

THE LYNX PROJECT

MANUAL

(July 2007)

General Introduction: Lynx Production and Display History

Once the overall outline for the three Lynx prototypes were generally defined in early 1963, it was time for Lincoln-Mercury General Manager Benjamin D. Mills to put those plans into action. In early May 1963, Mills met with Dearborn Steel Tubing (DST) head Andy Hotton to discuss the general scope and detail of the nascent Lincoln-Mercury concept car program, by then underway for about 14 months. Mills talked with Hotton about carrying out the preliminary mechanical and bodywork tasks necessary to modify three V8-powered, pre-production 1964 Comet Caliente convertibles in anticipation of dramatic coach work at the famed Italian carrozzeria, Bertone. DST had a strong reputation for fearless craftsmanship (it had just completed the Thunderbird Italien for the Ford Custom Car Caravan), and was known for its vigorous protection of design studio projects from competitors. The combination of high skill and confidentiality was very attractive to Mills since his project had to be concealed not only from possible competitors, but from inter-Division snooping within Ford as well. Mills correctly decided that DST was the shop to take on the tasks of not only largely disassembling the factory vehicles, but also doing the required initial engineering and basic body reconfiguration on the three Comets prior to shipment to Bertone for special Italian coach work. The revolutionary plan to build three differently-configured versions of the concept cars design within a tight time frame required an experienced, fully-staffed shop to handle the initial work quickly and well.

DST was chosen for another reason as well: the independent shop's had ample experience doing high-performance engine and chassis work, and was called upon to configure the three "program" prototypes. As an example of the adventurousness of the entire Lynx program – which was such a contrast to the public perception of a purveyor of conservative cars - the first prototype took some genuine risks: Mills' plans for the power plant of the first prototype would certainly require those skills. Mills had in mind the construction of a McCullough supercharged version of the inline corporate six cylinder engine (christened the "Super Six") that powered the base models of compact Ford and Mercury-Division cars. Though the small inline, prosaic engine was obviously not intended for a high-power configuration, Mills' vision changed that: The Super Six featured loads of speed equipment, and was tilted on its side to fit it under the dramatically sloping hood featured on the concept car design. The engine was fitted with a supercharger pressurizing an Autolite 4100-series 4-barrel carb sitting atop a custom-built intake manifold to provide plenty of horsepower and torque for enthusiastic driving.

Other changes included building a modified oil pan and pickup, designing and fabricating the brackets to place the McCullough supercharger lower on the passenger side of the engine, fabricating a unique "Super Six"- script valve cover, and constructing all the specially-fabricated brackets and braces for this most-unusual

engine. This experimental “show” engine was planned to give the admiring public the sense that the Lincoln-Mercury Division was thinking of spirited performance by its presentation of a fully-functional, high-performance, small displacement inline engine. To expedite the creation of the special powerplant, Hotton retained Ak Miller, the Ford Division’s performance advisor who was, by then, also well known for his performance work on the corporate small six. Mills retained Miller to design and fabricate the specially-constructed engine that would be coupled to Ford’s version of the Borg-Warner T-10 4-speed. The design drawings were detailed enough (thanks to Miller’s advise and mechanical acumen) to permit Hotton’s crews to correctly anticipate the interference between the dramatically sloping hood of the first prototype and the front of the engine – just where possible interference might occur.

Because of the radical ‘Super Six’ engine, and given the political climate at Ford Motor Company at the time the Lynx prototypes were being built, Mills pressed both Hotton and Miller about the need for absolute confidentiality on the L-M Division project, a point Hotton acknowledged (though it placed DST in an interesting and risky position because of its on-going work for the Ford Division). Hotton and Miller assured the Lincoln-Mercury chief that the work could be done well, in strict confidentiality, and on time; even though the pledge of confidentiality threatened their relationship with the Ford Division. .

During the development of the special engine, other equally-crucial aspects of the project were underway. Bodywork was the most visual and probably the most important aspect of Mills’ Lynx concept car program. Despite the extensive development work on the *Lynx* vehicles, Mills knew in June of 1963 that the preliminary fastback roof design from his design staff was the least satisfying styling aspect of the cars. Though a lot of effort (initially influenced by the roof of the Ford Division’s *Allegro* X-Car) had been directed to create a graceful roof design that would match the adventurous design of the rest of the car, every proposal was ultimately unsatisfactory (and some were truly awful); Mills knew that a breakthrough had to happen, and soon. During one on-site discussion with Hotton about how to plan the preliminary construction work of the three Lynx prototypes, the Lincoln-Mercury Division chief saw, near the door to the shop, an intriguing, still-unfinished fastback fitted with a swept-back, clearly European-influenced roof line. Mills learned that the car was loosely based (very loosely, as it turned out) on a relatively well-finished (from a styling, if not a construction, basis) “proof of concept” in-house styling studio design studies of the proposed Mustang convertible, and to Mills’ surprise had escaped the design studio, and had been transferred to Hotton. The beautiful roof design, successfully influenced by the Ford Division’s *Allegro*, entirely satisfied Mills’ objectives – it was delicate and could be integrated into the finned rear quarter panels of the Lynx design.

The creation of the Vivace, as Hotton called it, was eventful, and was based upon Hotton’s personal interest in the Mustang that developed, at the time he was closely involved with the Ford Division. Interested in restyling the then still-to-be-produced Mustang pony car, Hotton asked about the disposition of that early, metal styling study of the forthcoming Mustang convertible he saw sitting in the studio. As his designs gelled, Hotton sensed an opportunity to fulfill his years-long desire to create a lithe fastback coupe for his personal use that would avoid the production-compromised design elements then emerging from the Ford styling studio. His initial roof design matured as he studied the Ford drawings to the Thunderbird Italien then under construction in the shop at the same time. Aware of the nascent Ford Custom Car Caravan, Hotton came to the realization that his restyled Mustang might find a place in that remarkable Ford promotional campaigns in which Ford-themed, if not explicitly Ford-based, vehicles would be campaigned across the United States as part of the corporate effort to capture the imagination of a young, custom-and-performance minded, audience.

Surprisingly, the Ford studio head (undoubtedly, with the tacit approval of Bordinat) offered the car to Hotton but disclosed to him that the mule was only crudely tacked together and lacked some structural elements in the body that would be necessary to creating a road-worthy car – the connection between the sheetmetal and the Falcon unibody was tenuous at best, and had to be completed. Hotton enthusiastically accepted the offer, and made arrangements to have the vehicle towed

to DST. Upon arrival, Hotton examined the car and started to seriously sketch the car that he wanted to build based on the genuinely crude car that sat before him. And the design chief was right: The car needed a lot of work since it was crudely assembled in the design study to only test out design elements and finishing schemes.

The first thing Hotton did on the Vivace was to weld seams and stabilize the metal body built from Kirksite tooling – low-production metal shaping dies used to create and test out prototype production parts (which were not production quality, but could be used for non-production based concept cars). The body also was also only tenuously attached to the Falcon platform and further work (including completing the inner body structural shapes) was required to stabilize the basic body structure. The lack of a roof made things unstable, but that problem was resolved when Hotton started on the restyling work. Hotton continued his work and restyled the car to satisfy his own objectives with changes that included the design of a lovely fastback roof (loosely based on the pending production Mustang 2+2 Mustang fastback design that was largely finalized in the near final production date in December of 1963, a full-width and integrated front grille-and-headlight set up (where Marchal headlights were placed behind a rotating grille section framed by a front bumper), a wall-to-wall taillight integrated with a dropped rear deck which eliminated the trunk, enlarged and raised wheel wells, restyled doors (entirely different door outline) and other details. To anyone paying attention, Hooton had undertaken and completed an aggressively restyled production Mustang which effort presaged his pending work on the Lynx prototypes. With the basic body integrity achieved, Hotton modified the shock towers to accommodate a Thunderbird 390 tri-power engine (which engineering work would later prove very useful when Ford ordered the construction of the Fairlane Thunderbolt drag cars) that Hotton acquired for a deep discount. Once the bodywork was completed, the Vivace was finished in 1963 Ford Ming Green (spiked with a bit of opalescent powder) with a matching two-bucket seat interior.

The story is a bit sketchy, but the narrative has it that Hooton would occasionally drive the Vivace to Ford headquarters during the promotional [period following the completion] of the Italien. It was during one of those styling studio displays in the fall of 1963 that Mills, visiting the Ford Advanced Styling Studio one afternoon, saw the Vivace parked on the entry ramp to the studio. Rushing to the car, and walking around it with great excitement, the Lincoln-Mercury chief expressed his great enthusiasm for the design while muttering quietly about the shape of the roof. After an hour of enthusiastic conversation with Hooton, a deal was struck and Mills purchased the car for himself with the agreement that Hooton would detail the car before delivery the following morning.

The next day, on October 2, 1963, Hooton drove the car to the L-M studio whereupon it was quickly pushed into one of the design studios by workers who were constantly admonished by Mills to be carefully with “his” new car. Mills’ design staff had been struggling with the roofline of the Lynx and, with the Hooton car neatly tucked in the studio, the designers had fresh inspiration. What remains a mystery is why the L-M design staff, well-aware of the Italien, didn’t draw inspiration from the custom T-Bird. Regardless, the Hooton Mustang had a powerful influence upon the Lynx design.

While waiting for the Lynx to be developed and crafted in Italy, the Lincoln-Mercury chief drove the Vivace discreetly since the Mustang was yet to be announced by the Ford Division. Though the radically different roof line and rear quarter panel design distinguished the car from the production vehicle, there were still enough common styling cues to connect the two vehicles. Once the Mustang was announced on April 30, 1964, however, Mills felt free to drive the car regularly.

Mills really admired the *Vivace* roof and wanted to import that basic design to his personal version of *his* basic Lynx prototype design and use the developing production Mustang fastback roof design for prototypes one and two, with modifications. With that in mind, Mills took the Ford Division Styling Studio manager to lunch one day, with Hotton in tow, in early June 1963 to discuss (without revealing the true purpose behind Mills' visit) the roof styling that Hotton had developed from the pending Mustang 2+2 roof design after which the Lincoln-Mercury chief acquired a copy of the several preliminary design drawings and layout details for the production 2+2 fastback roof design would be used almost without change, on the first prototype. Mills wanted to use the early Mustang drawings and dimensions for the exterior sheet metal shapes, the window reveals, and supporting structures: he worried, in quite moments, whether his first Lynx prototype roof design would ambush the release of the Mustang fastback later in 1964 which set him to thinking about how to modify that design. Elements of the proposed Mustang fastback roof drawings were quickly incorporated into the Lynx styling by L-M designers (later, the Lincoln-Mercury design prepared roof drawing sets which were sent to Bertone for use in fabricating the roofs for the second prototype, and Mills' fourth *Lynx* version).

On June 25, 1963, Mills delivered to Hotton the fully-developed engineering and body technical illustrations necessary to carry out early conversion work on the three '64 Comet convertibles due at DST in late July. That day, Hotton and Mills spent the afternoon talking about how the first three "official" Lynx prototypes (as well as Mills' car) were to be styled, and through which means and methods the cars were to be built; Hotton was openly pleased by the clear similarities between his *Vivace* roof design and the roof for the fourth Lynx car. The DST chief expressed surprise (and pleasure, given the value of the work) at the scope of the initial work that would need to be done in his shop, and repeated his assurance that the work would be done well and on time.

