

1949-51 Lincoln: Searching for a New Identity

The all-new Lincolns bowed in April 1948 boasting “Nothing could be newer” styling and a new V-8. The goal: a bigger chunk of the luxury-car market.

by Tim Howley

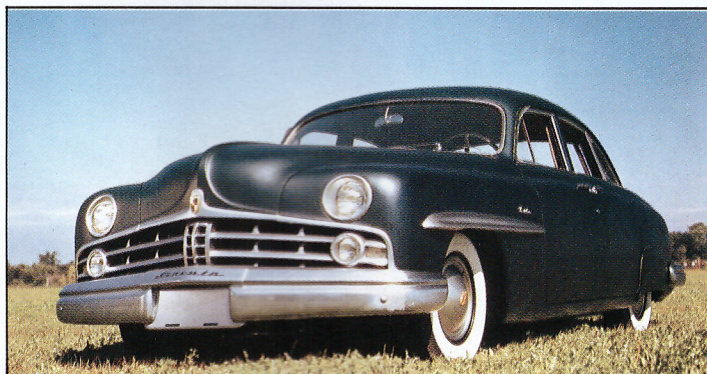
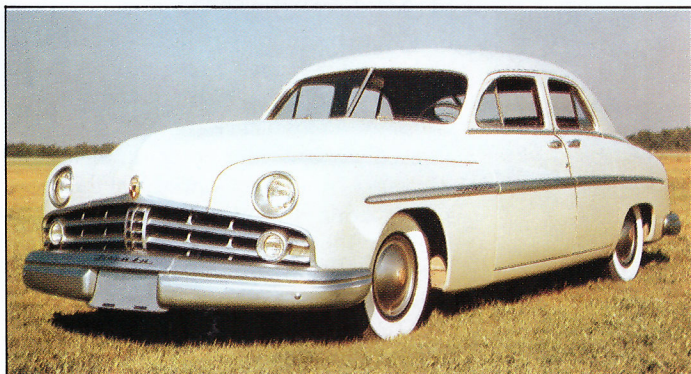
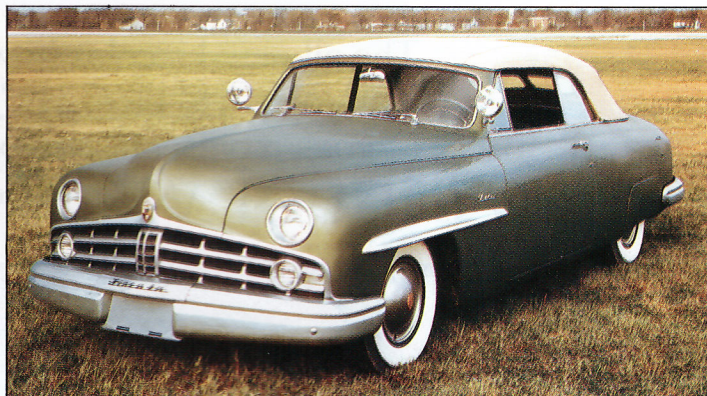
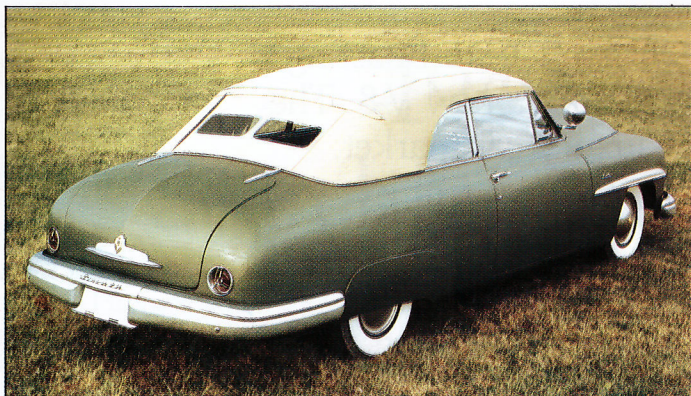


It's hard to imagine what Edsel Ford had in mind for the postwar Lincolns and Lincoln Continentals during the last days of his life as he battled his stubborn father on one hand and terminal illness on the other. Sketches and clays dating back to 1941 show little of his fine touch. Rather, they were big, imposing Lincoln fastbacks with flat side panels that eliminated any vestige of running boards. The Lincoln Continentals, which were only sketched, showed none of the grace of their predecessors—the chic Continental flair was simply gone. Even the elusive charm of the last Lincoln-Zephyrs was missing. Although some of the designs were quite good by Forties standards, it was as though Edsel's very heart and soul had preceded his mortal passing.

A revised Lincoln clay done in 1943 showed an even more ponderous car with concealed headlights and front-end treatment that would have been better suited to a vacuum cleaner than an automobile. All of this work was done under stylist E.T. (Bob) Gregorie at the instruction of the ailing Edsel. Also included in Gregorie's works were Fords and Mercurys of the future, which were given top priority. The Lincoln, in particular, followed the styling trend of the 1947 Kaiser and Frazer, the '48 Hudson and Packard, and the '49 Nash.

Legally, such planning had no business going on, for the auto industry was totally mobilized for the war effort after Pearl Harbor was bombed on December 7, 1941. Nonetheless, Gregorie proceeded in cloak-and-dagger secrecy away from the War Production Board, although the senior Henry Ford apparently showed little interest in the whole affair. Gregorie was ably assisted by engineer Lawrence Sheldrick, who was focusing at the time on independent torsion bar suspension. The V-12 engine was to be continued.

The '49 Lincoln was truly all-new, featuring slabsided styling, body-on-frame construction, a new V-8, independent front coil suspension with parallel leaf springs at the rear, and roomier interiors. During the 1949-51 design generation, 1949 was the only year Lincoln offered two convertibles. The \$3116 standard ragtop (left) was seen as competing with Mercury, and was dropped for 1950. (Owner: Ken Hutchison)



Ford was striving to develop postwar living rooms on wheels with passengers cradled between the axles on wide, pillowy seats and surrounded by all the comforts of a streamlined passenger train. But with Edsel's passing in May 1943 the train somehow got off the track. What we saw in Lincoln from 1949-60 was a leaderless orchestra searching for a new identity. Sometimes, as in 1956 (*CA*, December 1989), the performance was brilliant. More often, as in 1968-60 (*CA*, June 1988), it was as though the music had never been written. The 1949-51 era, in particular, was a very difficult time as Lincoln wrestled to retain its uniqueness and quality while meeting modern postwar demands—no easy task for a whole new regime at Ford.

