



## **Landmark Lincoln Mercury Show**

Back on September 14th, Landmark Lincoln Mercury held their annual car show. This was a spectacular show, and the local Lincoln Owners Club is to be commended for the outstanding work they put in to make this show a success. This show is unique in that they not only supply donuts and coffee in the morning, hamburgers and hot dogs for lunch, but they pay YOU \$20 for bringing your car out for the show. You can also test drive brand new Lincoln's and for every test drive, the dealership gives St. Jude's hospital a donation. In fact the entire show is a fund raiser for St. Jude's, a very worthwhile cause.

This year they opened up the show to cars of all makes and models (not just Fords and Mercury's), and this made for a great mix of cars. The weather cooperated nicely also.

If you missed this year's show, look for it next year. You will be very pleased you made the effort to attend.





## Engines from SEMA 2018



This is a twin LS V-8 setup intended for a Hal Design supercar. It features two separate 427 cubic-inch engines linked together to power a single transaxle. There may be easier ways to get 1400 horsepower, but not many of them would look this cool.



This Cheetah is powered by an iron-block V-12 from the Australian company Racecast. The V-12 is based on Chevrolet LS architecture and is available in 564- or 580-cubic-inch versions. They weigh 584 pounds in cast iron form, and produce 700–1000 horsepower.



The Roadster Shop's widebody second-gen Camaro, Road Rage, has a lot going on under the hood. While a cantilever suspension puts the coilovers on display, it's the LS engine that steals the show. Its individual throttle bodies are fitted to squared-off bell mouths that protrude through the hood and mimic 1969 Camaro hood louvers.



Speedkore has been making news with its Challenger Demon. This similar Hemi Demon engine is in Speedkore's classic Charger, built with a full carbon fiber body.



Jordan Quintal at Super Rides by Jordan built this Boyd roadster more than a decade ago, and it was back at SEMA as a tribute to the owner, Steve Barton. The monster V-8 engine uses 4.9-inch bores and a 6-inch stroke to deliver 904 cubic inches. It has dual overhead cams with four valves per cylinder. Even in its "detuned" street trim it produces 1500 horsepower.



This gen-one Chevy small-block is hiding its electronic injectors in the valley, giving the illusion of mechanical fuel injection.



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## GENERAL MACARTHUR'S 1950 CHRYSLER CROWN IMPERIAL LIMO SERVED ITS COUNTRY WELL

by Larry Printz / Reprinted from Hagerty News



The Korean war began in 1950 with U.S. forces under the command of one of America's most controversial military leaders, General Douglas MacArthur. The supreme commander of the Allied Powers in Japan, MacArthur already had a lot on his plate. Not to mention how to replace his aging 1942 Cadillac limousine.

While it was still possible to buy a factory-built limousine in 1950, there were fewer options available at that time: The Cadillac Fleetwood Series 75, Packard Custom Eight, and the Chrysler Crown Imperial. MacArthur chose the Chrysler, and the U.S. government footed the bill. One of 209 built that year, the limo shipped out on November 10, 1950, arriving 10 days later in Yokohama, Japan.

Then the nation's second-largest auto company, Chrysler held a reputation for outstanding engineering and conservative—if slightly bland—styling. Company chairman K.T. Keller disliked Harley Earl's idea of making cars longer, lower, and wider. "We build cars to sit in, not pee over," Keller reportedly said. Thus, Chryslers of that era were tall, had chair-high seating, boasted enough room to wear a hat, and looked a bit dull. Even though Chrysler came out with its first all-new, post-war styling for 1949, MacArthur's 1950 Imperial looks nevertheless dowdy next to its contemporaries from Packard and Cadillac.

The Imperial platform launched in 1940 and it was as imposing as any pre-war ride, with its 145.5-inch wheelbase and 235-inch length. The company proclaimed it the "ultimate luxury in automotive transportation."