While Hotton was reviewing the Lynx plans and project descriptions, Mills had to acquire three Comet convertibles quickly. In anticipation of the start of 1964 Comet convertible production at the Los Angeles plant on July 18, 1963, Mills directed his vehicle coordinator, Jim Abrams, to prepare the paperwork to acquire three pre-production 1964 Comet Caliente convertibles using the same administrative procedure through which "pool cars," or evaluation vehicles, were acquired. On Thursday, July 22, 1963, Abrams submitted the documentation to the company using an ICBA (Inter-Company Buying Authority) number citing a line item reference to Mills' budget for "Special Projects." Mills wanted V8 convertibles as the basis for the three program cars since the unibody engine compartment sheet metal was stronger than that of the coupes and hardtops (because of additional bracing to the floor pan), and were built with larger brakes and 5-lug wheels, heavier-duty steering and suspension components, and an 8" rear axle that could handle the extra torque of both the V8 power plants and the supercharged "Super Six" engine that would be installed in the first Lynx prototype. Though the V8 was removed from VIN No. 4J25500021 and replaced with the supercharged *Super Six* engine, it was less trouble and, ultimately, less expensive to order that car with a V8 and a four-speed than to order a six-cylinder car and then be faced with installing the heavier duty V8-related parts. Necessary paperwork was sent to the LA plant where three cars, equipped as specified, were built as part of the early pre-production run.

Mills' specifications weren't hard to satisfy: all three convertibles had to be V-8 equipped with a single four-barrel carburetor; one of the V8 cars was to be equipped with the recently-introduced Ford C-4 automatic transmission (VIN No. 4J255000404), and the remaining two V8 cars were fitted with T-10 four-speed manual transmissions (VIN No. 4J25500022 and VIN No. 4J25500021). Because Mills' order had to fit into the regular production sequences, only two vehicles had sequential VINs. Abrams was advised, on July 26, 1963, that the cars were ready; they were quickly loaded onto a corporate transport truck and left Los Angeles for DST. When Mills called Hotton to let him know the cars were en route, Mills repeated his strong concern about the need for absolute confidentiality -- a point that Hotton again acknowledged.

Time was quickly becoming a real problem because the interval planned for building the three prototypes was limited. Mills was beginning to appreciate the substantial time that would be required to build three complete, differently-configured cars (this was a larger problem than known to Mills because Bertone shop time would have to be further adjusted to build a *fourth* car, Mills' personal Lynx). Mills told Hotton that the three Lynx prototypes would be put to different display purposes – all in the service of proposing to both the public and Ford corporate management that the L-M concept car could be readily adapted to a number of promotional (and later, market-friendly) uses. The first Lynx would be campaigned at the 1964 New York World's Fair and would need to feature plenty of custom paint and chrome as well as the modified production six cylinder engine to satisfy the emerging "sporty car" market; the second Lynx would be presented occasionally at car shows but would spend most of its time at SCCA events where it would occasionally do "exhibition" runs in B production sedan events (but would never be entered in competition thereby permitting Lincoln-Mercury to tap into the essence of the Ford Division's Total Performance program); and the third Lynx would be a highly-styled convertible (with a fold-away soft top and a removable hardtop) aimed at attracting again the young sophisticate buyers whom the company had largely abandoned after the demise of the two-seat original Thunderbird. All the prototypes would be used in various displays - most especially the Lincoln-Mercury Caravan of Stars at the conclusion of the Cavalcade of Custom Cars at the New York World's Fair, with the roadster eventually going to Bordinat for his support of Mills' project. But there was still one more thing to work out with Hotton: In mid-July, 1963, the Lincoln-Mercury chief spoke to Hotton about a fourth prototype – his personal Lynx – and his adventuresome design and mechanical plans for that car. This created a new, and larger, problem for Hotton because his work just increased by twenty-five percent as well as for Bertone's already-tight schedule. And there was one more inevitable effect – Mills knew that the budgets for Bertone and DST would need to be increased to pay for the additional cost plus, undoubtedly, a performance bonus to encourage the best and most timely work.

After arriving as scheduled on the morning of July 29, 1963, the three convertibles were quickly unloaded and driven into the DST shop, where the crew started the first phase of the work by stripping from all of the cars the front clip, the doors (saving the data plates from each but leaving the door hinges/bulkhead in place), the front and rear bumpers, lights, exterior trim, the trunk lid, the windshield glass, the convertible top mechanisms and all of the interior components and trim (except the dashboard). The second general task was to reconfigure the basic unibody structure to accept the fresh coach work: this task required shortening the Comet unibody platform to achieve the Lynx wheelbase of 101", and then relocating the factory firewall and toe board rearward to achieve one of the distinctive design features – long front fenders leading a short-coupled interior compartment and short, finned rear fenders and drop-down deck design. Third, the front unibody/subframe cross member had to be moved rearward a bit to clear the design of the lower front pan and grille. On the platforms for the second and third prototypes (the V-8 cars), the engine and transmission pick up points were also moved rearward just over 8-1/2" from the factory placement, while the I-6 car was moved rearward 9 1/2" to give the cars a much-improved front/rear weight balance. The new mounts the DST crew installed permitted the engine and transmission combination to maintain its factory relationship to the firewall and preserved the factory transmission shifter mechanisms' location. This work on the three cars involved more effort than was at first supposed because the unibody firewall was an integral structural element, and because shortening the wheelbase meant working around the factory convertible transverse unibody strengthening sheetmetal. These substantial changes also meant that the production steering column had to be relocated and extended – aided by the use of a U-joint – because the distance between the firewall and the steering box had increased.

With the basic unibody and mechanical reconfiguration work finished, it was time to do early body work changes. While production tooling for the sleek Mustang 1965-model year prototype roof wasn't yet ready in August of 1963 (and wouldn't be until the end of the year), the availability of Kirksite tooling enabled Mills (who had carried out what amounted to an unauthorized "raid" on the Mustang prototype sheetmetal supply) to provide Hotton early concept rough-stamped roof sheet metal parts necessary to basically configure the roof for the first prototype. With the removal of the factory Comet sheet metal completed, the initial prototype-specific task for DST was to rough-in the greenhouse on unibody 4J25500021 (the first Lynx prototype) the Kirksite dimensions as a template for assembling the sheet metal bits from the Ford Division. Once received, Hotton's crew welded the several metal stampings together and then fabricated the metal structure to support the roof of the first prototype (which work was informed by the earlier work on the Vivace). In an insightful move that would later be sued (with only slightly different dimensions, but for largely the same reason in the 1966 Shelby Mustang), Hotton "lightened" the greenhouse by installing a side window in the side of the roof. This roof assembly was then mated to the reconfigured Comet unibody. Additional sets of these prototype Kirksite sheet metal stampings were procured and included in the items later shipped to Bertone though, as it turned out, the Italian metal formers preferred to form their own sheet metal parts, especially since the roofs on prototype two – and Mills' car – differed significantly from the largely production roof shape already installed on the first prototype. In this connection,

after DST placed the assembled roof sheet metal on the basic roof/body layout for the first prototype, Mills discovered that the roof shapes for the prototype number Two (and, ultimately, Mills' personal version – the fourth Lynx prototype) could be more easily achieved by the craftsmen at Bertone.

Mechanical changes, too, had to be accomplished. The “Super Six” engine, received in mid-August 1963 from Miller's shop in California where it had been tested and dialed in on Miller's dyno, was installed in the engine bay of the first Lynx prototype after a DST workman finished welding the motor mounts. Show detailing had not been done at this point; Mills understood that aesthetic enhancements could be accomplished after the cars were returned from Bertone because the construction and painting process would compromise any engine detailing. Another task arose concerning the second prototype: to satisfy the goal of entering the that prototype in SCCA B-Production sedan competitive events, Mills requisitioned a single high-performance 289 cubic inch 271-horse engine V8, then available in the '63 Fairlane Sport Coupe, from the assembly line in the Cleveland plant, and directed that it be delivered to DST for use with the factory T-10 4-speed. While working out installation issues with the reconfigured unibody and firewall, DST mechanics replaced the factory 8" rear axle with a narrowed Galaxie heavy duty 9" unit, fitted with 3.70 gears, on what would be the Lynx “racing” prototype. Finally, on the body for the third Lynx prototype, Hotton's crews installed a prototype Mustang convertible windshield frame and glass - the same basic design that would also be used in the Bordinat Cobra that would be built about 18 months later.

After the basic work was finished on August 8, Hotton packed each of the three stripped-down and modified Comets in strong wooden crates. Because the prototypes were expressly designed to make the maximum use of readily-available items from corporate parts bins to reduce the costs of developing the regular production versions of the basic Lynx design and to trigger recognition of productions bit to enhance marketability, several additional crates were filled with supplemental production parts for use on the prototypes. Included in the additional crates were additional prototype wheels, bolts of upholstery materials, switch gear, back up lights, and so forth, as well as two prototype Mercury styling studio Mercury dashboards that were destined, after modification, for use on Prototypes One and Three. The crates of spare parts, and the three crated cars, were loaded into two enclosed Mercury-Division transport trucks and sent to the Detroit Metro airport in Romulus for a flight to New York. Once in New York, the three cars and parts were transferred to an Alitalia cargo jet which left for Italy late on the evening of August 11. The three rolling unibodies and accompanying parts arrived in Italy, passed through customs, and were delivered to Bertone on August 13, 1963. On that same day, Mills had his financial chief wire a substantial deposit to Bertone to facilitate the acquisition of supplies, and to make it clear to Bertone that Mills expected the famed carrozzeria's attention focused on the Lynx project, an effort that would require the full-time efforts of nearly every craftsman working for the Italian coachbuilder.

During the development and initial work at DST, plans for Mills' personalized version of the Lynx concept car were percolating in his mind, and on the drawing board of one close friend in the Lincoln-Mercury styling studio. With the three Comet unibodies and associated parts safely delivered to Bertone, Mills' turned his immediate attention to his private plan to build the fourth car in the series, his personal Lynx prototype. Because his plans for his personal version of the Lynx series wasn't part of the corporate three-car project, Mills would need to personally acquire a “retail” Comet hardtop for his project (convertibles were still in short supply and cost more). The car's mechanical specifications weren't often found in one car: a 260 two-barrel V-8 Caliente hardtop equipped with a four-speed manual transmission (that would be discarded) hooked to a 3.50 Equa-Loc rear axle. However unusual, that array of parts gave Mills what he needed most: enhanced strength of the engine compartment sheet metal, the manual transmission pedal assembly, heavier-duty suspension and a locking rear axle. Because it was unlikely that such a car might have been found sitting in dealer stock that early in the production run, Mills ordered the Caliente hardtop from Bob Desseau Lincoln-Mercury in Birmingham, Michigan on September 10, 1963: Mills paid a \$400 deposit and awaited delivery of the vehicle. However, in a stroke of good luck, the dealer located a Pacific Blue Caliente hardtop with a black interior and the required drive train specifications at a dealership in Chicago, and had it shipped to Birmingham. It was prepped and delivered to Mills' home by an enlightened dealer anxious to please the Lincoln-Mercury chief. On September 18, 1963, and with fewer than eighty miles on the odometer, Mills drove his Caliente to DST where the same work – essentially – performed on the three convertibles was repeated. Removing the steel roof presented a few wrinkles, but the work was done expeditiously. After the V8 had been removed (no new motor mounts were installed), the denuded Comet hardtop was picked up from DST by a Lincoln-Mercury truck and taken to Detroit for shipment to New York, then on to Bertone.