If old Henry's interest in the postwar Lincolns was not perked by his son's untimely passing, then it must have been jarred back by the sudden entry of his 25-year-old grandson, Henry II. Uneasy with the old man and his shenanigans, the Roosevelt administration released Henry II from the Navy in August 1943 to help his grandfather hold the helm.

Poking about in the secret styling studios and engineering lofts, the lad soon learned about the postwar Fords, Mercurys, and Lincolns—and he was impressed. When old Henry heard of his grandson's discoveries, he had Charlie Sorensen dress

Gregorie down. Sheldrick got the axe. These two incidents clearly demonstrated the elder Ford's mind-set at the time. While reluctantly willing to accept the new streamlined styling, the new fangled engineering would have no part in his postwar cars. In fact, he told his production czar, Sorensen, and his bodyguard, Harry Bennett, that after the war there should be "No more Lincoln or Mercury—just the Ford." And according to Henry's new testament, the Ford car should revert back to the stark simplicity of the Model T. The old man's only real interest seemed to be in the proposed Ford light car, which never did see the light of day, except in France.

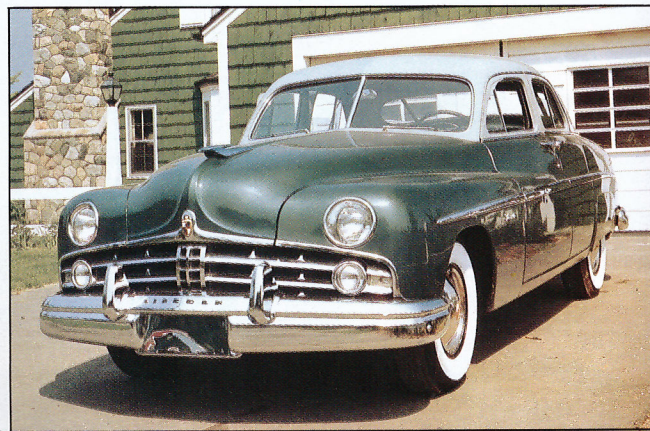
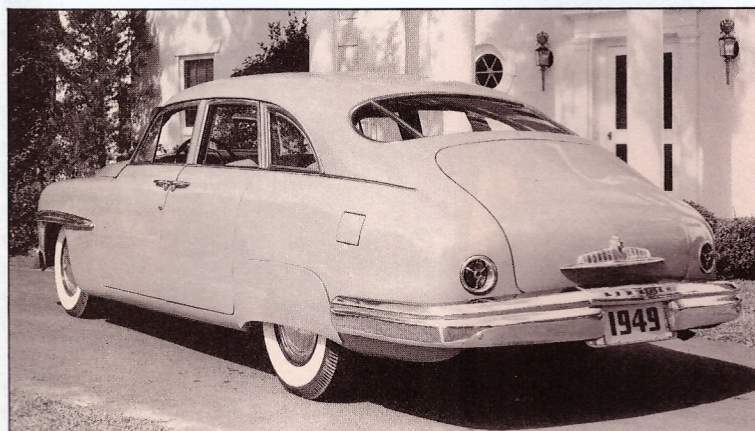
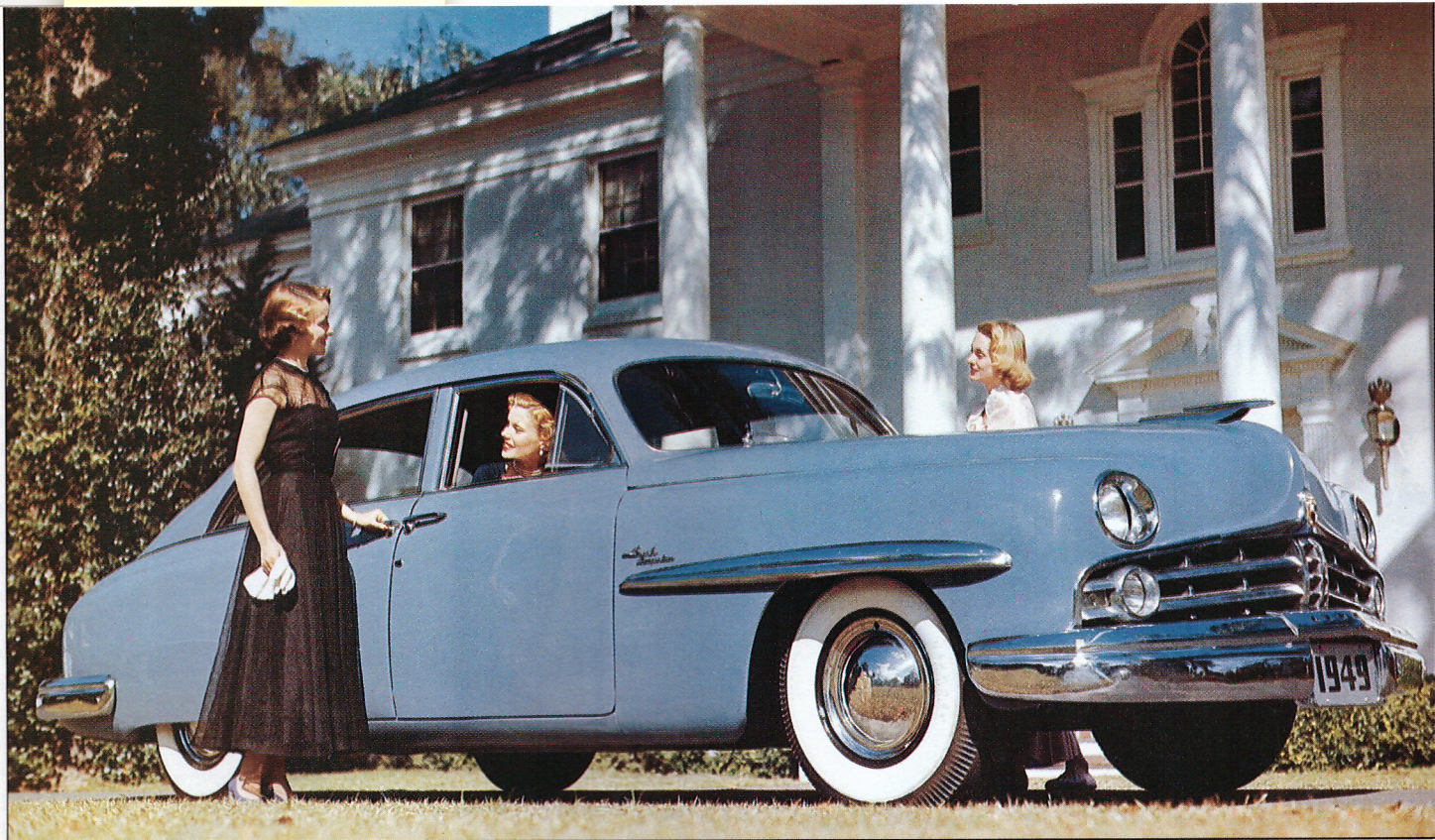
Incredible as it sounds, postwar Lincolns and Mercurys might never have been except for Henry's wife, Clara, and daughter-in-law, Eleanor. Together the Ford women pressured the elder Henry to move young Henry up to the top and to move Sorensen and Bennett out. Evidence suggests that Eleanor even threatened to sell her stock. Perhaps Clara simply threatened to leave the old buzzard.

