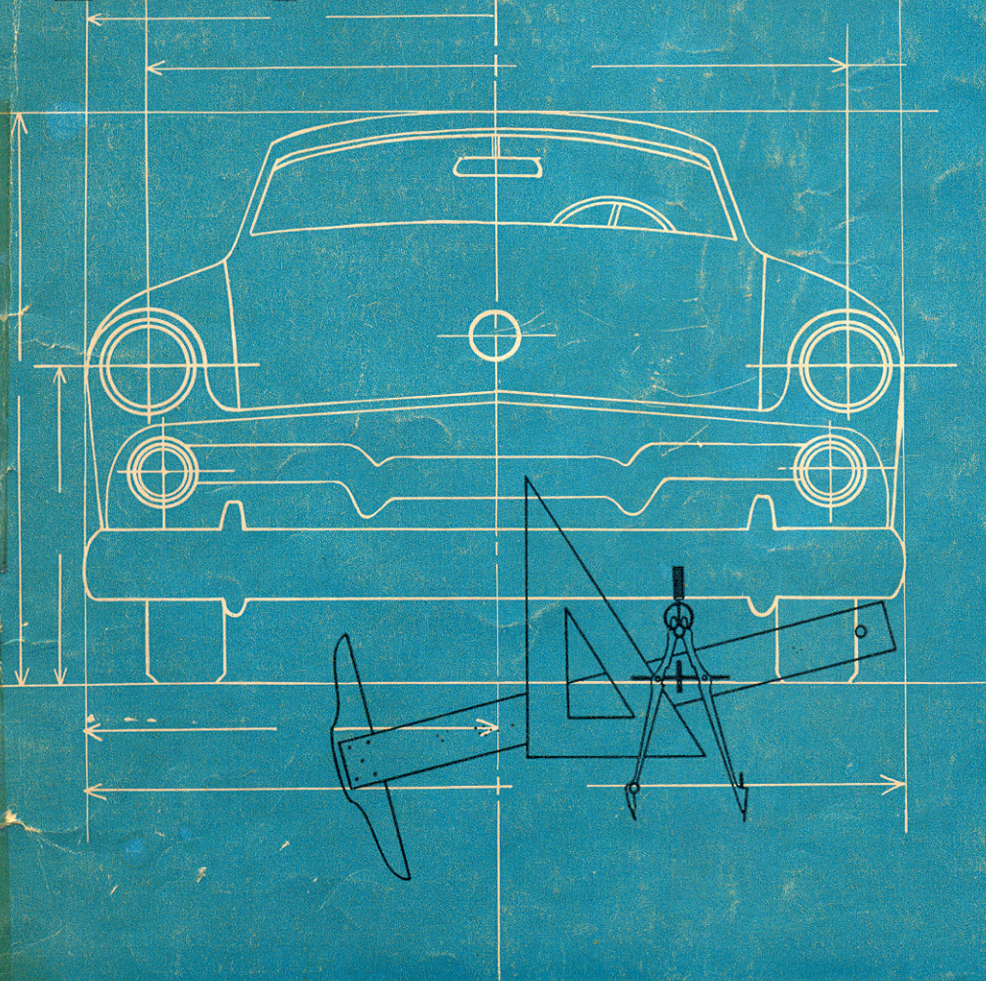


# MOTOR *Life*

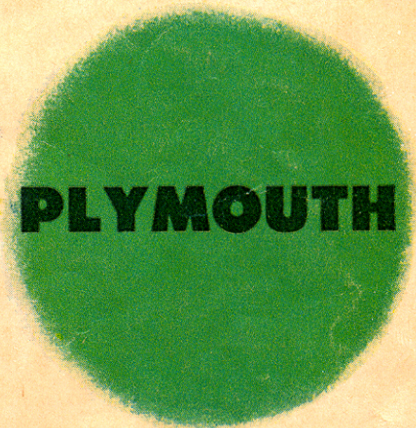
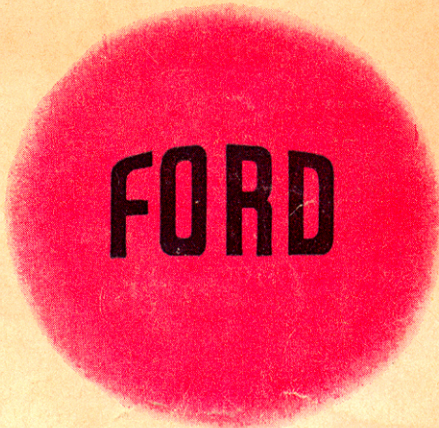