Between September 1963 and the completion in April 1964 (the record is incomplete now, leading to speculation about the dates of these trips), Mills flew to Italy several times (commonly over long weekends), and often with a designer and an engineer in tow, to check on construction progress, and to determine conformity of the work on the first three prototypes to the design drawings. Mills became convinced that his visits – along with more frequent visits from the assigned representative of the L-M styling studio who spent protracted periods of time at Bertone – were essential not only to the progress of the three prototypes, but also to insure that the finished work faithfully matched the Lynx design documents and drawings. Mills also understood that the experience building the first three prototypes would be essential to ease – and speed – the construction process of his personal version. Each trip was filled with meetings and careful reviews of the construction progress and the design and mechanical elements as construction progressed over the fall and long winter and into early spring. Inevitable minor problems cropped up that no one had, or maybe could have, anticipated. For instance, the production inner front engine compartment paneling had to be modified because the lower fender and hood line required the top of the shock towers and adjacent panels to be re-configured – essentially, lowered. That problem, and other inevitable fabrication difficulties, slowed construction and led to inevitable growth in the project budget and time line.

Of course, the later visits to Bertone by Mills also included attention paid specifically to his personal Lynx prototype, which was being built separately from the other cars. Unlike the production-orientation of the three “program” prototypes, Mills car was a radical, European-themed “custom” that echoed – unfortunately, as it turned out – the still-hypersensitive, sometimes hyperbolic, history between the Ford Motor Company and Ferrari. Most dramatically, Mills’ Lynx was powered by a Ferrari 250 LM V-12 engine and transmission. Even though it was based upon the essential Lynx design, Mills brought a sense of flare and daring to his car that could not be found on the production-oriented focus of the three prototypes. From its voluptuous swept-back coupe roof line, lowered roof over the windshield, Bertone-style front fender vents, rocker-mounted jacks, two-tone Connolly leather interior that accompanied a large, twin-gauge dashboard and Ferrari-inspired bucket seats, to an exotic deep blue pearl paint job set off by chrome Borraini wire wheels, the car was a stunning departure from the almost prosaic design and finish details of the three Division Lynx concept cars. In every way, the car was difficult (and surprisingly expensive) to build despite the time saved during the body configuration work done at DST. When it became apparent that the concurrent completion of Mills’ personal car would compromise the development and completion of the three “official” Lynx prototypes – which were due back in the United States no later than April of 1964 to hit the show circuit – Mills instructed the workmen at Bertone to defer work, if briefly, on his car so that the finishing work on three other prototypes could be wrapped up. This slight delay was important because the significant modifications to the factory Merc unibody transmission tunnel – to permit the installation of the Ferrari engine – was a time-consuming modification.

Lynx prototypes one, two and three were finished on April 9, 1964 and were delivered one day later to the Torino Caselle airport for loading onto an Alitalia cargo plane to the United States. After a delayed and storm-tossed flight, the cars arrived, largely undamaged, at Idylwild on April 12, 1964. Once through customs, the three cars were loaded onto a cargo plane for delivery to Detroit Metro. Once deplaned late on Wednesday, April 15, the cars were quickly loaded into two Mercury-badged transport trucks and delivered directly to Dearborn Steel Tubing at about 1:15 a.m. on Thursday morning. There, Mills, who could scarcely contain his pleasure and excitement with the appearance of the three prototypes, met Hotton and a few of his key people to unload the trucks, and get the cars and crates safely inside the DST facility. Because there was scarcely a week to clean and detail the three cars, Hotton joined Mills for an early breakfast the next day and they discussed what had to be done to prepare the three prototypes for show and promotional duty. Some inevitable (but minor) damage had occurred in shipping had to be repaired, along with the cosmetic enhancements to the engine compartments of the three prototypes where dust, primer over-spray, and final paint mist had been, inevitably, deposited on components during the construction phase. This untidiness was a particular problem for the first prototype in that it had to be brightly detailed to successfully compare with the custom cars to which it would be inevitably compared to during its presentation in the Lincoln-Mercury Caravan of Stars campaign. Hotton temporarily allocated most of his crew – lead by the shop foreman – to get the work done quickly.

The engines in all three prototypes were removed and treated to a coat of fresh paint – a darker body color applied to the Super Six engine block, and ‘56 Ford Fiesta red on the 289 engine block in the third prototype, and black on the hi-po engine for the second car. The Ford “Total Performance” parts bins were tapped for cosmetic items for the V8 cars: chromed valve covers and round air cleaners, chromed oil filler caps and dipsticks, and fresh wiring. The engine pulleys were sent

out for show chroming to a local plater who did rush (and lucrative) work for DST, and then installed along with new belts and fresh Ford “Autolite”-script batteries. When the engines were out of those cars, a fresh coat of black medium-gloss lacquer was applied to the inner fender panels and firewalls of all three cars. The second prototype was also further modified: Hotton lowered the front suspension of the second prototype by re-drilling the bolts holes for the upper control arms, and added other competition-oriented parts along with SCCA markings to the doors. Unfortunately, curved-spoke Torque-Twist mags weren’t available early on: station wagon wheels with Goodyear Blue Streak tires were installed. The roadster also was show detailed, and fitted with a set of radial-laced wire wheels and thin line whitewall tires.

Mills instructed DST to prepare three stamped (and sequentially numbered) aluminum data plates indicating the day on which the cars were first delivered to Dearborn Steel for the conversion work with the sequence arbitrarily selected. Since the three cars were never intended to be registered for everyday use, and because the prototypes could not be confused with production cars with factory data plates, the DST tagging was essential to identify and track the cars in factory records and on the show circuit: the DST plates identified the vehicles, but could not be used to register them. This “prototype tagging” scheme and procedure had been previously used, in part, on the Thunderbird *Italien* (though the *Italien* was ultimately given to a private owner who registered it in California using the still-present factory dataplate and VIN):

Factory VIN	DST Number	Prototype designation:	Model Designation:	Date	Body Description:
4J25500021	129402	First Prototype	X-7	July 29, 1963	Two door sedan with rear quarter windows
4J25500022	129403	Second Prototype	XR	July 29, 1963	Two door sedan, configured for racing
4J25500043	129404	Third Prototype	GTA	July 29, 1963	Two door convertible with retractable soft top

When this work was finished, Hotton personally riveted the DST data plates to the inner passenger engine compartment front fender wells and then reinstalled the now show-worthy engines and associated parts.

Before releasing the three cars to Mills, Hotton and one highly-trusted shop foreman test drove the three cars to determine that the cars functioned properly; this effort led to brake adjustments and a little more tuning especially on the temperamental first prototype (integrating the blower and carb with the throttle linkage caused no end of difficulties). Finally, all the cars were washed again, treated to two coats of wax, and the final details were addressed to prepare them for the shows. The first prototype was shipped to the Cavalcade of Custom Cars at the 1964 New York World’s Fair where it joined the Mustang Vivace already on display; the second car was sent to Lime Rock and other road course racing venues for exhibition runs, and the convertible was consigned to the nascent Lincoln-Mercury Caravan of Stars for display across the United States.

During the interval between the completion of the early work on the three Lynx prototype bodies and their redelivery to DST, Hotton decided that he needed his own restyled Mustang (about which he would not repeat his earlier mistake and sell the same to Mills or anyone else). Through connections, he acquired a pre-production coupe and promptly set about to restyle it. Using a spare set of roof Kirksite stampings, he created another roof (more conventional than he had installed on the Vivace but with the same voluptuous curve on the radius of the roof) with a more prominent taillight design because he believed that the Vivace taillight was too small.

When Mills' personal Lynx was finished in late May 1964, he first displayed his version at the several European auto shows under the Bertone banner, even though the Lincoln-Mercury/project name was prominently displayed on a show card. That surprising appearance of an Italian-flavored L-M concept car caused the editor of road and Track to feature a small piece of text and a photo. Following the Continental show season, the car was delivered to a freight forwarder at the Charles De Gaulle airport and airfreighted back to the United States for delivery to Mills. Whose staff touched up and detailed the car.

Though the record is a bit spotty, Mills' personal, "fourth" prototype never had a DST plate, but apparently always retained the factory data plate placed on the rear jamb of the driver's door: so far as the Michigan auto registration bureaucrats were concerned, Mills' car was just a wildly customized '64 Comet.

The fourth Lynx prototype, funded exclusively by Mills, wasn't modified by DST. (It was eventually licensed for street use using the original VIN and data plate information which, of course, didn't match the modified car at all).

Factory VIN	DST Number	Prototype designation:	Model Designation:	Date:	Body Description:
4J234503511	(None)	Fourth Prototype	XR-7	September 18, 1963	Two door coupe

The debut of Mills' personal Lynx in European auto shows came as a major shock to not only the Lincoln-Mercury Division, but to the general corporate headquarters. Disturbed not only by the "official" three-car concept program that was significantly over budget, and deeply exasperated -if not outraged – that a corporate-themed vehicle presented under a Division banner was running a drivetrain sourced from the then-despised Italian manufacturer, a decision was made at the corporate level to effectively suppress the Lynx project and destroy the cars. Bordinat called Mills, in late 1964, to warn the Division Chief of the pending order to scrap the three Lynx prototype vehicles and all associated parts. In fact, things turned bad within a few months as the popularity of the three prototypes grew rapidly and gained media attention, especially Mills' car with the forbidden powerplant. That pending destruction edict led Mills and two trusted associates to locate a storage area in a secluded Detroit warehouse where the three "official" vehicles were sequestered along with the by-then terminated IMC hobby kit project, the Bertone body buck for the second prototype, the *Vivace* Mustang (that Mills' had purchased from Hotton, and for which there was no room at his home), and other items.

Key Dates:

Early May 1963:	Overall plans for the three Lynx prototypes finished
May 23, 1963:	Mills delivers preliminary design drawings and specifications to Dearborn Steel Tubing (DST)
June 25, 1963:	Mills delivers final design drawings and specifications to DST
July 18, 1963.	Mills submits corporate paperwork to acquire three 1963 Comet Caliente convertibles
July 22, 1963:	'64 Comet convertible pre-production commenced
July 26, 1963:	Three early-production '64 Caliente convertibles were delivered to DST
July 29, 1963:	Three Comets delivered to DST
August 8, 1963:	DST finished work on 3 Comet unibodies
August 11, 1963	Mills ships the three stripped-down Caliente "rolling" unibodies to Bertone, via Alitalia Cargo jet leaving from Idlewild airport
August 13, 1963:	Three rolling unibodies/accompanying parts arrive at Bertone. Coach work begins
September 10, 1963:	Mills purchases 1964 Comet Caliente convertible
September 18, 1963:	Mills' fourth prototype to Bertone on an Alitalia cargo jet, departing from Idlewild airport;

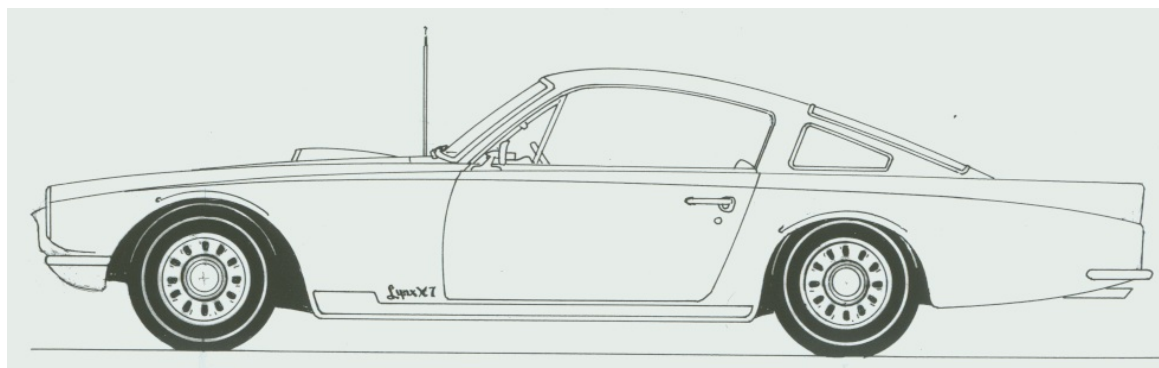
October '63-March '64:	Mills and styling engineer visit Bertone to check on progress;
April 9, 1964:	Three Lynx prototypes personal car finished at Bertone.
April 12, 1964:	Cars delivered to Kennedy airport via Alitalia cargo jet.
May 1964:	Lynx prototype number 4 is completed;
May 1964:	Lynx prototypes One and Three alternate appearances at Cavalcade of Custom Cars at the 1964 New York World's Fair.
June to August 1964:	Lynx prototype #4 appears at European auto shows.

