 via a compression ratio drop to 10:1 and a Carter AFB-2853S four-barrel carburetor. There were a great number of body improvements, most of them in the way of more structural reinforcement, better noise insulation from the interior and better engine mounting and balancing.

The 1958 model lineup was continued for 1959 and 1960 with one important addition. Hess and Eisenhart turned out in very limited numbers a Formal Sedan or Town Car and Executive Limousine built out of four-door sedans. These cars had padded tops, unique rear window design and highly luxurious limousine interiors. One hundred twenty-seven of these unique Lincolns were turned out for 1959, 49 Limousines and 78 Formal Sedans and 170 for 1960, 34 Limousines and 136 Formal Sedans.

For 1960 there were even more changes, so many that no two body panels, not even the hoods, doors and trunk lids, are interchangeable between 1959 and 1960. Front bumpers were changed again. The front bumper lost its wings and the rear bumper was changed just enough that it is not interchangeable with earlier years. The oval

treatment above the rear bumper was changed to a rectangular design. The grilles and all trim pieces changed again. The biggest change was the instrument panel. Najjar's "television screen" instrument panel was sacrificed for four pods containing the main instruments and the heater/air-conditioner controls.

For 1960 the Lincoln finally returned to parallel-leaf rear suspension. This was accompanied by significant improvements in braking. Horsepower went down to 315 at 4,100 with a Carter ABD-2965S two-barrel carburetor and no further compression ratio reduction. There were more improvements in unitized construction and there was a totally redesigned rear engine mount. The Twin-Range Turbo-Drive transmission had several improvements. The unitized Lincoln, which earlier had developed a reputation as a real dog, was now a very fine automobile. It made no difference. Before the 1960 model ever hit the showrooms, Lincoln management was firmly convinced that they had made a terrible mistake. The 1961 Lincoln was very much Thunderbird inspired, and was a much smaller automobile.