Henry II was made a vice president soon after the Gregorie-Sheldrick affair and moved to executive vice president in April 1944. He became president in full control in September 1945, and quickly sent Bennett packing. By this time Sorensen was long gone. Old Henry, meanwhile,

This page: At \$3948, the Cosmopolitan soft top (top row) was the flagship of the '49 Lincoln fleet. This prototype Sport Sedan (above left) had "Lincoln" spelled out on the chrome sidespear—not below it as in production (opposite, bottom right). The Cosmopolitan Sport Sedan (above) listed at \$3238. *Opposite page:* The fastback Cosmo Town Sedan (top) also sold for \$3238. This early car (bottom left) lacks the script on the front fenders.

simply faded from the scene, like the proverbial Model T Ford "putt-putting" off into the sunset.

The postwar Lincoln program now moved smoothly ahead under the direction of Henry II, J.R. Davis, Ray R. Rausch, and Mead L. Bricker. In mid-1946, Ernest R. Breech entered the picture to become executive vice president, Henry II's number one man. Breech, a dyed-in-the-wool GM man, came over from Bendix. He cringed at all of Ford's postwar proposals, feeling the cars were too big and heavy to compete successfully against GM. He especially loathed the Lincoln, but realized that development was too far along to be stopped. After a wild inspiration one night, Breech proposed an all-new postwar Ford on a 114-inch wheelbase. Accordingly, the proposed Ford on a 118-inch span became the Mercury, the Mercury on a 121-inch chassis became the Lincoln, while the



Cosmopolitan got a longer 125-inch span. The bigger Continental and limousines, which had not yet even reached the clay stages, were unceremoniously dropped.

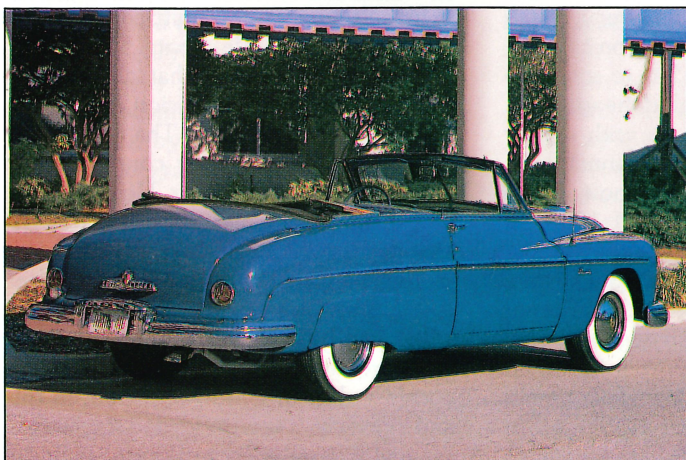
After a series of high level—and presumably high tempered—committee meetings, the V-12 engine was scrapped, so a 160-horsepower V-8 automobile engine program was initiated. In fact, such an engine was already under development for Ford heavy trucks and would be the company's biggest V-8 since the 1932 retirement of the venerable Lincoln 385 V-8. The torsion bar suspension program was tabled, but clearly independent coil front suspension and parallel leaf rear springs would be featured on all forthcoming Ford products, replacing old Henry's beloved horse-and-buggy transverse springs.

The 1949 Lincoln Cosmopolitan basi-

cally evolved as a major facelift of Gregorie's 1943 clay, done under the careful direction of Gregorie himself. The Hoover Sweeper front end was exchanged for a "mustache" design, very much reminiscent of the bottom grille on 1946-48 models. Since it was too late to scrap the tooling for the concealed headlights, management elected to go with deeply sunken headlights, lining the tunnels with stainless steel. This was the most distinguishing characteristic of all 1949-51 Lincolns and "Cosmos"—a sad-eyed, but lovable look. The Lincoln would share the Mercury body, but with different sheetmetal ahead of the cowl. It would also use the Cosmopolitan grille for brand continuity. The Cosmo, meanwhile, would get a one-piece curved windshield, while the Lincoln would make do with Mercury's

two-piece, flat-glass unit. The 160-bhp flathead V-8, which actually came in at 152 horses at 3600 rpm, would be used in both cars.

Lincoln abandoned unitized construction for '49 with little debate. The chassis was a new "K" frame that allowed for independent front suspension, Hotchkiss drive, and hypoid gears. The old torque tube was never seriously considered by anybody but the senior Henry Ford. The engineering objectives were a lower silhouette and Lincoln-Mercury's version of the '49 Ford's much-touted "Midship Ride." A new automatic transmission being developed by Detroit Gear was still not ready in 1946, so Fluid Drive was briefly considered at Breech's suggestion. In the end, however, it was decided to stay with a manual transmission and optional Borg-



Warner overdrive. But since Lincoln's own automatic was delayed, GM's Hydra-Matic was made available in all Lincolns from June 1949 through 1954.