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SECTION ONE.

Lynx prototype models (detailed and simplified)



PROTOTYPE ONE: LYNX X-7

Builder: Mark S. Gustavson

Production Detail:

Lynx Prototype 1; Model Designation: X7

Factory production VIN: 4 J 25 D 500021

Dearborn Steel Tubing Identification Number: 129402

Assembly Detail: 76B M 67 23H 84 4 5

Completion Date (Bertone): Finished on April 9, 1964

Present Status of the Car: This prototype is restored and is on temporary loan to the Joe Bortz collection near Chicago.

Correlation:

This *Lynx* prototype appeared in the following venues (photos to be used in GSL presentation and in books):

- A). Bertone shop (with other two “official” *Lynx* prototypes, the jigs and wood body bucks);
- B). Cobo Hall display (with the *Super Marauder*, the other two “official” *Lynx* prototypes and the Mercury COE);
- C). Lincoln-Mercury *Caravan of Stars* studio scene (with the *Super Marauder*, the *Super Cyclone*; and the other two “official” *Lynx* prototypes);
- D). Alitalia airport delivery scene (with the other two “official” *Lynx* prototypes, and the *Vivace*); and
- E). Ford styling courtyard diorama 1964 photo: with the *Super Marauder*, *Super Cyclone*, *Mustang Vivace*, all four *Lynx* prototypes, the *Italien*, and the *Mustang II*);
- F). The 1965-era of the Detroit warehouse.

General Description of Vehicle: This *Lynx* prototype was the version most obviously linked (at least in terms of exterior design elements) to production considerations of all of the four prototypes:

Front End Styling Details: The front bumper, that bore some resemblance to a heavily-modified '57 T-Bird unit, flowed under the front grille and wrapped around the lower front fenders beneath the headlights and around the sides of the front fenders, forward of the wheelwell. The shape of the grille opening was wider at the [] bottom than at the top, and generally mimicked the front end design of the *Allegro I*. The round front turn lights were fitted to the lower left and right of the front bumper. Thin chrome headlight bezels were fitted to the front fenders.

Roof Styling Details: A modified prototype Mustang 2+2 roof was fitted: The rear roof-side vents were removed and replaced with a plexiglas quarter windows trimmed with a thin aluminum molding that was smaller in dimension than the later factory shapes (this styling element was later featured on the 1965 Shelby Mustang fastback though the aftermarket

Shelby quarter window was larger in dimensions). Standard corporate-style plated drip rails were installed. The windshield is 21.60" in height, the backlight was a bit more than 27" in length, and it is 42.75" from the top of the windshield to the leading opening of the backlight

Door Styling Details: The leading edge of the doors opened inward because the *Lynx* prototypes were based upon the corporate early Sixties unibody (Falcon, Comet, Fairlane, Mustang) design. 1964 Comet door handles were used. Standard 1964 Mustang vent windows were installed. Door glass was trimmed on its perimeter by a thin chrome molding.

Hood Styling Details: The hood was a modified 1957 Thunderbird piece (with the scoop), that was modestly lengthened and reshaped at the leading edge, retaining the front-mount hinge style: the hood swung up and above the front grille work, and had typical under-hood detail.

Rear End Styling Details: A small trunk was fitted, though the opening was quite small. The horizontal rear bumper wrapped around the sides of the rear quarter panels.

Taillight: The taillight shape and design differed from the other prototypes; on this car, right and left semi-elliptical openings met in the center cove below the rear deck which held a single ("wall to wall") taillight. A single horizontal 3/4 round polished stainless steel grille bar was fit to the middle of the side-to-side taillight panel ending, on both sides, in a round backup light that was centered in the half-round taillight shape.

Dashboard Styling Details: The dash is based upon the '64 Mercury Comet dashboard, highly-modified.

Script Placement: A "Lynx" script was fitted to the lower side of the front fender, forward of the door, and just above the incut in the rocker molding shape. "Lynx" script placed on the lower right rear of trunk lid and a "Lynx" script was fitted to the flat panel above the glove box.

Other Styling Details: A gas filler tube and cap assembly were fitted underneath a flip-up panel located on the leading edge of the driver-side of the trunk lid; that shape "interrupted" the shape of the trunk lid. The car also used specially-made windshield and backlight moldings that resembled factory-style moldings, but were narrower. A special stainless rocker molding (influenced by the style of the 1955 Ford Vicky accessory rocker molding) was installed below the door and extended the Lynx script from the front wheelwell lip to the rear wheelwell lip.

Exterior Color: Car was painted a prototype color – Emberglo Iridescent – that, in a slightly different formulation, would be used in all 1966 Ford corporate vehicles.

Interior Colors: Several complimenting medium and dark Emberglo Iridescent, with an off-white headliner.

Wheels/Tires: The wheels on this version were later mimicked on the 1967 Cougar, with thin whitewall tires.

A. DETAIL LEVEL OF SCALE MINIATURES OF FIRST LYNX PROTOTYPE.

Gustavson's miniature: Full mechanical detailing. Full exterior and interior detail (including opening doors and trunk). This model will be featured in the several dioramas (including the 1965-era depiction of the Detroit warehouse diorama). Jim Devine builds the supercharge "Super Six" 200 cid engine.

Geary's Detroit diorama miniature: Geary will receive a resin body (cast from a master created by Gustavson), an interior/unibody "tub," a set of brass and nickel photoetch items (window trim, exterior scripts), related parts (wheels/tires, front and rear bumpers resin-cast/vac-plated, grille work, exterior door handles, seats, dashboard, and the like), and exterior and interior paints. Geary's model will be built to a moderate detail level: Full exterior and interior detail, exhaust pipe detail, but no chassis or engine detailing: no need to add engine/drive train detail other than what would be visible when the model is parked in the Detroit warehouse diorama. Geary's model will be permanently placed in the 2005-era Detroit warehouse diorama.

Overall: It is mandatory that both Geary's and Gustavson's models match visually.

B. EXTERIOR DESIGN ELEMENTS AND CONSTRUCTION.

This section generally discusses the design elements, parts sources, finishes, mechanical details, and related items for the first Lynx prototype. Builders Gustavson and Geary should consult ("Lynx Design and Detail", a separate document,) for exterior and interior styling images for this first Lynx prototype.

Item	Part supplied	Part(s) Source?	Reference/Notes for Builders:
Antenna	Yes	Gustavson	Geary and Gustavson: Use base from Monogram '65 Mustang convertible kit, remove mast, replace with wire. Simulate black mounting gasket. Non-telescoping antenna.
Body	Yes	Gustavson	Geary and Gustavson: See the side profile illustration at the front of this section.
Paint	Yes	Gustavson	Geary and Gustavson: Emberglo Iridescent lacquer used. Colors supplied to Geary.
Front and Rear Bumpers	Yes	Gustavson	Geary and Gustavson: Both builders to use vac-plated resin bumpers.
Cowl Vents	Yes	Gustavson, from Wick	Geary and Gustavson: Both builders will use one-piece photoetched cowl vent panel, inset into an open area ahead of the windshield.
Front Grille mesh	Yes	Gustavson, from Wick	Geary and Gustavson: Gustavson to supply parts to Geary. See Appendix A ("Lynx Design and Detail") to be supplied to builders.
Headlights	Yes	Gustavson/Grayland	Geary and Gustavson: Headlight rims machined from aluminum by Grayland. Lenses from Monogram first-gen Mustang fastback kit or any other source.
Door Handles and key locks	Yes	Gustavson/Wick	Geary and Gustavson: Gustavson to supply vac-plated resin door handles. Photoetched key lock appliques will be supplied.
Vent Windows	Yes	Gustavson	Geary and Gustavson: Gustavson will supply vac-plated resin parts that will need to be fitted to the model.
All "glass"	Supplies only.	Gustavson	Geary and Gustavson: <i>Door Glass:</i> Gustavson may elect to depict door windows in partially or fully lowered position. Geary's model must depict door glass raised to full position – and must replicate the thin trim around the glass. <i>Quarter Windows:</i> Both builders will install "glass" and use (double-cut) photoetched trim. <i>Front and rear glass:</i> Both builders will install "glass" and use (double-cut) photoetched trim.
Drip Rails	Yes	Gustavson	Geary and Gustavson: Both builders will use "L"-shaped brass channel, formed to fit and then nickel plated, and installed before model is painted. Gustavson supplies the brass "L" channel to Geary
Gas Filler	Yes	Gustavson	Geary and Gustavson: Only closed "gas door" depicted on the Geary Model. Gustavson may decide to make the panel operate.
"Lynx" script placement	Yes	Gustavson, from Wick	Geary and Gustavson: Consult profile illustration at the start of this Section . Script at lower front fender and on rear deck.(on right hand side, above the cove).

Rocker Molding	No	Gustavson	Geary and Gustavson: Both builders will replicate molding depicted on illustration at the start of this Section . Photoetched rocker moldings (in brass, requiring some shaping and plating) and a photoetched “receiver” into which the molding is placed. “Thick” brass molding is “sanded” on perimeter, polished and plated with Caswell system. Gustavson will supply rocker molding to Geary.
Taillights	Yes	Gustavson and Grayland	Geary and Gustavson: Gustavson to supply basically-shaped clear-red plexi to Geary; Geary to hand-shape, polish and fit to model. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.
Wheels/ Tires	Yes	Gustavson	Geary and Gustavson: Gustavson to supply parts.

C. DESIGN/CONSTRUCTION OF THE INTERIOR/TRUNK COLOR/APPOINTMENTS.

<i>Item/Feature</i>	<i>Detailing Info/Color</i>	<i>Source</i>	<i>Notes to Builders</i>
Interior Color: Seats (Front and Rear)	Off -white bolster with dark Emrberglo	Gustavson	Geary and Gustavson: Gustavson to supply paint. Use Monogram 1965 Mustang kit seats and dash. Rear seats folded flat – usually seen folded flat because area was too small for practical use. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.
Interior Color: Door Panels	Two-tone, off-white and emberglo (different from seats).	Gustavson	Geary and Gustavson: Gustavson to supply paint. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.
Interior Color: carpets (floor) and fold down	Very dark Emberglo-colored carpets on floor, lower door panels and rear package area.	Gustavson	Geary and Gustavson: Each builder to use flocking or flocking-paper.
Interior Color: Dashboard/pad	Dash is painted a slightly darker version of exterior Emberglo color. Dash pad is very dark Emberglo color – matte finished.	Gustavson/ Wick/Grayland and Jones	Geary and Gustavson: Gustavson to supply paint. Gustavson to supply resin-cast dashboard, photoetch (Wick), machined bezels (Grayland) and decals (Jones). See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.
Console	Emberglo, medium color and matte finish.	Gustavson/ Wick/Grayland/ Jones	Geary and Gustavson: Machined bezels, decals for instrument. Console integrates into the dashboard. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.
Interior Color: Headliner	Off-White	Gustavson	Geary and Gustavson: Gustavson to supply paint.
Interior Color: Steering Column	Exterior Emberglo color (full length, including into engine compartment).	Gustavson	Geary and Gustavson: Brass tubing replaces Monogram kit part. Integrate with Steering Wheel. Turn lever installed. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.

