



1954 Lincoln La Carrera Panamericana Racecar

This car ran the La Carrera Panamericana 11 times. 1998-'99 with previous owner. Acquired in 2002 from Loyal Truesdale (American promoter of the re-established La Carrera Panamericana), the current owner ran his first race in 2005 and a total of 9 times with its last race in 2015. From the 11 races it ran, only 1 DNF (60% typical attrition rate). Note: The 6571 mile graphic on the front, was the total mileage driving to and from the race back to home.

Short history: Acquired by the current owner as a tired, but rust free race car, he and his partner went through the car over the next 3 years and ran their first race in 2005. Each year, they would implement changes to improve the car and go through all components to ensure it was ready to race again. Was driven regularly during the years with nearly 250,000 miles put on by the current owner. Even though it has not raced since 2015, it has recently been driven in multi-day rally events. The car has been built to be bullet proof and comfortable to do any endurance racing. It would be a welcome addition to virtually any rally worldwide.

Mechanical specifications: Much trial and error over the years, continuous improvement. Research into what the old Lincoln hot rodders used back in the day.

- 341 Lincoln Y-block (Same as the '53+54 Lincolns that took 1-4th each year in the stock class)
 - Engine rebuilt and installed in 2013, only 2 races on the engine, approximately 20k miles
- 368 ECU turnpike police cruiser heads (higher HP)
- 331 truck intake manifold (better low end torque)
- Edlebrock 600CFM 4-barrel carb
- Lightened pistons and connecting rods
- Clay Smith cams
- Custom headers into a cross pipe w/oxygen sensor
 - Assists in setting up the needles in the carb for different altitude
- Approximately 300hp
- Hurst shifter
- 700R (5-speed?) automatic transmission
- Torque convertor
- 1967 Ford Thunderbird 9" rear-end
- Late model Ford Explorer aluminum radiator, electric fan
- Pertronix electric ignition
- Distributor rebuilt to electronic, keeping stock look



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Braking & Suspension:

- Late model Ford Bronco master cylinder (heat shielded in the engine bay)
- Disc brakes all around
 - 1997 Ford Bronco front rotors and discs
 - Ford Mustang rear rotors and discs
- Truck springs and spring leafs rear to lower car 3"
- Fox aluminum racing shocks (also installed in 2013, 2 races on them)
- 1 3/4" front sway bar
- Chevy Suburban rear sway bar
- Kept the original '53-54 years only front A-arm suspension
- All bushings, etc redone in 2013.
- Period steel wheels 15x7" front, 15x6" rear

Safety Equipment: (All built to FIA standards for La Carrera Panamericana)

- Seats & safety belts not to current FIA standards for La Carrera Panamericana, fine for other events
- Fire suppression system (engine bay, passenger compartment and trunk)
- Full rollcage
- 25 gallon fuel cell (low mounted in trunk)

Interior:

- Original dash w/modern gauges underneath
- Brand new old stock Sekurit windshield (very tough to find)
- Vintage cool chest behind seats
- Center arm rest for carrying items (cooler built-in as well)
- Garmin GPS unit (special hikers unit, more accurate for Mexican topography) excellent for time/distance, topspeed, etc...

Exterior:

- 1956 Oldsmobile headlight buckets frenched in
- Peaked hood and fenders
- Custom louvers in hood
- Door handles and trunk latch shaved