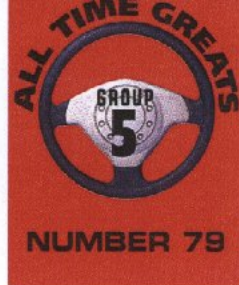




USA 1961-1969

# Lincoln CONTINENTAL

Lincoln concentrated on developing the 1961 Continental. The generation of sedans that began this year were among the most distinguished and stylish of the entire decade. Aside from its new streamlined body, these Lincolns were also praised for their high-quality construction.



Produced by  
Ford Motor Co.,  
Dearborn, Michigan



## VITAL STATISTICS

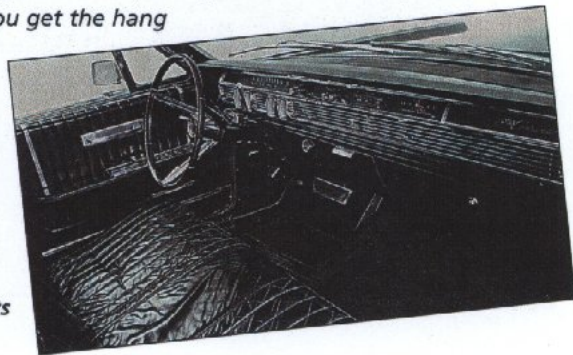
Top speed:	117 mph
0-60 mph:	11.2 sec
Engine type:	V8
Displacement:	430 c.i.
Max power:	300 bhp at 4,100 rpm
Max torque:	465 lb-ft at 2,000 rpm
Weight:	5,220 lbs.
Gas mileage:	12 mpg
Price:	\$6,715



*"...truly pleasurable ride quality."*

*"It may be smaller than its predecessor, but the Engel-designed Continental is still a huge car. Peering down the parking lot-size hood may seem a little intimidating at first, but once you get the hang of it, the Lincoln is typical of 1960s U.S.-built luxury cars. At over 5,000 lbs., it takes a while to build up speed, but with so much torque available the drive is effortless. It does tend to pitch and wallow when changing direction, but ride quality is truly pleasurable."*

*Inside, the Continental is less flashy than its predecessors but still lavishly equipped.*



Details refer to 1961 Continental convertible

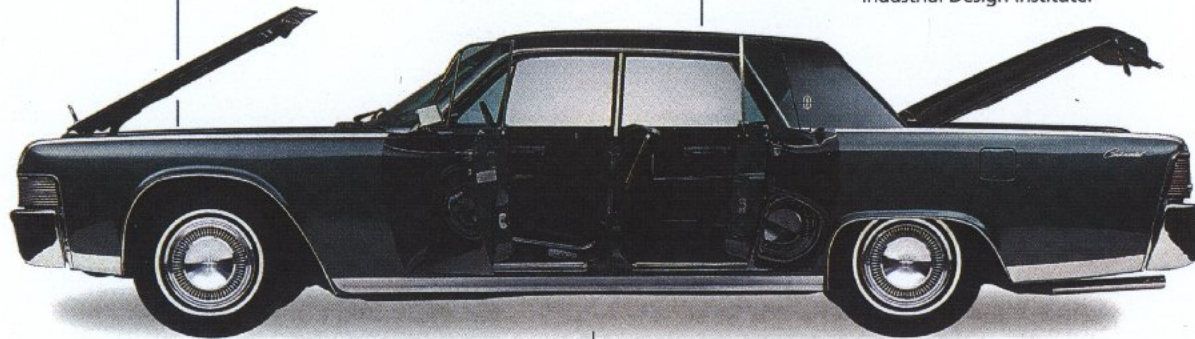
# Lincoln CONTINENTAL



Compared to the chromed excesses of the 1950s, the 1961-1969 Continental benefitted from good taste and solid, quality engineering. It reestablished Lincoln as a brand leader and today has an aura all its own.

## Giant V8

The largest V8 in Detroit at the time, the 430 was bored and stroked to 462 cubic inches in 1966. Tuned for torque rather than power, it turned the Lincoln into a fine highway hauler.



## Clap-hand doors

A unique feature of the 1961-1969 Continental is its rear-hinged 'suicide' rear doors. These 'clap-hand' doors echo pre-war Lincolns.

## Ultra-clean style

In stark contrast to the previous Continental, the 1961 model, styled by Elwood Engel, has good proportions. Under the eye of design chief Eugene Bordinat, Engel's team came up with a shape that won acclaim from the Industrial Design Institute.

## Solid steel roof

Until 1966, only a four-door convertible and hardtop sedan bodystyles were offered. Although the convertible received the most attention, the hardtop was still an attractive car and outsold its topless counterpart each year.