Steering Wheel	Wood rim with silver spokes	Veber	Geary and Gustavson: Both builders are to use the steering wheel kit supplied by Gustavson (from Veber and Wick – photoetched). See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.
Seat belts	Color-keyed seat belts	outsource	Geary and Gustavson: Standard corporate-type belts used. Color: off-white with “chrome” buckles. Gustavson to supply.
Trunk	Standard pattern on side panels, Burtex-pattern trunk mat	Gustavson	Gustavson: Trunk opens on Gustavson miniature. Trunk does not open on Geary miniature, but line scribed on resin body. Gustavson: Side panels formed around gas filler.
Door sill plates	“Lynx” script placed in middle of panel. Sill plate would feature the “X-7” model designation.	Wick	Gustavson: Gustavson needs these parts. Geary does not need these parts.
“Lynx” script	Script placed on glove box fascia	Wick	Geary and Gustavson: Both builders will place the script on glove box and in the center of the steering wheel. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.

D. ENGINE/SUSPENSION/DETAILING COLORS/SCHEMES: (Refer to Appendix B “Paint Samples” for paint specifications and samples). The first prototype was fully restored. Both models should be depicted as fully restored. Note that factory “drop in through the trunk” gas tank set up isn’t possible because of body design: instead gas tank attaches to unibody from below with gas tank straps.

Special Builder Notes: **Geary:** This section is largely irrelevant since your diorama/warehouse models don’t need to display mechanical details. If you need to add mechanical detail, get those parts from the Monogram ‘65 Mustang kits.

Gustavson: Full mechanical detailing is anticipated.

<i>Item</i>	<i>Part(s) Source?</i>	<i>Color</i>	<i>Finish</i>	<i>Note(s)</i>
200 inline 6 cylinder	Scratchbuilt master, resin copied. From Gustavson	Red (custom color)	Medium gloss (not flat)	Gustavson: Full detailing Geary: Basic engine mounted in place, no detailing (hood closed on model).
Intake Manifold	Scratchbuilt, resin copied. From Gustavson	Aluminum	Natural aluminum cast finish, flat silver bolts	Gustavson: Full “show” detailing. Geary: Install basic resin engine from Norm Veber. (no need to do so – hood closed on model)
Supercharger	Scratchbuilt, resin copied. From Gustavson	To be Determined	Natural finish	Gustavson: Full detailing Geary: Moderate detail if desired (hood closed on model)

Exhaust Manifold	Scratchbuilt, resin copied. From Gustavson	Bright nickel or chrome	Polished	Gustavson: Brass headers, then plated Geary: Installs resin copied headers, hooked up to exhaust system.
Pulleys (water pump, alternator, crank)	Gustavson.	Matte Black	Medium gloss (not flat)	Geary: Install basic engine from Veber kit – detailing is up to builder (but no need to do so). Gustavson: Full “show” detailing.
Air cleaner	Scratchbuilt master, resin copied.	Chrome	Medium polish	Geary: Install basic engine from Veber kit – detailing is up to builder (but no need to do so). Gustavson: Full “show” detailing.
Ignition Wires	Aftermarket	Black	Matte/semi-gloss	Gustavson: Full detailing. Geary: Install basic engine from Veber kit – detailing is up to builder (but no need to do so).
Borg Warner T-10 four speed	Monogram Mustang kit.	Natural cast iron body. Linkage and levers: natural steel color. Tailshaft is aluminum	Matte finish. Transmission has a light texture.	Geary: Install basic parts from Monogram kit – detailing is up to builder (but no need to do so). Gustavson: Full “show” detailing. “See CD for photos”
Bellhousing and tailshaft	Monogram Mustang kit.	Bellhousing and tailshaft: cast aluminum	Non-polished appearance	Geary: Install basic engine from Veber kit – detailing is up to builder (but no need to do so). Gustavson: Full “show” detailing. “See CD for photos”
8" rear axle with 3.30 gear set	Monogram ‘65 Mustang	Black body with red oxide gear set	Black is medium gloss (not flat), gear set is flat	Geary: Install basic rear axle from Monogram kit – detailing is up to builder (but no need to do so). Gustavson: Full “show” detailing. “See CD for photos”
Valve cover	Gustavson	Silver	Chromed.	Geary: Irrelevant; use Veber kit parts. Gustavson: Smooth “Fairlane” valve covers.
Generator	Gustavson	Matte black	Flat finish. Bracket is medium gloss black	Geary: Install basic engine from Veber kit – detailing is up to builder (but no need to do so). Gustavson: Full detailing.
Heavy duty Ford corporate shocks, front and rear	Each builder	Orange	Medium glass	Geary: Just install parts from Monogram kit – detailing is up to builder (but no need to do so). Gustavson: Full detailing. - source Koni-style shocks.

Front disc brakes	Gustavson	Natural Steel	Matte finish	Geary: Just install– detailing is up to builder (but no need to do so). Gustavson: Photoetch kit. Full detailing.
Leaf springs. 5 leaves and shackles	Gustavson , or Monogram kit.	Natural Steel	Matte finish with paint daubs	Geary Install basic chassis components from Monogram kit – detailing is up to builder (but no need to do so). Gustavson: Full detailing. “See CD for photos”
Unibody (underbody)	Gustavson	Red oxide primer, zinc chromate overspray, body color appears at rockers	Semigloss. Zinc chromate overspray because Bertone body was made from aluminum.	Geary: Use resin parts supplied by Gustavson. Gustavson: Uses major photoetch/double-cut “stress-rib” appliques created by Bob Wick. “See CD for photos”
Radiator, mounting bolts	Gustavson/Wick	Black, with silver bolts.	Semi-Gloss	Geary: Kit part okay. Gustavson: Fully detailed part. Photoetched screen.
Hose clamps (all)	Gustavson/Wick	Steel or aluminum.	Flat	Geary: Not required Gustavson: Photoetched from Wick
Front suspension: upper and lower A frames	Kit	Black	Semi-gloss black with bare metal at ends of control arms. Paint daubs: yellow on driver’s side; kelly green on passenger side.	Geary: Install basic parts from Monogram kit – detailing is up to builder (but no need to do so). Gustavson: Full detailing. “See CD for photos”
Steering Gear:	Kit	Steel and cast iron	Matte finish with bright silver bolts. Light pink daub on housing.	Geary: Install basic part from Monogram kit – detailing is up to builder (but no need to do so). Gustavson: Full “show” detailing; part from ‘70 Torino kit. “See CD for photos”
Brake and /Fuel lines and clamps	Wick – brackets Gustavson – wire for tubing.	Steel	Bright silver color; clamps are matte finished silver	Geary: N/A . Gustavson: Full “show” detailing. Photoetched parts. See Lynx binder for photocopies. “See CD for photos”
Steering column (firewall side)	Gustavson	Same color as in interior	Gloss finish	Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Gustavson: Scratchbuilt; Full “show” detailing. “See CD for photos”

Gas tank, straps, bolts	Gustavson: resin gas tank Wick: Photoetch straps	Zinc, mounting straps, mounting bolts/clips	Matte, with medium gloss black for straps and bright silver bolts	Geary: Not required. Gustavson: Multipiece with photoetched straps. Full “show” detailing. “See CD for photos”
Exhaust Pipes, clamps	Gustavson	Natural steel on pipes	Low gloss finish	Geary: Replicates exterior appearance – no detail required. Gustavson: Full “show” detailing. “See CD for photos”
Driveshaft	Gustavson	Natural steel	Matte finish.	Geary: Install basic parts from Monogram kit. Gustavson: Full “show” detailing “See CD for photos”

E. Photoetch Parts. The detailing level for the display model is that of a restored vehicle; all elements were show-detailed. Builders should consult Appendix A for design specifications for this first Lynx prototype. The display model by Gustavson will require the following parts, but Geary’s diorama model will need only the parts that appear on the outside of the model. The photoetched parts here are found on either the brass Lynx photoetch sheet of the Lynx nickel photoetch sheet. *Note that the list of photoetched items (brass and nickel) below are unique to this Lynx prototype: “universal” photoetch parts are listed in Section 8 at the end of this Lynx Style Manual.*

BRASS:

<i>Item No.</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
B1-1	Windshield Trim	4 sets	Typical multi-piece corner, and mid-point, detail. Show molding “break lines” (double cut) to show multiple-part assemblies. Builders will plate parts with Caswell.
B1-2	Backlight Trim	4 sets	Typical multi-piece corner and mid-point detail. Show molding “break lines” (double cut) to show multiple-part assemblies. Double-Cut. Builders will plate parts with Caswell.
B1-3	Cowl Vents and Detail	4 sets	Dual vents with locating holes for windshield wipers stubs.
B1-4	Rocker Molding	3 sets, R&L	This part would fit into part B1-5. Builders will slightly “round off” the outside perimeter of this part so that there will not be a right-angle. Part would be plated by a Caswell kit supplied by Gustavson to Geary.
B1-5	Receiver for Rocker Molding	4	This part would contain a reveal for the molding. Integrate incut with molding dimensions (B1-4). Make sure that this is cut on brass deep enough to permit part NT-1 to be co-planar. This would also include a “reveal” for the Lynx script (part N1-11)
B1-6	Radio grille “receivers”	2	Fits radio speaker fascia (part N1-9)
B1-7	Door jamb sill plate “receiver”	2	These parts would receive double cut nickel photoetch part N1-1

B1-8	Aircleaner screen	4	Fits around insider perimeter of the round Ford air cleaner. Subtly different lengths to make sure that one fits. Builder will solder "ends" together.
B1-10	License Plate brackets, front and rear	9 sets of 2 each	Double cut for bend.
B1-12	Gas door	4 pieces	This part would fit into the "surround," photoetched part B1-16 (below)
B1-13	Gas door "surround"	3	This double-cut surround would have an inset diameter that would match the gas door (part B1-15, above).
B1-14	Insert for valve cover	2	Incut, "monogrammed" valve cover with "Super Six" script embossed: no hole for oil fill tube because of need to reduce "height" of the valve cover (re: hood clearance). Oil file tube/cap installed into side of block.