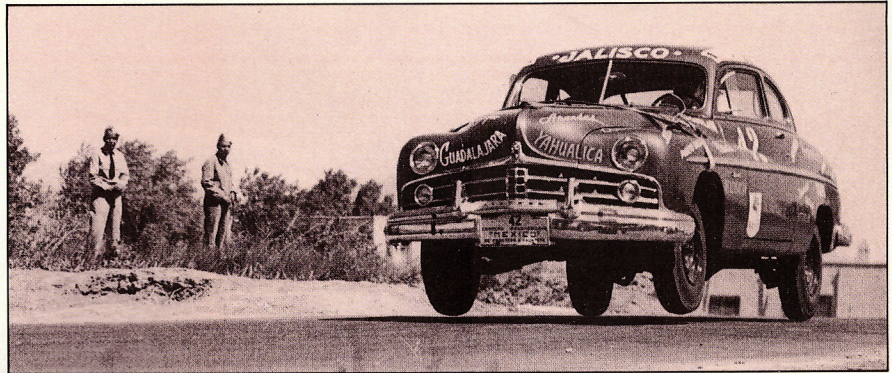
The new 337-cubic-inch 90-degree V-8 was like a breath of fresh air compared to the old V-12. With a three-inch bore and a 4 $\frac{3}{8}$ -inch stroke and a 7.0:1 compression ratio, it developed 265 pounds/feet torque. Introduced only a few months before the revolutionary Cadillac overhead-valve V-8, it quickly became an anachronism because of its flathead configuration, but it was good enough to be continued until the mid-Fifties as the Ford F-8 truck engine (with hydraulic lifters exchanged for solid tappets). The V-12's single-barrel carburetor was traded for a large dual-concentric downdraft unit with an air-cooled fuel chamber. The distributor was placed on top of the engine where it belonged, and the fuel pump was up there, too, although the latter caused some problems. Intake and exhaust porting were rearranged for better breathing and cooling was improved. And a new viscous-type, permanently sealed vibration damper operated in a silicon fluid, but this idea didn't work out at all.

In the beginning the new V-8 was an oil burner. Later on, engineers discovered that the real problem was poor engine balancing, so beginning in late 1950 all engines were balanced in production. The cylinder block was made with more alloy, pistons were fitted with three rings instead of four, and a new vibration damper was developed.

In 1949, interiors achieved the objective of living rooms on wheels with heavy foam seat padding and the finest broadcloths available, but in a limited selection of conservative colors. The instrument panel, a bizarre five-piece unit, housed controls that looked like church organ keys, while the rear doors had unorthodox rear hinging that caused no small amount of problems. The Cosmo's standard hydraulic windows were optional in the Lincoln.

In order to build the new cars, Lincoln modernized completely by installing new machinery and building new assembly plants in St. Louis; Metuchen, New Jersey;

The '49 Lincoln convertible (top and bottom left), seen here in Dresden Blue, was based on the 121-inch wheelbase of the standard Lincoln and weighed in at 4224 pounds. (Owner: Jon Woodhouse). By comparison, the Cosmopolitan ragtop (bottom right) rode a 125-inch span, weighed 200 pounds more, and listed at a towering \$3948, \$832 more than the "little" Lincoln. A total of 1230 Cosmo ragtops were built for '49. (Owner: Alton A. Kunz)



Lincoln Performance 1949-51

While 1949-51 era Lincolns ran a poor eighth against Cadillac, Buick, Oldsmobile, Chrysler, DeSoto, Packard, and Hudson in medium- and high-priced car sales, they were not without their moments in the performance world.

One Harold Kite, piloting a strictly stock '49 Lincoln coupe, won the 1950 Daytona Beach 200-mile stock car race at an average speed of 81.75 mph. He was followed by five more winning Lincolns out of a field of 13 cars. Lincoln won two out of 19 NASCAR events that same year.

Bob Estes, an Inglewood, California, Lincoln-Mercury dealer whose cars were to figure importantly later in the fabled Mexican Road Races, entered a '49 club coupe in the first *Carrera Panamericana*. The car was prepared by Bill Stroppe and Clay Smith, who would later prepare all of the Mexican Road Race Lincolns in their Long Beach, California, shop. They were assisted on that first car by Les Viland, who would soon become a Lincoln hero in his own right. The first Mexican Road Race Lincoln was driven by Johnny Mantz and co-piloted by Stroppe. Incidentally, all of the later Lincolns were sponsored by the factory but entered by various Los Angeles-area Lincoln-Mercury dealers. Mantz led the way to Mexico City where his misfortunes began. He suffered an attack of dysentery but hung in, falling behind the Cadillacs and a dark horse Olds 88 coming up leg by leg. Then Mantz's brakes gave out. Still he maintained fourth place overall until the very last leg, where he used up all of his remaining tires on bad roads and came across the finish line on his brake drums to finish ninth. The Olds, driven by Hershel McGrill, a boy from Portland, won the race.

Of 132 entries in that first Mexican Road Race, 16 were Lincolns or Cosmopolitans. On the first leg, the Guatemalan driver of a '49 Cosmo was killed. Another '49 Cosmo, entered by a couple of senior lovebirds in their seventies, fell out of the race officially but continued on to return to Mexico City

after the finish. There, the elderly couple were married with much press fanfare.