THE MAGAZINE OF AMERICAN MOTORING

## 1955 ROAD TESTS

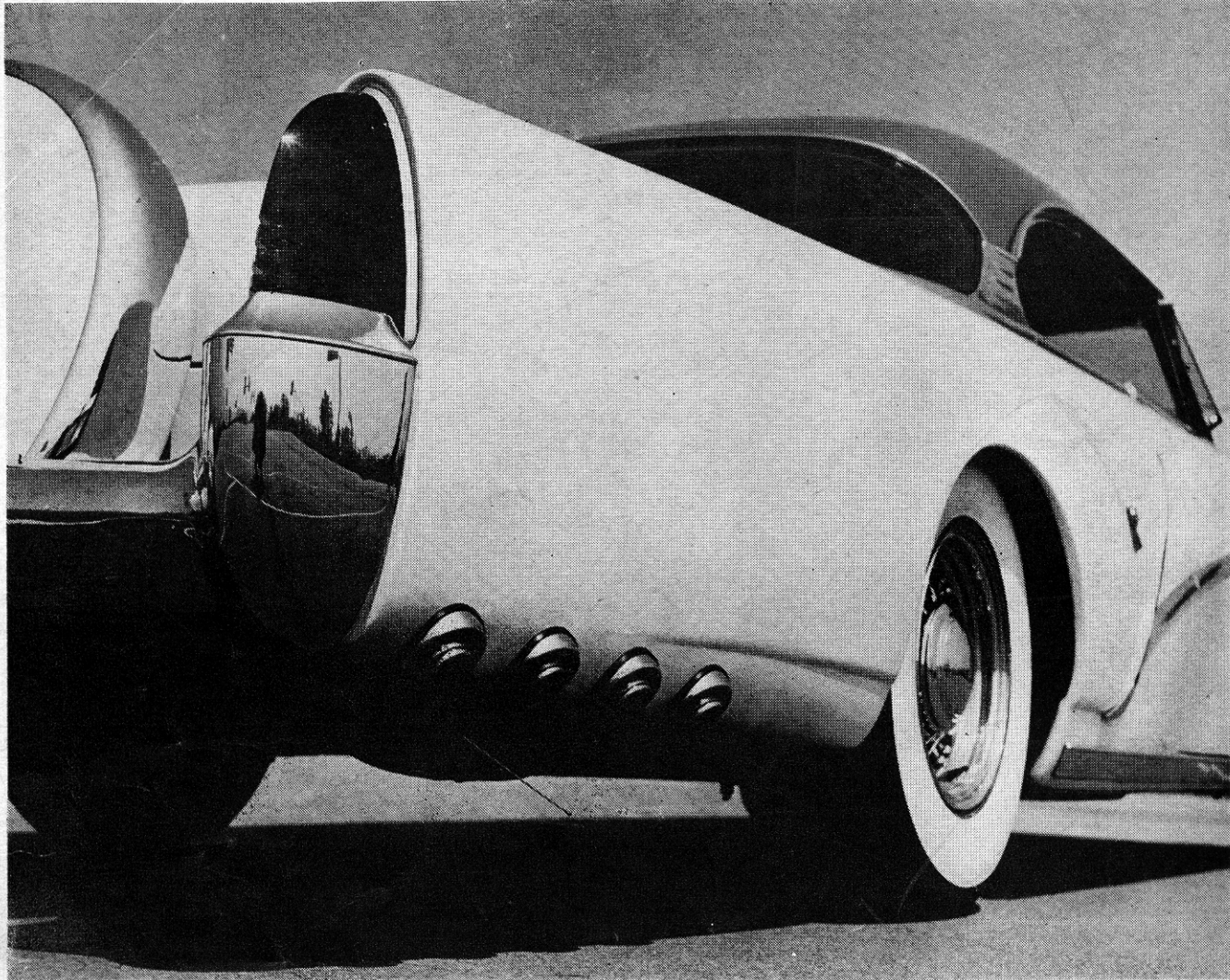


### FIRST REPORT!



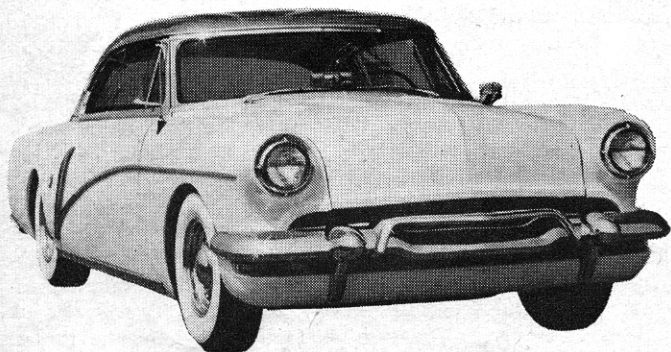
### BRAKES ON THE MODERN CAR •

Roger  
Huntington



*Most startling effect is the rear overhang. Fenders were extended twelve inches to encompass spare. Note exhausts.*

# *custom capri*



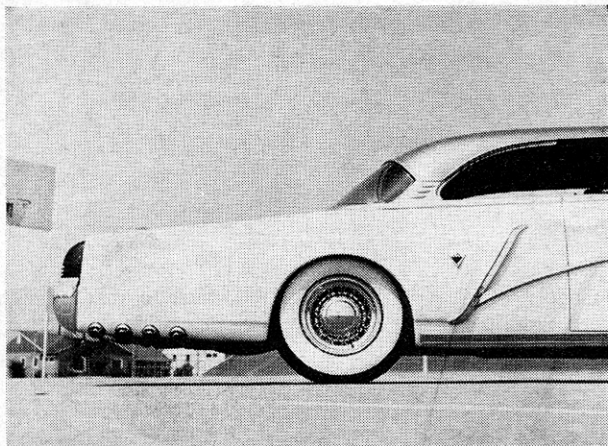
*Front grille-bumper assembly was cut, lower portion recessed three inches and painted. Kaiser grille bar was added in 1953.*

ONE OF the wealthiest subjects for Broadway play material has always been the life of Abraham Lincoln, the 16th President of the United States.

And in the world of customized automobiles, one of the cars with the greatest customizing potential has been Lincoln. It's a very rare occurrence, however, when a redone Lincoln ever gets beyond the "second act" or the original customizing. But the Lincoln on these pages has been done in three acts so far, may go further.