Polished Nickel:

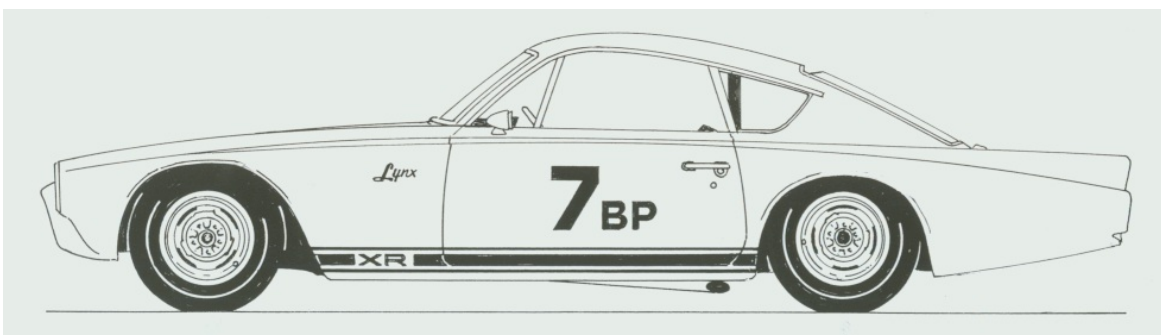
<i>Item No.</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
N1-1	Door jamb sill plates bearing model designation.	2 sets	Use original version as template for proper style. Fits into receiver part B1-7. Models description shown as part of script on sill plate. Same sill plate, side-to-side. Double Cut
N1-2	Fascia for dash	2	Single piece with cutouts for switches, gauges, vents, idiot lights, and other items. Both double -cut and single-cut items. Fit to dash dimensions.
N1-3	Front grille (insert for grille opening).	3	Single cut. '58 Ford style "expanded metal" design.
N1-4	Data plate (Dearborn Steel Tubing)	2	Double cut. Number: 129402
N1-5	Lynx script for glovebox	2	"Forward angle" letters placed on rectangular badge/backing. Double-cut.
N1-6	"L" on roundel for steering wheel	2	Double-Cut. Several diameters to be sure of fit.
N1-7	Steering wheel spokes	2	Must fit Veber steering wheel kit.
N1-8	Lynx script for rocker panel	5 sets	"Reverse" angle script for driver's side; "forward" angle for the passenger side.
N1-9	Manual transmission gas, brake, clutch pedals.	. 2 sets	Ribbed style. Double-cut.
N1-10	Radio speaker	2	Fits Receiver part B1-6
N1-11	Exterior door key locks	6	Fits to door, below door handle. Double-cut.
N1-12	Lynx script for lower front fenders	3 sets	Double cut. L-Y-N-X letters attached to background (double cut). Script in forward angle script on background. This script fits into brass "receiver" B1-5 (make sure that thickness of second cut of this part is not deeper than the incut on part B1-5).
N1-13	Rear Deck "Lynx -X7" script	3	Double-cut

F. Decals Items:

<i>Item</i>	<i>Quantity</i>	<i>Material</i>	<i>Notes</i>
Gauge faces (all)	4 sets	Decal	Geary and Gustavson: Both builders will use these decals photoetched parts. See Appendix A. (“Lynx Design and Detail.”) Gauge faces for tachometer, speedometer, oil presume, water temperature.
License plates	3	Decal	Geary and Gustavson: Both builders will use these decals. See Appendix A (“Lynx Design and Deatil.”).
Battery decals	5 sets	Decal	Gustavson: only uses these decals “Autolite” and “Stay Ful” decals for the battery.

G. Machined Parts

<i>Description</i>	<i>Quantity</i>	<i>Material/Finish on parts</i>	<i>Notes.</i>
Instrument Bezels and clear Lenses	As required	Machined aluminum housings, slightly tapered, plus clear lenses	Decals from Jones.
Taillight lens - one piece roughed in by Grayland, with grille incut made and aluminum bar made.	3 required	Clear Red Plexy	No other list integration
Taillight horizontal bar	3, half round with “depth” to insert into the clear red plexy taillight lens	Polished aluminum	
Headlight Bezels	3 sets (2 to a set)	Polished aluminum	None



PROTOTYPE TWO: LYNX "XR"

Builder: Bill Cunningham

Production Detail:

Lynx Prototype 2, Model Designation: "XR"

Factory Production VIN: 4 J 25 D 500043

Dearborn Steel Tubing Identification Number: 12903

Assembly Detail: 76B M 66 23H 84 4 5

Completion Date (Bertone): Finished on April 9, 1964

History of the car: This prototype was spec'd to "BP" sedan racing SCCA rules to demonstrate that a competition-ready 'road-course' car could be based on the prototype design. This car gave the Lincoln-Mercury Division the opportunity to fully participate in *another* racing venue in addition to Mercury's other competitive activities. This high-profile car placed Lincoln-Mercury in the middle of the overall corporate "Total Performance" program, and elevated the Lincoln-Mercury Division in the media and public eye. Many of the mechanical features on this prototype (lowered front A arms, overrider traction bars, 289-"K" motor, etc.) were later adopted for use on the Shelby GT 350 Mustang.

Present status of car: Essentially unrestored except for a freshly-rebuilt 289 K-code engine, this car is displayed in the Shelby American Museum in Boulder, Colorado.

General Description of Vehicle: This prototype required some aggressive mechanical and bodywork changes to qualify for SCCA racing, though Lincoln-Mercury never intended that the vehicle would be actually entered in competition (because of homologation rules); rather, this second prototype "participated" at a demonstration-level only in the "BP"-production sedan class in SCCA events.

Front End Styling Details: The lower front valence was modified to accept an air scoop for the front-mounted oil cooler. Front turn lights were mounted. 1958 Ford-style front grille mesh installed. No front bumper was fitted. See Appendix A ("Lynx Design and Detail") for further details.

Hood Styling Details: The hood anticipated the design of the Cobra Daytona coupe style with a deeply-recessed ("in-cut") side-to-side scoop, and the hood hinged forward and above the body panel above the grille work. Hood pins were fitted to hold down the hood. The hood had prototypical under-hood detail.

Door Styling Details: Pull-up Plexiglass side windows in aluminum frames were installed in the doors. Fixed (non-functional) "vent window" assembly installed. The leading edge of the doors open inward because the *Lynx* prototypes were based upon the early corporate Sixties unibody designs; The doors on the second prototype closely resembled the door on the '56 Thunderbird, but were longer. 1964 Comet handles used. Fixed-in-place door window frames.

Roof Styling Details: The roof/roof sides were a variant of the prototype 1965 fastback Mustang-based shape found on Lynx prototype #1 and included a forward-angled "B" pillar to help strengthen the body. The windshield is 21.25" in height. It measured 46.25" from the top of the windshield to the leading opening of the backlight. Right and left cowl vents were placed at the base of the windshield. A molded Plexi rear window (that didn't reach all the way to the front of the roof opening) was used in place of tempered glass (open and tapered at the leading edge and held in place by special clamps).

Rear End Styling Details: A Cobra-style "quick-release" mechanism was fitted to the upper rear deck, just aft of the base of the rear window on the driver's side. Additional body modification included creating almost full-round radius flaring all wheel well openings, and six air pressure-relief holes were cut into the taillight panel.

Script Placement: "Lynx" script found on rear deck. Plain "Lynx" script located on upper side of front fender because rocker panel stripes identified the model designation. Script for back deck and "L" for middle of gas filler.

Taillights: The taillight shape is half-round taillights with a single red lens. No rear bumper was installed.

Other Styling Details: No trunk. No antenna used, no hole drilled in right top fender. The drip rails are presented as if the bright stainless molding hasn't been installed.

Exterior Color: Body is Wimbledon white; over-the-top single stripe (paint) is Guardsman Blue. Model designation will be featured on three row rocker panel stripe. Rocker molding (decals) is three-part with model name indicated. See Appendix A ("Lynx Designed Detail") to be supplied to the builders. Guardsman Blue stripe placed (decals from Mark Jones) on rocker panel.

Wheels/Tires: Goodyear "Blue Streak" tires mounted on five-lug 6" wide, argent-painted station wagon wheels.

A. Detail Level of Scale Miniatures of Second Lynx Prototype.

Cunningham Miniature: Full mechanical and exterior/interior detailing is anticipated with opening hood (but not opening doors). Cunningham will send photos of the special hood and other “custom” modifications he has made to Geary (as well as parts sources), so the same can be replicated on the 2005-era diorama miniature, and Cunningham will supply Geary with a resin-cast hood. This model will be featured in several venues including the 1964-era Detroit warehouse diorama.

Geary’s Detroit diorama miniature: Geary will receive a resin body, a resin-cast interior/unibody “tub,” a set of basic photoetch items (window trim, exterior scripts), a set of machined parts, related parts (wheels/tires, bumpers, grille work, exterior door handles, seats, dashboard, “glass” and the like) and exterior and interior paints. This model will be built to a moderate detail level: Full exterior detail, full interior detail, exhaust pipe detail, but no chassis or engine detailing. There is no need to add engine/drive train detail other than what would be visible when the model is parked in the Detroit warehouse diorama. This model will be presented in the 2005-era in the Detroit warehouse diorama in several settings (at different “times” in the history of the Lynx).

Kellock Miniature for the Bertone shop. Kellock’s model of the second prototype will be a combination of rudimentary and high-level detail. The body in the Bertone body assembly jig will present no front sheet metal (no hood, front fenders, lower front valence, upper grille panel), but will show the inner front fender panels (structural necessity), the firewall, *and* the balance of the exterior of the new body: doors, roof, rear quarter panels. The body would be presented in two color formats: some panels in apparently bare aluminum, and the rest of the body in zinc chromate primer (yellowish/green color). Kellock will need to construct a well-detailed “high performance” “K-code” 289 Ford V8 motor that would be sitting on a nearby engine stand with other parts in the vicinity. No interior parts will be presented, though inner “structures” could be displayed. This partially-finished car should have the front suspension in place: upper and lower control arms, orange Koni shocks, tie rods, steering and so forth. Kellock will be supplied with all parts necessary.

B. EXTERIOR DESIGN AND CONSTRUCTION. This section generally discusses the design and related items for the second Lynx prototype. [The detailing level for the display model is that of an unrestored vehicle - well-kept and maintained, but lightly-used in exhibition racing events]. Builders should consult Appendix A for design specifications for this second Lynx prototype.

<i>Item</i>	<i>Part Supplied?</i>	<i>Parts/Source</i>	<i>References/Notes</i>
Antenna	No	N/A	Cunningham, Geary and Kellock: No hole or fixture.
Body/Hood	Yes	Gustavson	Cunningham, Geary and Kellock: Angled B pillar supplemented with “U”-shaped channel to create suggest basic body design. Gustavson to supply corrected/resin-cast bodies to Geary, Cunningham and Kellock. Cunningham has made a brass hood for his model; Geary’s completed version will have hood scoop depicted on one-piece body (Cunningham and Geary to consult to be sure that Cunningham hood design is accurately depicted on Geary’s display model). See Appendix A (“Lynx Design and Detail”).
Color:	Yes	Gustavson	Cunningham, Geary: Wimbledon White and Guardsman Blue Lacquer colors to be sent to Cunningham and Geary by Gustavson. Single blue stripe from upper grille to hood, cowl, over the roof and on the tulip panel (trunk), centered. Kellock: use only zinc chromate colors to be supplied.
Bumpers	No	N/A	N/A (none installed).