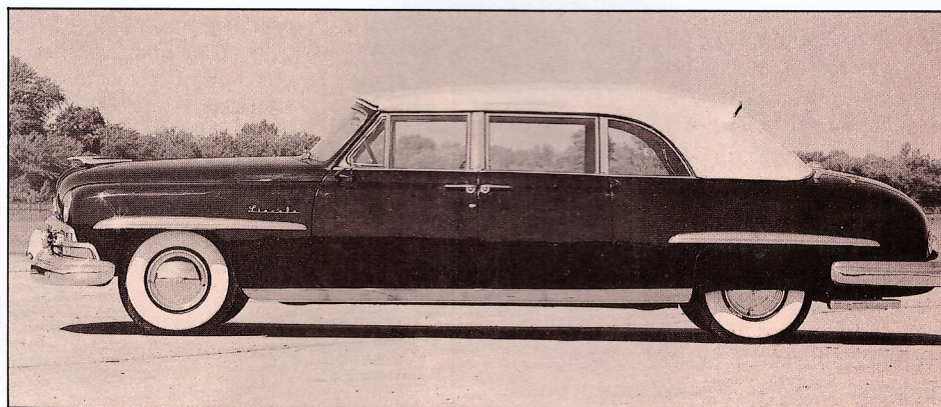
In 1951, Ray Crawford wound up eighth in another Lincoln. Walt Faulkner's Lincoln might have finished very near the top, but it was inadequately prepared. Faulkner, commanding a Lincoln, finished third in 1952 and second in '53. Ray Crawford won in '54, but his Lincoln was not a factory-sponsored car.

Not content with merely road racing, Bob Estes prepared another Lincoln for the 1951 Mobilgas Economy Run from Los Angeles to the Grand Canyon. Driven by Les Viland and co-piloted by Stroppe, this hefty 4100-pound sedan took the Sweepstakes with ease by averaging 25.44 actual mpg and 66.48 ton mpg. Chrysler was furious, demanding that the Lincoln be impounded and torn down by AAA inspectors. Much to Chrysler's disbelief and embarrassment, the Lincoln turned out to be as stock as a parson's Plymouth. The amazing mileage was the result of a standard transmission with overdrive. This setup was also referred to as the "plains" rear end—one that delivered fine economy and performance under high-speed driving conditions on the prairies. However, the car left much to be desired in mountain driving. Viland had a high-altitude carburetor and his driving was simply superb.

Skeptical Griff Borgeson attempted to duplicate the Mobilgas results for *Motor Trend*. "Could a heavy car like the Lincoln, geared so high, actually get out of its own way?" he asked his readers. Estes handed him an identical car, the one used for practice. Making the same run to the south rim of the Grand Canyon, his figures tallied pretty close to Viland's. Top speed neared 100. Upon returning the car to Estes, MT waxed enthusiastically to its readers: "After almost a thousand miles of driving the machine through traffic, deserts, mountains, at every speed and under every road condition, it became apparent that the Lincoln is one of the best cars on the market today, in every way," but lamented, "...there is not the consuming demand for them on the used car market...." Borgeson's words still ring true after nearly 40 years.



After setting a production record of 73,507 units for '49, Lincoln breezed into 1950 with a mild facelift, the revised and squared-up grille (*above*) being the major change. From the rear (*opposite, top*), a narrower decklid medallion was seen. The rear doors opened "suicide" style, exposing a large, roomy interior upholstered in the finest fabrics (*opposite, bottom left*). The \$3240 Cosmo Sport Sedan, here in Mallard Green, saw a production run of 8341 units. (Owner: Robert Shulick) The \$3187 Cosmo coupe (*opposite, bottom right*) was far rarer: 1824 built. Note the Cosmopolitan nameplate on the lower front fender. The U.S. Secret Service took delivery of 10 stretched '50 Cosmos (*right*).



and Los Angeles. At the same time, an extensive network of Lincoln-Mercury dealers was set up to meet the anticipated demand.

The 1949 body styles that ultimately emerged were a Lincoln club coupe, four-door Sport Sedan, and convertible, plus four Cosmopolitans: two-door sedan, two four-doors (notchback Sport Sedan and fastback Town Sedan), and convertible. The last came the closest to what a '49 Continental might have been. Retired Ford stylist, Bob Thomas, recalls a 1947 exercise in making a '49 Continental ragtop without a spare tire. In 1945, stylist Bill Schmidt had proposed a '49 Continental cabriolet with a Nash-like front end, not a bad looking car actually. In 1947, another Ford