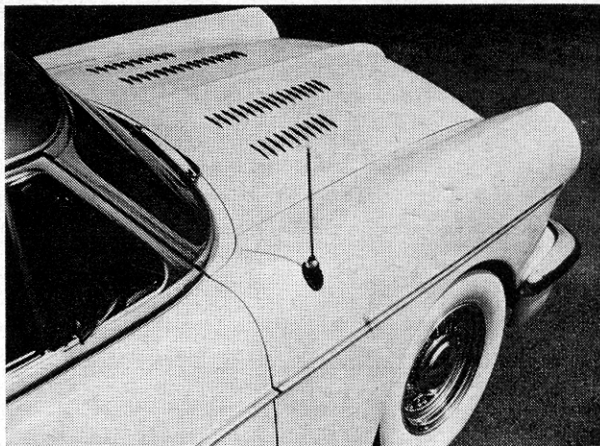
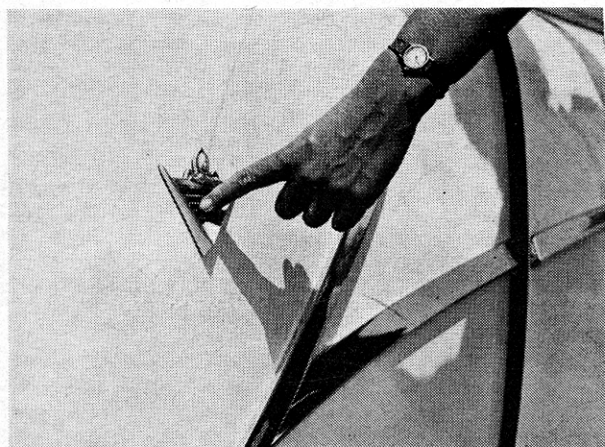
The first act, of course, was the pristine line and paint job of the stock Lincoln Capri. The "stock" look has been so successful for Lincoln that no major changes for '55 are planned.

The second act started when California's Ina Mae Overman brought that Lincoln Capri to Burbank's Valley Custom Shop for restyling in line with some very definite



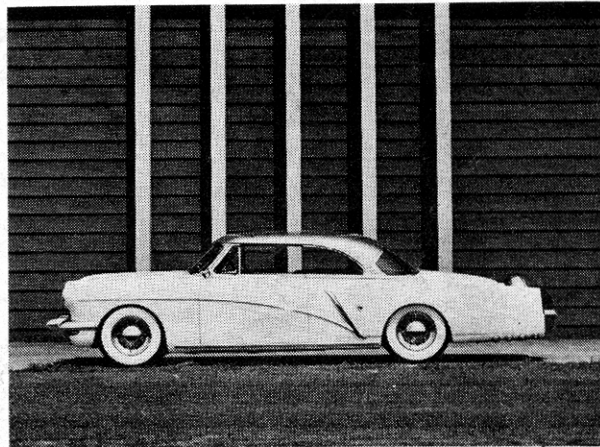
*Sweep-spear-type chrome molding was added. Diagonal chrome strip leads into a fake airscoop for rear brake "cooling."*

*In 1954 version, stock Lincoln door handles were removed and replaced with electric solenoid controls in insignia.*



*Although the hood had been "cleaned" last year, owner asked for louvers in 1954. Paint job features white body, gold top.*

*Customized Lincoln Capri receives annual reworking. This year's changes include wheel cutouts, new chrome, new paint.*



## act 3

ideas sketched by that owner. (See November, 1953, HOP UP). During that restyling stage, the Capri was nosed and decked, the bottom portion of the Lincoln grille-bumper assembly was cut, recessed three inches and painted and a Kaiser grille bar was added. Original rear fender chrome strips were removed and replaced with fake brake-cooling airscoops and the rear fenders, themselves, were extended twelve inches to encompass a continental kit addition. Each of the dual exhaust lines was split into four branch tips leading out of the fender bottoms through chrome rings.

That was Act II and the owner drove the revitalized Lincoln Capri for a year before she began to muse over new additions and returned the Lincoln to the Valley Custom shop.

Opening of act three in this particular Lincoln's life

*Photos by Spence*

features completely radiused wheel cutouts, both front and rear. The hood has been louvered in four strips, side chrome molding was removed and replaced with a sweep-spear-type molding.

In addition, stock Lincoln door handles were removed this year and the holes were filled and smoothed. Doors now operate from electric solenoids, the door opening controls operated by depressing a push button hidden in the middle of the new Lincoln insignia on the rear fender.

Valley Custom shop finished off the third act of this Lincoln's life with a pure white paint job. The top section of the car remains the same gold as the previous version. In that appearance, the body was a bright red. Originally, in the "stock" days, the car had been two-tone yellow with a black top.

Lincoln in three acts. Next year, probably act four. •

# MOTOR

FEBRUARY 1957  
25c

# Life



**SPECIAL REPORT:**  
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