Cowl Vents	Yes	Gustavson	Cunningham, Geary and Kellock: Photoetched piece used by all three builders. See photo essay.
Door Handles	Yes	Gustavson	Cunningham, Geary: Vac-plated resin handles used by Cunningham and Geary. Kellock: No handles, but holes are indicated.
All windows	Supplies only.	Gustavson	Cunningham, Geary and Kellock: “U”-shaped brass supplied for upper door glass frame. Photoetched quarter window trim. Cunningham/Geary: Will use p/e front windshield trim, no trim for back light, quarter windows open. Kellock: Only “L” window channel shapes presented. No glass installed.
Drip Rails	Yes	Gustavson	Cunningham, Geary and Kellock: “L”-shaped brass channel, formed to fit and installed on model before model is painted Drip rails not plated
Front Grille/ Driving Lights	Yes	Gustavson supply photoetched grille	Cunningham, Geary and Kellock: Geary and Cunningham use the photoetched mesh screen and front driving lights. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders. .
Gas Filler	Yes	Gustavson, from Grayland.	Cunningham, Geary: Resin-cast gas filler supplied to Geary who paints in Alclad Chrome. Kellock: Open hole in bodywork – unfinished bodywork. Cunningham to decide on style which is then resin cast for consistency (shared with Geary)
Headlights	Yes	Gustavson	Cunningham, Geary: Gustavson supplies lenses to Cunningham and Geary. Kellock: Not applicable
“Lynx” script placement: fenders, interior	Yes	Gustavson, from Wick	Cunningham, Geary: See Appendix A (“Lynx Design and Detail”) for placement of scripts. Kellock: Not applicable.
Rocker Panel Stripe	Yes	Gustavson, from Jones	Cunningham, Geary: See Appendix A (“Lynx Design and Detail”) to be supplied to the builders. Stripes provided by Mark Jones. Kellock: Not applicable
Taillights	Yes	Supplied by Gustavson and Grayland	Cunningham, Geary: Taillights placed as seen on Appendix A (“Lynx Design and Detail”). Kellock: Not applicable
Wheels/Tires	Yes	Cunningham-Veber	Cunningham, Geary: Geary follows open, standard steel (station wagon) wheels, selection made by Cunningham. Kellock: Not applicable

C. DESIGN/CONSTRUCTION OF THE INTERIOR COLOR APPOINTMENTS.

<i>Item/Feature</i>	<i>Color/Finish</i>	<i>Source of parts/paint</i>	<i>Notes</i>
Interior Color: Front Buckets, Door panels, rollbar/ dashpad. Steering column. Floorboard/ Steering wheel. Racing seat belts.	Black	Kit/Cunningham	Cunningham, Geary: Basic interior is matte black. Door panels have aluminum insert. Rollbar is black with padding. Dashpad is matte black; dash is light wrinkle finish – black texture paint. Steering column is made from tubing, integrated with the special steering wheel kit from Veber. Floorboard appears as primed metal with over spray. Special racing seat belts. See Appendix A (“Lynx Design and Detail”) to be supplied to the builders. Geary and Cunningham to collaborate on the colors Kellock: No interior in body buck model.
Dash Design / Dash Instrumentation/Glove box	Basically production Mustang style; dashtop mounted tachometer, standard instrumentation	Grayland - instrument bezels Wick: photoetched fascia, etc. Jones: instrument face decals	Cunningham, Geary: Bezels need to fit into the p/e dash fascia. Bright “surround” on instrument cluster. Grayland supplies bezels and Jones supplies gauge faces. No glove box – open hole in dash. Kellock: No dash.
Door Sill Plates	Factory-themed/Lynx-specific photoetch	Wick	Cunningham, Geary: Cunningham gets the special p/e sill plates, each showing “XR” model designation. Geary: not applicable. Kellock: “bare” interior body/door detail depicted.

D. ENGINE/SUSPENSION/DETAILING COLORS/SCHEMES: The second prototype was discovered in excellent condition, not needing restoration; It has been preserved in its racing version (after cleanup) for sake of historicity. This prototype would have very minor body damage (rock rash along lower rockers and lower rear fenders, faded colors, light surface rust on parts of the underbody, some leaking oil/oil spots, and so forth) from limited “demonstration racing.” This vehicle will be portrayed in its unrestored condition. This prototype was never “show-detailed” as the other prototypes were; consequently, the block remained in the factory color; it has also been preserved in its racing configuration (after cleanup). Only 1963-‘65 vintage parts used (no AN fittings, etc.)

Builder Notes:

Cunningham: As you have decided, most of these parts will be produced on your end. **Geary:** This section is largely irrelevant since your 2005-era Detroit warehouse diorama models don’t need to display mechanical details. If you need to add mechanical detail, get those parts from the Monogram ‘65 Mustang kits.

Kellock: Refer to Bertone Manual and details below for your model.

<i>Item</i>	<i>Parts/Source</i>	<i>Color</i>	<i>Finish</i>	<i>Note(s)</i>
289 small block	Harold Bradford Kit/Monogram kit	Black	Medium gloss (not flat)	Cunningham: Full detailing on Ford “K” Motor: 271 hp 289 Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Kellock to decide whether to have high-performance “K”-code 289 engine mounted in the unibody or sitting on an adjacent engine stand. See Lynx binder for photocopy images.

Intake Manifold	Bradford/ Monogram Kit	Aluminum	Natural aluminum cast finish, flat silver bolts	Cunningham: Aluminum intake. Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Appears on engine, wherever placed.
Pulleys (water pump, alternator, crank)	Cunningham/ Bradford	Black	Medium gloss (not flat)	Cunningham: provides own parts. Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: resin cast parts supplied
Air cleaner	Cunningham (Kellock - no need) (Geary - no need)	Zinc	Medium polish	Cunningham: Machined tapered part in semi-gloss/dull aluminum finish. “See CD for photos” Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: N//A
Ignition Wires	Aftermarket	Black	Flat black	Cunningham: Chooses own materials. Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Chooses own materials - consult with Cunningham for details. “See CD for photos”
Borg-Warner T-10 four speed,	Bradford kit	Cast iron body. Linkage and levers: natural steel color. Tailshaft is aluminum	Matte finish. Transmission has a light texture.	Cunningham: Yes Geary: Install basic part from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Yes “See CD for photos”
Bellhousing and tailshaft	Bradford kit.	Bellhousing and tailshaft: cast aluminum	Non-polished appearance	Cunningham: Must be 5-bolt bellhousing (basic part from Gustavson?). Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Yes “See CD for photos”
9" rear axle with 3.30 gear set	AMT ‘60 Starliner	Black body with red oxide gear set	Black is medium gloss (not flat), gear set is flat	Cunningham: Source from ‘60 Ford Starliner Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Source from ‘60 Ford Starliner “See CD for photos”

Tubular “Tri-Y” style headers	Bradford kit	Steel colored	Light rusty appearance – car is unrestored.	<p>Cunningham: Based on Mustang Tri-Y headers from Monogram ‘65 Shelby GT 350 kit.</p> <p>Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so)..</p> <p>Kellock: Mustang Tri-Y headers installed on engine on stand. “See CD for photos”</p>
Exhaust Pipes, clamps	Each builder	Natural steel on pipes	Moderate rust appearance	<p>Cunningham: Exhaust pipes angle outside to bottom of rockers ahead of rear wheels. No mufflers. Slight rust specks.</p> <p>Geary: Replicates appearance – no detail required.</p> <p>Kellock: Needed? (Depends on state of construction). “See CD for photos”</p>
Valve covers	Gustavson	Silver (not chrome)	Very light stamping flaws showing	<p>Cunningham: Smooth “Fairlane” style from ‘64 Mustang Pace Car kit.</p> <p>Geary: Any part</p> <p>Kellock: Source from Mustang kit.</p>
Generator	Monogram kit	Aluminum, black	Flat finish. Bracket is medium gloss black	<p>Cunningham: Early models used generators. Source from Monogram Mustang kit.</p> <p>Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so).</p> <p>Kellock: Source from Monogram Mustang kit.</p>
Koni shocks, front and rear	Monogram kit	Orange	Medium gloss	<p>Cunningham: Koni decals applied.</p> <p>Geary: Install basic parts from Monogram kit – detailing is up to builder (but no need to do so)..</p> <p>Kellock: Use kit parts that have been detailed. “See CD for photos”</p>
Front disc brakes	Monogram kit.	Natural Steel	Matte finish	<p>Cunningham: Early model Ford front disc set up.</p> <p>Geary: Install basic parts from Monogram kit – detailing is up to builder (but no need to do so).</p> <p>Kellock: Front disc brake set up is presented. “See CD for photos”</p>

Leaf springs. 5 leaves and shackles	Cunningham or Gustavson	Natural Steel	Matte finish with paint daubs	Cunningham: Wick to supply photoetched kit. Geary Install basic parts from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Kit parts okay, but may choose to sue p/e parts. “See CD for photos”
Unibody (underbody)	Gustavson - basic resin parts	Red oxide primer, white, zinc chromate overspray, body color at rockers	Semigloss.	Cunningham: Full detail, lightly weathered. Cunningham to decide whether to use Holthaus resin unit or source the Monogram kit parts. Geary: Use resin parts. Kellock: Use Monogram kit. “See CD for photos”
Radiator, mounting bolts	Each builder	Black and silver bolts.	Semi-Gloss	Cunningham: Photoetched “screen” ? Geary: Kit part okay. Kellock: Maybe no radiator in place? “See CD for photos”
Hose clamps (all)	Each builder	Steel or aluminum.	Flat	Cunningham: Use aftermarket correct clamps Geary: Not required Kellock: Maybe no radiator in place? “See CD for photos”
Front suspension: upper and lower A frames	Each builder	Black	Semi-gloss black with bare metal at ends of control arms. Paint daubs: yellow on driver’s side; kelly green on passenger side.	Cunningham: Modifies ‘58 Edsel upper aarms; See Appendix B (“Mechanical Details”). Scratch builds upper control arms. Resin cast the same? Geary: Install basic parts from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Uses castings of Cunningham parts? “See CD for photos”

Steering Gear	Each builder	Steel and cast iron	Matte finish with bright silver bolts. Light pink daub on housing.	Cunningham: '70 Torino? Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: '70 Torino “See CD for photos”
Brake/Fuel lines and clamps	Each builder	Steel	Bright silver color; clamps are matte finished silver	Cunningham: Galvanized steel wire. Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Probably not required (not seen). “See CD for photos”
Steering column (firewall side)	Each builder	Same color as in interior	Gloss finish	Cunningham: Selects independently. Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Required – shares source with Cunningham
Gas tank, straps, bolts	Each builder	Zinc, mounting straps, mounting bolts/clips	Matte, with medium gloss black for straps and bright silver bolts	Cunningham: To decide on separate part, metal straps, metal bolts. Geary: Not required. Kellock: Source from Monogram kit. “See CD for photos”
Driveshaft	Each builder	Natural steel	Matte finish.	Cunningham: Fabricate from tubing, use U joint kits from Veber. Geary: Install basic parts from Monogram kit – detailing is up to builder (but no need to do so). Kellock: Not required. “See CD for photos”

E. Photoetch Parts. The detailing level for the display model is that of a well-preserved original vehicle with light use, showing high maintenance level. Builders are directed to consult Appendix A for design specifications for this second Lynx prototype. *Note that the list of photoetched items (brass and nickel) below are unique to this Lynx prototype: “universal” photoetch parts are listed in Section 8 at the end of this Lynx Style Manual.*

BRASS:

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
B2-1	Windshield Trim	4 sets	Typical multi-piece corner, and mid-point, detail. Show molding “break lines” (double cut) to show multiple-part assemblies. Builders will plate parts with Caswell.
B2-2	Cowl Vents and Detail	4 sets	Dual vents with locating holes for windshield wipers stubs. One piece set up, with cutout. See photo essay.
B2-3	Door jamb sill plate “receiver”	2	These parts would receive double-cut nickel photoetch part N1-1

Polished Nickel:

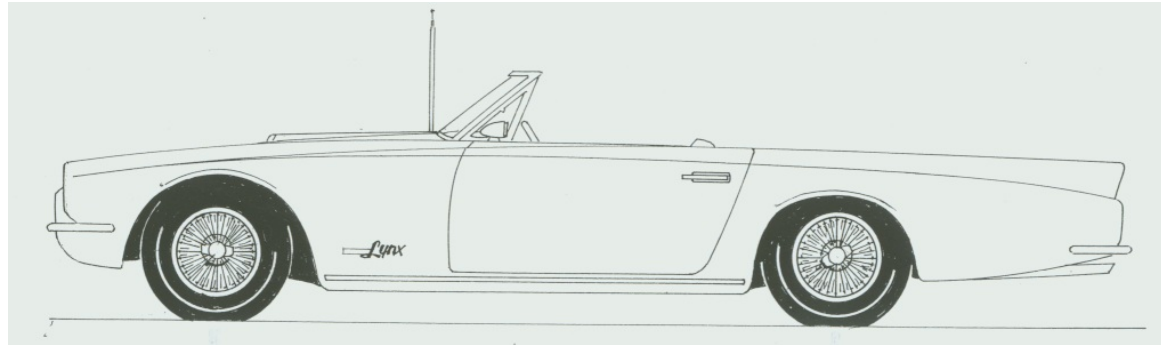
<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
N2-1	Door jamb sill plates bearing model designation.	2 sets	Use original version as template for proper style. Fits into receiver part B1-3. Models description shown as part of script on sill plate. Same sill plate, side-to-side. Double Cut. No anticipated use on any version of L#2.
N2-2	Front grille (insert for grille opening).	3	Single cut. ‘58 Ford style “expanded metal” design.
N2-3	Data plate (Dearborn Steel Tubing)	2	Double cut. Number: 12901
N2-4	Lynx script for glovebox	2	Letters placed on rectangular badge/backing. Double cut.
N2-5	“L” roundel for center of steering wheel	2	Double Cut. Several diameters to be sure of fit.
N2-6	Steering wheel spokes	2	Must fit Veber steering wheel kit.
N2-8	Rear Deck “Lynx -XR” script		Double cut
N2-9	Hood pin set up	4 roundels	Roundel with “through” cut for shaft.
N2-10	Read window hold down brackets	8	Cut out for bolt/rivet

F. DECALS ITEMS:

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Material</i>	<i>Notes</i>
D2-1	Gauge Faces		Decals.	Cunningham: Use decals Geary: Not required Kellock: Not required.
D2-2	Koni shock decals	Many –TBD	Decals	Cunningham: Use decals Geary: Not required Kellock: Not required.
D2-3	Rocker molding Side stripe		Decal – white	All but Kellock use the decals.