## Shared Thunderbird origins

To reduce tooling costs, the Continental shares its basic front inner structure with the 1961 Ford Thunderbird but rides on a 10-inch longer wheelbase.

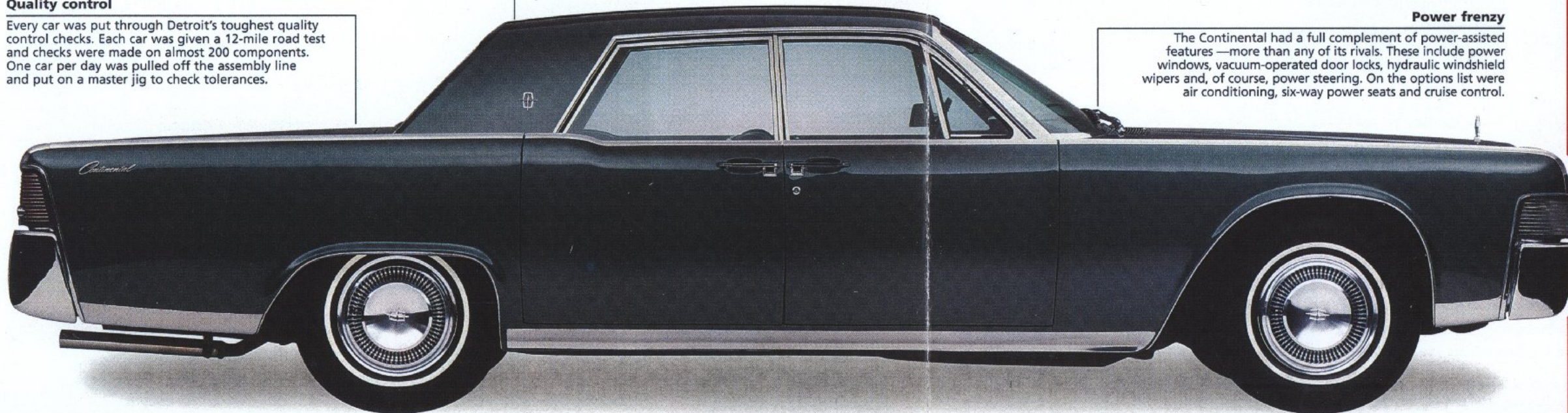


## Power frenzy

The Continental had a full complement of power-assisted features—more than any of its rivals. These include power windows, vacuum-operated door locks, hydraulic windshield wipers and, of course, power steering. On the options list were air conditioning, six-way power seats and cruise control.

## Quality control

Every car was put through Detroit's toughest quality control checks. Each car was given a 12-mile road test and checks were made on almost 200 components. One car per day was pulled off the assembly line and put on a master jig to check tolerances.



# Specifications

## 1961 Lincoln Continental

### ENGINE

Type: V8

Construction: Cast-iron block and heads

Valve gear: Two valves per cylinder operated by a single V-mounted camshaft via pushrods and rockers

Bore and stroke: 4.3 in. x 3.7 in.

Displacement: 430 c.i.

Compression ratio: 10.0:1

Induction system: Holley 4150 four-barrel carburetor

Maximum power: 300 bhp at 4,100 rpm

Maximum torque: 465 lb-ft at 2,000 rpm

### TRANSMISSION

Turbo-Drive, three-speed automatic

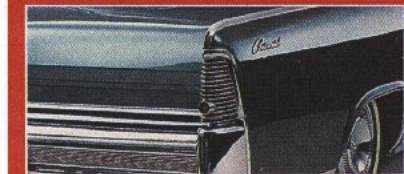
### BODY/CHASSIS

Separate chassis with steel four-door sedan or convertible body

### SPECIAL FEATURES



'Clap-hand' doors are the most recognized feature of the Continental.



Small vertical taillights are characteristic of 1960s Lincolns.

### RUNNING GEAR

Steering: Recirculating ball

Front suspension: Wishbones with coil springs and telescopic shock absorbers

Rear suspension: Live axle with semi-elliptic leaf springs and telescopic shock absorbers

Brakes: Drums (front and rear)

Wheels: Steel, 14-in. dia.

Tires: 9.00 x 14

### DIMENSIONS

Length: 212.4 in. Width: 78.6 in.

Height: 53.7 in. Wheelbase: 123.0 in.

Track: 62.1 in. (front), 61.0 in. (rear)

Weight: 5,220 lbs.

# Milestones

## 1961 Lincoln launches

an all-new Continental with notably clean lines in two four-door body-styles: sedan and convertible.



The 1968 Continental Mk III is the new flagship Lincoln.