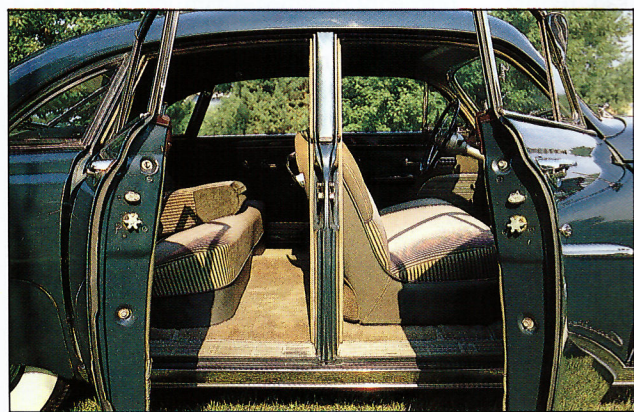
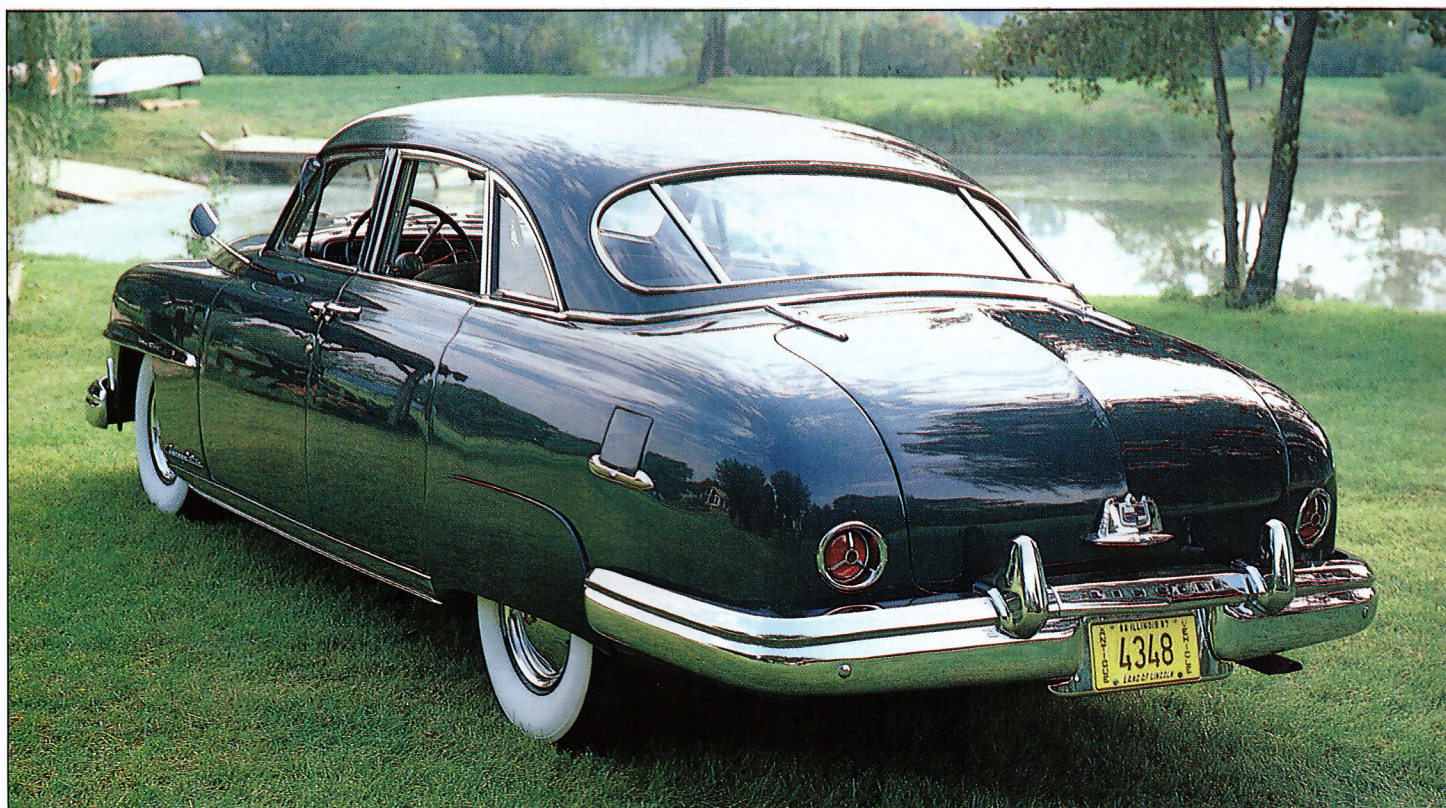
stylist, Wes Dahlberg (who would later do the '72 Continental Mark IV) made a beautiful airbrush rendering of a '49 Continental coupe along traditional lines.

These three efforts were about as far into the future as the Continental ever got at the time. One reason was that the buffalo (or bathtub) look of the '49 Cosmo didn't easily lend itself to the Continental look. But the overriding reason for discontinuing the marque was that Ford Motor Company lacked both the financial resources and top management interest to explore further possibilities. Carried as a loss leader from 1946 through early '48, the Lincoln Continental died quietly with the coming of the '49s.

By July 1946, two Cosmopolitan pro-

totypes had been built. By fall, three or four more were on the Dearborn test track. Prototypes were also tested all over the U.S. and Canada, including Ford's Arizona proving grounds.

A separate Lincoln Division had already been formed in 1945, and was then made into the Lincoln-Mercury Division in 1947. Lincoln's chief engineer, Frank Johnson, retired in 1947 and was replaced by Earle S. MacPherson, who came on board from Chevrolet. Ford's overall chief engineer was Harold T. Youngren, another GM transplant. These men were followed by a chorus of GM engineers, product planners, and stylists, none of whom had much faith in Gregorie's Lincoln. William M. (Bill) Schmidt, already with Ford, was named



Lincoln-Mercury's first chief stylist. Given his choice of Ford studios, he picked the big cars. His first assignment was to facelift the '49 design for 1950 and '51. Gregorie had already exited after George Walker's outside styling studio proposal was accepted for the '49 Ford. It was, however, a polite exit. Gregorie simply wanted to go back to designing boats—which he had been doing all along at Ford.

The '49 Lincoln and Cosmopolitan bowed on April 22, 1948. Mercury followed a week later, but the '49 Ford didn't make its entrance until the end of June. While there was hardly a stampede to the showrooms, Lincoln dealers were pleased as early sales were measurably higher than 1947-48. (Lincolns were about the only

cars in those years that didn't have long waiting lists.) The press was favorably impressed, too, but hardly awed. The Lincolns and Mercurys were the expected, the industry norm. The Ford was the unexpected car—Ernie Breech had made a wise decision in keeping it smaller and lighter.

Lincoln advertised the new '49s as "Fine Cars without a Compromise," emphasizing that they came in two price ranges. "Nothing could be Finer—or Newer!" exclaimed one ad. Styling, as might be expected, was touted: "You will recognize instantly how truly advanced is their styling. They have a new, massive, broad-beauty about them. In every low, close-to-the-road line, there's promise of fleet

smoothness." Also hyped was how the new spring suspension cradled passengers in the "comfort zone' ahead of the axle." The luxurious interiors were, of course, done in "perfect, timeless taste."

In writing for *Mechanix Illustrated*, Tom McCahill said the new Lincoln was the first American stock car in more than a decade to crack 100 mph. Stating that with overdrive it was the fastest car since the '37 Cord, he clocked an overdrive-equipped Lincoln at 102.5 mph and the bigger Cosmo at 102. His 0-60 times were less impressive: 15 seconds for the Lincoln and 17 for the Cosmo. Where the 1949-51 Lincolns really shone was on the open road: fast, comfortable, surprisingly economical, and capable of racking up extremely high

The bathtub design of the '49 Lincoln and the facelifted 1950-51 models quickly looked outdated to contemporary eyes. The lack of a hardtop and an overhead-valve V-8 didn't help sales, either.

mileages with excellent reliability.

Still, by July 1948 some defects on the early cars had begun to surface. The floorboard screws were too long, thus hitting the transmission case, and the fuel pump scraped against the firewall. Likewise, the hydraulic window cylinders were coming loose, adding to the clatter. Hardware rattled everywhere and the handbrake didn't hold properly. Topping it all off were many of the same leakage problems as with the '49 Ford (*CA*, February 1988): Dust and water came through the trunk and doors and water came in around the windows. All of these

problems were addressed before 1949 ended, but even with the early and faulty models the car was quite a sales success during its 17-month production run.