Yet unlike the Cadillac Fleetwood Series 75, the Imperial had neither a modern V-8 nor an automatic transmission. Instead, it used what Chrysler optimistically called the

"Spitfire," a 135-horsepower 324-cubic-inch straight-eight engine, mated to Chrysler's "Prestomatic" Fluid Drive semi-automatic transmission. Four-wheel disc brakes were included, which was unusual for any car at that time.

The Imperial's real power was in the details. Unlike most limousines, the Imperial used a lot of glass, allowing the Japanese to see who was in charge as MacArthur rode through the streets of Tokyo.

Climb inside and you'll find an interior as restrained as the exterior. The rear seats are trimmed in broadcloth. The passenger compartment is accented with wood trim and nickel hardware. Amenities include a footrest, clock, heater, reading lamps, ashtrays with lighters, and floor-mounted jump seats. There are power windows throughout, including the power-operated partition window.

The driver's compartment is trimmed entirely in black, except for a red brake handle. The car has slightly more than 57,000 miles on the odometer, with a worn leather front seat and a driver's side front door etched with the names of those who chauffeured MacArthur. The car remains immaculate, with thick, plush carpets and seats as comfy as those in your family room.

In order to ensure privacy, there are two sets of keys. The driver's keys unlocked the front doors and spare tire compartment. The owner's keys opened the rear doors and trunk. And while you might expect the car to be armored or fitted with bulletproof glass, it isn't.

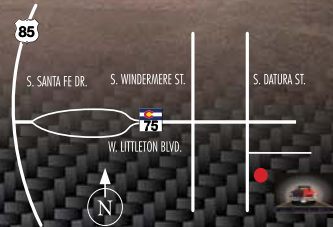
When MacArthur was relieved of his command in 1951, he took up residence at the Waldorf-Astoria; and the car was given back to the New York City motor pool. He continued to use it to commute to Darien, Connecticut, where he served as chairman of the board of Remington Rand Inc. He continued to use the car until it was donated to the MacArthur Memorial in Norfolk, Virginia, in late 1963, several months before the general's death. It has not run since its arrival.







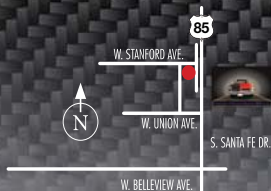
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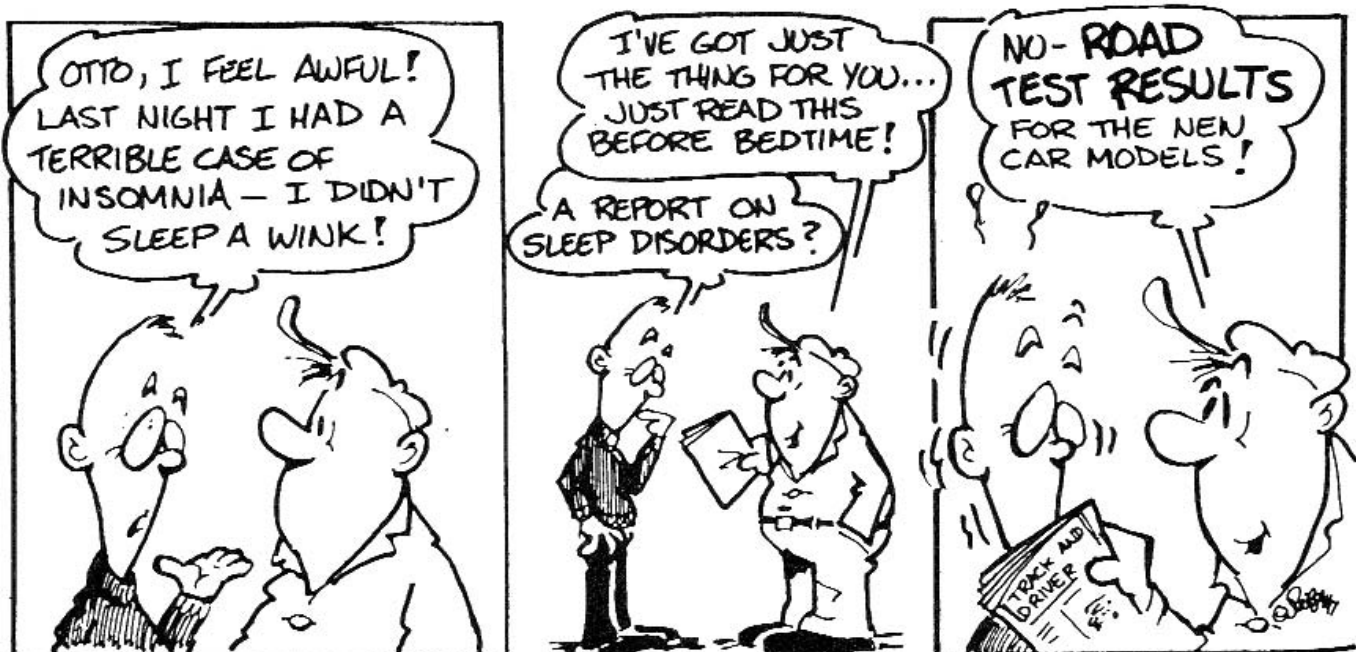
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## "Otto Mechanic"