## 1963 Power output is increased

by 20 bhp, and there is a new grill and increased trunk space.

## 1964 The wheelbase is increased

by an extra three inches.



The Continental Mk V was one of the last of the giant Lincolns.

## 1966 The first major restyle adds

a kick to the waistline, and a two-door coupe body arrives. The V8 grows to 462-cubic inches and 340 bhp.

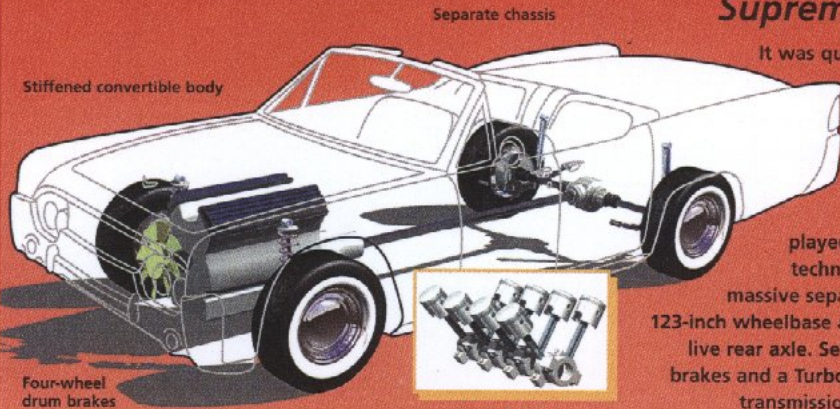
## 1968 A 460-cubic inch V8

with 365 bhp is now standard. Production comes to an end in 1969.

# UNDER THE SKIN

## Supreme quality

It was quality engineering rather than technical innovation that made the Continental a huge success. It played it safe in purely technical terms, with a massive separate chassis on a 123-inch wheelbase and a leaf-sprung live rear axle. Self-adjusting drum brakes and a Turbo-Drive automatic transmission were standard.



## THE POWER PACK

### Ford muscle

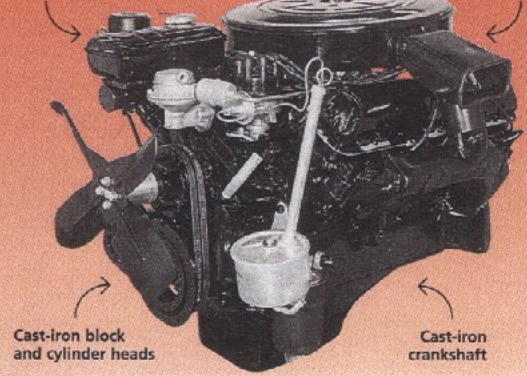
As the top-of-the-range FoMoCo auto in the unabashed 1960s, the Continental had to have the biggest engine that the company made. This was the 430-cubic inch V8 which first appeared in 1958. By 1961, horsepower had been reduced from a 1958 peak of 375 bhp to 300 bhp to help smoothness, reduce noise and improve gas mileage. Remarkably, each engine was bench-tested on a dynamometer for three hours at a relatively high 3,500 rpm, dismantled to check for problems, and then reassembled.



Large-bore V8

Hydraulic valve lifters

Holley 4150 four-barrel carburetor



Cast-iron block and cylinder heads

Cast-iron crankshaft



The lavish and sleek convertibles were produced until 1967.

## Convertible

Three bodystyles were offered during the eight-year production run. The one favored by collectors is the convertible sedan. The sheer bravura of this model, with its huge electric folding roof and ultra-clean profile, gives it real presence.

## NOSE TO NOSE Buick Riviera • Chrysler Imperial Crown • Lincoln Continental

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
125 mph	8.0 sec.	325 bhp	4,367 lbs.	BUICK RIVIERA
120 mph	10.0 sec.	350 bhp	4,790 lbs.	CHRYSLER IMPERIAL CROWN
117 mph	11.2 sec.	300 bhp	5,220 lbs.	LINCOLN CONTINENTAL

VALUE GUIDE	
ORIGINAL PRICE	
1961	\$6,715
CURRENT VALUE	\$3,000-\$20,000
PRODUCTION TOTAL	341,761

This publication is a product of International Masters Publishers, which is solely responsible for its content. Except where stated otherwise, neither International Masters Publishers, nor this publication, is associated with, endorsed, sponsored, licensed or approved by, any car manufacturer, entity or organization whose likeness, trademarks, logos, or service marks are depicted herein.

©MCMXCVIII International Masters Publishers AB. Hot Cars™ IMP AB, produced under license by IMP, Inc. PRINTED IN U.S.A. US P 3801 12 957 Pkt. 57