Output for '49 reached 73,507 units, a Lincoln record that went unbroken until 1972! The breakdown was 38,384 Lincolns plus 35,123 Cosmopolitans. The Cosmo breakdown was 7685 two-doors, 7302 Town Sedans, 18,906 Sport Sedans, and 1230 convertibles. Prices ranged from a low of \$2527 for the Lincoln club coupe to a high of \$3,948 for the Cosmo ragtop. Skirts were optional on the Lincoln, standard on the Cosmo, while overdrive was an extra on all models—and highly recommended.

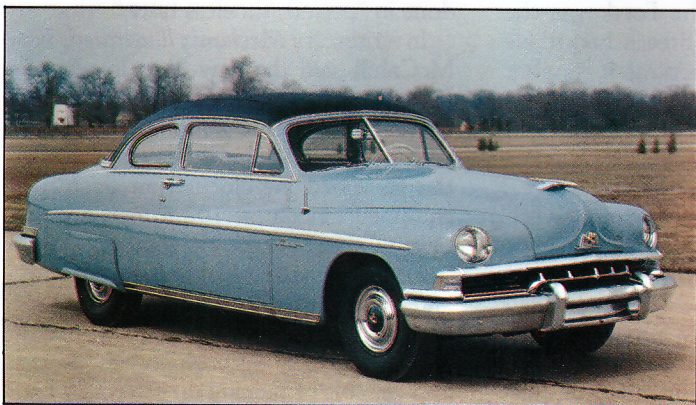
By January 1949, Bill Schmidt and his crew were hard at work on the '50 facelift. The first thing to go was the sad, toothy grille, although the sunken eyes were retained, as were the unique "airfoils" above the Cosmo's front wheelwells. The '50 grille

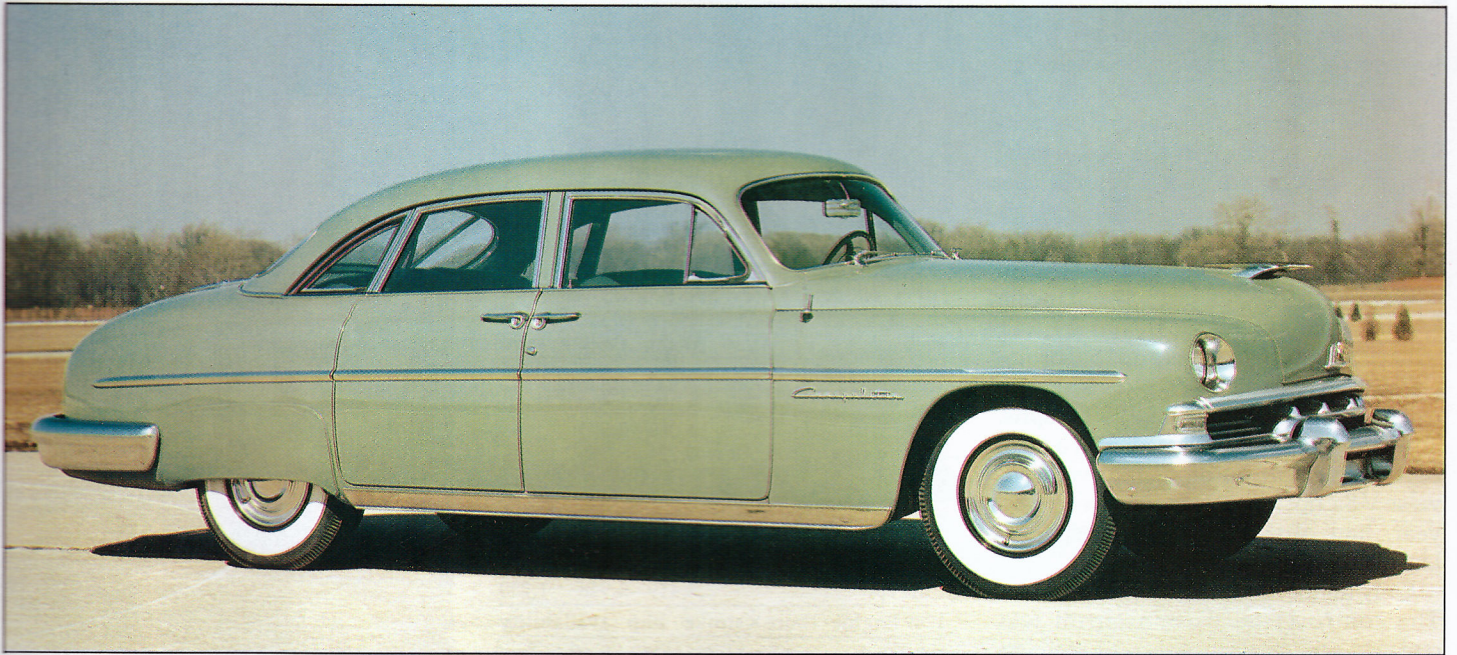
was mostly stainless steel; the '49 unit had been all pot metal. The funny round parking lights were replaced by rectangular units at the outer ends. The Byzantine instrument panel was thrown out in favor of a beautiful one-piece unit, walnut-grained in Cosmo sedans, in which all of the instruments resided under a single sheet of clear plastic.

Minor mechanical upgrades included easier and surer steering; a better carburetor, automatic choke, and spark control; and a slightly heavier frame. Improvements in the engine block, discussed earlier, did not come until the end of the model year. GM's Hydra-Matic, designed to Lincoln's own specifications, first became available in June 1949 and went into more than 50 percent of 1950 output.

Two models disappeared for 1950, the Lincoln convertible, which management felt was competing with the Mercury, and the fastback Town Sedan, which was outsold by the notchback Sport Sedan by nearly three to one. Added at midyear were the now almost-forgotten Cosmopolitan Capri two-door sedan and Lincoln Lido club coupe. These splashy—and hurriedly designed—trim jobs came as a partial response to GM's stylish new hardtops. In lieu of true hardtop construction, the Capri and Lido sported vinyl

Lacking a hardtop, Lincoln dolled up its coupes with a vinyl roof and deluxe interiors. The \$3350 Cosmopolitan Capri (*top row*) cost \$221 more than the regular coupe. Note the lack of the front fender chrome "wing" on the early '51 (*right*). The \$2702 Lincoln-based Lido (*bottom row*) sold at a \$197 premium.





tops and brightly decorated interiors. On the Capri, the front fender airfoil was repeated over the rear wheelwell. While never popular sellers, both of these offbeat models were continued through 1951 because Lincoln-Mercury wouldn't have true hardtops until '52.