By Jay Piersanti









## WHAT EVIL FORCE DRIVES THE CAR?

by Priscilla Page / Reprinted from Hagerty News



"Bad things are coming with the winds." So says a Navajo woman who witnessed a brutal murder committed by a mysterious car. Later on, when the car has killed more townsfolk, a police officer remarks that the cop who translated the woman's statement neglected to mention a key detail of her story: she said the car had no driver.

Jaws spawned a slew of ripoffs in the 1970s and '80s, including Orca, Grizzly, Claws, The Swarm, Piranha, and Elliot Silverstein's *The Car*. Michael Butler, the movie's co-writer, cited Jaws as his primary inspiration to write about a homicidal vehicle. "The requirement was to do a land version of Jaws," Silverman said.

1977's *The Car* stars James Brolin as Wade Parent, Chief Deputy of a small town in Utah. Wade's biggest concern is figuring out how to tell his daughters (Kim and Kyle Richards) about his new girlfriend Lauren (Kathleen Lloyd). And then "the car" arrives, leaving a series of hit-and-run murders in its wake, sending the town into a panic. The car goes after teenage sweethearts, a high school marching band, the sheriff, and the police, a hitchhiker with a French horn, Wade's girlfriend, and Wade himself. It isn't a horse lover either. There's no apparent reason for the car's visit to Wade's town, and it chooses its victims seemingly at random. At least at first.

Butler's ideal pick for a car to play the car would have been a '53 Mercury: "It would be really beat-up and dirty. Pieces of chrome missing, rust protruding through the gray primer." Instead, Silverstein opted for a 1971 Lincoln Continental Mark III, designed by George Barris with a little help from Everett Creac, the film's stunt coordinator. The car had to look sinister, and it had to be safe. It received a hand-made steel grill, 20 coats of black pearl lacquer, tinted windows so that the driver could see out but no one could see in, Goodrich tires, chrome Cragar wheels, heavy-duty suspension, and a 455-cubic-inch engine. The top was chopped, its fenders raised, headlights sunk behind the grill and fender. It has the appearance of a living thing with deep-set eyes. Barris and company produced four cars in total, all made of steel not fiberglass, which cost about \$84,000 to create.

The Car was released in May 1977, two weeks before Star Wars (oops), but since the 1970s, its cult following has grown. Guillermo del Toro is one of its biggest fans and owns a replica of the car that his brother built for him. The film may have even inspired Stephen King's *Christine*. Some folks considered the movie to be less than a masterpiece and it was panned by critics, but even those who regard it as B-movie fare agree that *The Car* is fun.





### ***Would you like to see this newsletter continue?***

I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado Collector Car News* is actively pursuing advertising. If you have a business who would benefit from reaching collector car owners or you know someone who would, please contact me. Thanks!

Greg Akiyama / Publisher / 303-680-8298

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*ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.*

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