Even less known than the Lido and

Capri were the Cosmopolitan sedans with Derham treatment: filled rear quarter windows, small oval rear window, and fabric-covered top. In March 1950, 10 stretched Lincoln Cosmopolitan sedans (limousines) were delivered to the U.S. Secret Service. Nine were closed models, but one was the famous bubbletop con-

The '51 Lincoln sported a new grille with fewer teeth, plus revised taillights and reshuffled trim. The Cosmopolitan also traded its front wheelwell "eyebrows" for a full-length sidespear. The \$3182 Sport Sedan (*above*) saw output rise 47 percent to 12,229 units. Though the Cosmo soft top enjoyed a 60-percent increase, output was a meager 857 units. (Owner: Stephen M. McCarthy)



vertible that carried Presidents Truman, Eisenhower, and Kennedy until 1961. The bubbletop replaced a special Secret Service '49 Lincoln convertible parade car that had been used extensively by President Truman. In addition to the presidential fleet, nine more limos were built for official Ford Motor Company use at various plants throughout the country, bringing the total number of cars to 19—all built by Henney.

Output for 1950 came to 5748 Lincoln coupes (including Lidos) and 11,741 sedans. Added to that were 1315 Cosmopolitan two-doors, 8341 sedans, and a paltry 536 convertibles and 509 Capris. Total 1950 production ended up at a mere 28,190 units. GM hardtops and overhead-valve V-8s, not to mention a shorter model year, had obviously sliced deep into Lincoln's new territory.

Only minor facelifting marked the '51s. The controversial Cosmo airfoil was replaced with a clean sweep of stainless and the sunken-eye headlights were set further apart. At the same time, the bumpers were made noticeably cleaner and the grille was subtly changed. The fine wood-graining on the Cosmopolitan instrument panel gave way to paints that matched exterior colors.

The Mercury-based Lincoln was more obviously changed because it carried the '51 Mercury's squared-up rear fenders, which some thought did nothing for the style. A further detraction was a "zigzag" sweep of stainless steel following the fender lines. However, some 1951 Lincolns retained the clean, straight sweep seen on the 1949-50 models, these being built early in the model run. Largely because of engine improvements that cut down on friction (starting with the late '50 models), the '51 horsepower rating edged up to 154.

Sales for '51 improved slightly above 1950 levels as production rose to 32,574 units. This included 4482 Lincoln club coupes and Lidos and 12,279 sedans. Among the big Cosmos, output was 12,229 four-door sedans, 1476 two-doors, 1251 Capris, and 857 convertibles.

The 1949-51 generation of Lincolns/Cosmopolitans never became hot cars as did Fifties Fords and Thunderbirds—or even lukewarm cars like the 1952-57 Lincolns. Because of their pregnant styling and hulking flathead V-8, they were quickly relegated to the backs of used car lots and are now at the back of the collector car pack. For shame. These are fast, durable, reasonably economical cars, and loads of fun to drive. But like Rodney Dangerfield, they have been "getting no respect" for years.

Club for 1949-51 Lincoln Loyalists

Lincoln and Continental Owners Club
P.O. Box 549
Nogales, AZ 85628
Telephone: (602) 281-8193
Recognizes all Lincolns and Continentals.

1949-51 Lincoln Models, Prices, and Production

1949		Wght	Price	Prod
9EL (wb 121.0)—38,384 built				
cpe		3,959	2,527	—
Sport Sedan 4d		4,009	2,575	—
conv cpe		4,224	3,116	—

9EH Cosmopolitan (wb 125.5)—35,123 built				
cpe		4,194	3,186	7,685
Sport Sedan 4d		4,259	3,238	18,906
Town Sedan 4d		4,274	3,238	7,302
conv cpe		4,419	3,948	1,230

1949 Engine	bore x stroke	bhp	availability
V8, 336.7	3.50 x 4.38	152	S-all

1950		Wght	Price	Prod
0EL (wb 121.0)				
L-72 cpe		4,090	2,529	5,748
L-72C Lido cpe		4,145	2,721	
L-74 Sport Sedan 4d		4,115	2,576	11,741

0EH Cosmopolitan (wb 125.0)				
H-72 cpe		4,375	3,187	1,824
H-72C Capri cpe		4,385	3,406	
H-74 Sport Sedan 4d		4,410	3,240	8,341
H-76 conv cpe		4,640	3,950	536

1950 Engine	bore x stroke	bhp	availability
V8, 336.7	3.50 x 4.38	152	S-all

1951		Wght	Price	Prod
1EL (wb 121.0)				
L-72B cpe		4,065	2,505	4,462
L-72C Lido cpe		4,100	2,701	
L-74 Sport Sedan 4d		4,130	2,553	12,279

1EH Cosmopolitan (wb 125.0)				
H-72B cpe		4,340	3,129	2,727
H-72C Capri cpe		4,360	3,350	
H-74 Sport Sedan 4d		4,415	3,182	12,229
H-76 conv cpe		4,615	3,891	857

1951 Engine	bore x stroke	bhp	availability
V8, 336.7	3.50 x 4.38	154	S-all

As in 1949-50, the Cosmopolitan convertible (top and far right) was the top-of-the-line Lincoln offering in 1951. It retailed at \$3891, which was actually \$57 less than in 1949. It also weighed 4615 pounds, nearly 200 more than two years earlier. The 336.7-cid flathead V-8 (right) developed 154 horsepower, up two from 1949-50 due mainly to a reduction of internal friction. This engine was derived from a Ford heavy-duty truck engine, and although Lincoln would switch to a new overhead-valve V-8 for 1952, the flathead would see truck duty for several more years. (Owners: Cal and Nancy Beauregard)