G. MACHINED PARTS: Note to builders of second prototype: Except where noted, these parts will be supplied only to builder Cunningham since his version will be super-detailed. Geary's version will have a closed hood and because his models will appear in the 2005-era Detroit warehouse diorama will not require chassis detailing, Geary will not need most of these machined parts.

<i>Item</i>	<i>Quantity</i>	<i>Material</i>	<i>Notes</i>
Taillight lenses	6 required,	Clear Red Plexy	Cunningham: Make on own Geary: Make on own Kellock: Not applicable. Grayland: Cut plexy to diameter (All builders: cut to fit).
Air cleaner (fluted)	1	Aluminum use original	Cunningham: Grayland – Cunningham to supply measurements Geary: Not required Kellock: Not required.



PROTOTYPE THREE: LYNX "GTA"

***Builder:* Gregg Nichols**

Production Detail:

Lynx Prototype 3; Model Designation: "GT-X7"

Factory Production VIN: 4 J 25 D500022

Dearborn Steel Tubing Identification Number: 129404

Assembly Detail: 76B M 75 23H 84 4 6

Completion Date (Bertone): Finished on April 9, 1964

Present status of car: Car is presently undergoing restoration at Customs and Classics in Murray, Utah.

General Description of Vehicle: This third Lynx prototype was a true two-seat roaster (with roll-up windows) and not built in a 2+2 configuration. This prototype was a convertible with a flat back deck (no T-Bird Sports Roadster-style head rests) and subdued and flattened rear fins (generally reminiscent of the *Allegro I* Concept Car). Lincoln Mercury chief Mills thought that his Division should have a high-style, high-performance convertible roughly of the sort intended for the 1962-63 T-Bird Sports Roadster (but lost by production compromises). As the car was developed in the styling studio, Mills directed his designers to create a restrained, elegant design that later generally influenced the Bordinat Cobra: The windshield pillars were not part of the bodywork (they were bolted into receivers on the unibody firewall and were later mimicked by the Bordinat Cobra set-up) and a removable fiberglass hardtop. There were two tops: a folding soft top retracted beneath a folding panel aft of the seats (this top was very dark aqua matte-finished fabric and a fiberglass removable hardtop of which there is no picture).

Front End Exterior Styling Details: The hood swung up forward and above the body panel - - above the front grille work. The hood did not extend to the front grille surround. The hood had prototypical under-hood detail. The shape of the grille opening, when viewed from the front, can be seen in Appendix A ("Lynx Design and Detail") to be supplied to builders. Round holes/expanded-metal style grille fit inside the grille shell. Vents placed at base of windshield.

Door Styling Details: This prototype used a door opening design somewhat reminiscent of the first prototype. The leading edge of the doors open inward because the *Lynx* prototypes were based upon the early corporate Sixties unibody designs. No fixed-in-place door window frame; rather, the door glass was trimmed on its perimeter by a thin chrome molding; Mustang style vent windows fit. Long, rectangular, pull-out style door handles used (similar to *Allegro I* concept car). This door handle style was later used on the Bordinat Cobra.

Roof Styling Details: Folding convertible top folded under back deck that hinged from the rear – opening panel not shown on model.

Rear End Exterior Styling Details: Standard FoMoCo antenna. Rear bumper is horizontal in style, wraps around rear quarter panel, in cut for under-bumper license plate mounting. Rear bumper is shared with Lynx prototypes One and Four.

Taillights: The taillight design differed from the other prototypes: Here, the bottom of the taillight was the backup light with the red lenses setting above that. See Appendix A ("Lynx Design and Detail.")

Other Exterior Styling Details: Gas filler accessed through a small rectangular panel set flush into the upper driver's side of the panel behind seats. Headlight rims were subtle bezels set into fenders, with no headlight bezel showing in profile view. Marshal-style clear lens fitted. Prototype had no formal trunk, but did have a lift up rear panel (behind the seats) that revealed the folding soft top. This flat rear panel presented "receivers" for the removable hard top. Standard corporate windshield molding, and back light molding on removable hardtop windows fitted. See Appendix A ("Lynx Design and Details").

Script Placement: "Lynx" script found on rear deck, and Lynx model designation is located on side of front fender, forward of the door. "L" letter placed in center of steering wheel

in special machined bezel.

Exterior Color: Gulf Stream Aqua (standard 1964 Lincoln-Mercury color), but enhanced by pearl highlights.

Wheels/Tires: Radial laced wire wheels (Dayton-style) mounted on blackwall tires.

A. Detail Level of Scale Miniatures of Third Lynx Prototype.

Nichol’s miniature: Full detailing (mechanical, interior & exterior) is anticipated. Nichols will receive most parts from Gustavson. This model will be used in all venues including the 1964 Detroit warehouse.

Geary’s Detroit diorama miniature: Geary will receive a resin body, an interior/unibody “tub”, a set of basic exterior photoetch items (window trim, exterior scripts), a set of machined parts, related parts (wheels/tires, bumpers, grille work, exterior door handles, seats, dashboard, “glass” and the like) and exterior and interior paints. This model will be built to a **moderate** detail level: Full exterior detail, full interior detail, exhaust pipe detail, but no chassis or engine detailing. There is no need to add engine/drive train detail other than what would be visible when the model is parked in the 2005-era Detroit warehouse diorama.

B. EXTERIOR DESIGN AND CONSTRUCTION. This section generally discusses the design and related items for the third Lynx prototype. This section should be reviewed with the other charts in this Section Three. The detailing level for the display model is that of a restored vehicle; all elements were show detailed. Builders Nichols and Geary are directed to consult Appendix A (“Lynx Design and Details”) for design and specifications for this third Lynx prototype.

<i>Item</i>	<i>Part Supplied?</i>	<i>Part(s) Source</i>	<i>References/Notes to Builders</i>
Antenna	No	N/A	<i>Nichols and Geary:</i> Use base from Monogram ‘65 Mustang kit, remove mast, replace with wire. Simulate black mounting gasket.
Exterior Paint	Yes	Gustavson	<i>Nichols and Geary:</i> Gulf Stream Aqua. Paint supplied to Geary and Nichols.
Body	Yes	Gustavson	<i>Nichols and Geary:</i> Correct design depicted on resin-cast body, supplied by Gustavson.
Rear Bumper	Yes	Gustavson	<i>Nichols and Geary:</i> Gustavson to supply plated bumper to Geary and Nichols.
Front Bumper	Yes	Gustavson	<i>Nichols and Geary:</i> Gustavson to supply plated front bumper to Geary and Nichols.
Cowl Vents	Yes	Gustavson	<i>Nichols and Geary:</i> Gustavson to supply photoetched cowl applique to Geary and Nichols..
Door Handles	Yes	Gustavson	<i>Nichols and Geary:</i> Parts fashioned from small, “U”-shaped brass shape with ends filled in. Pull-out door handle built from strip of brass, plated.
Door Windows	Supplies only.	Gustavson	<i>Nichols and Geary:</i> Windows rolled up on Geary model, but windows partially down on Nichol’s model?
Windshield molding	Part	Gustavson	<i>Nichols and Geary:</i> Both to use specially-made photoetch windshield surround.
Front Grille	Yes	Gustavson	<i>Nichols and Geary:</i> Fine photoetched mesh screen supplied See Appendix A (“Lynx Design and Detail”) to be supplied to builders.

Front Turn lights	Yes	Gustavson	Nichols and Geary: Gustavson supplies the same to Geary.
Gas Filler	Yes	Gustavson	Nichols and Geary: Photoetched gas door with “finger access” blister on same.
Headlights	Yes	Gustavson	Nichols and Geary: : Both builders will use machined headlight bezels.
“Lynx” scripts	Yes	Gustavson, from Wick	Nichols and Geary: : Builders to refer to Appendix A (“Lynx Design and Detail”) to be supplied to builders for script placement information.
Taillights	Yes	Gustavson and Grayland	Nichols and Geary: Supplied by Gustavson.
Wheels/Tires	Yes	Gustavson	Nichols and Geary: Gustavson to supply aftermarket wire wheels (“Dayton Style”) to Geary and Nichols with tires from Modelhaus.

C. DESIGN/CONSTRUCTION OF THE INTERIOR COLOR APPOINTMENTS.

Item/Feature	Color/Finish	Source of parts/paint	Notes
Interior Color: Seats (Front and Rear)	Two tone aqua (varying darker shades of exterior color, very faint metallic powder)	Gustavson	Gustavson and Geary: Gustavson will supply colors to Geary and Nichols. See Appendix A (“Lynx Design and Detail”) to be supplied to builders.
Interior Color: Door Panels/Rear Side Panels	Two tone aqua (varying darker shades of exterior color, very faint metallic powder)	Gustavson	Gustavson and Geary: Gustavson will supply colors to Geary and Nichols.
Interior Color: carpets (floor)	Dark, near-black aqua carpet	Gustavson	Gustavson and Geary: Gustavson will supply carpet material to Geary and Nichols..
Interior Color: Dashboard/pad	Dash is painted exterior color, but matte-finished Dash pad is very dark version of exterior color	Gustavson	Gustavson and Geary: Gustavson will supply colors to Geary and Nichols..
Interior Color: Headliner (removable hardtop)	Aqua	Gustavson	Gustavson and Geary: Gustavson will supply colors to Geary and Nichols..
Interior Color: Steering Column	Very dark aqua with very faint metallic powder	Gustavson	Gustavson will supply colors to Geary and Nichols.
Steering Wheel	Nickel and wood rim	Gustavson from Veber	Nichols and Geary: “L” letter fit to special bezel
Seat belts	Black seat belts	Aftermarket	Nichols and Geary: Aftermarket source.

Dash Design / Dash Instrumentation	Basically Mustang styled; dashtop mounted tachometer, standard instrumentation	Grayland - instrument bezels Wick: photoetched fascia, etc. Jones: instrument face decals and wood grain decal	Nichols and Geary: Bezels need to fit into the p/e dash fascia. Bright “surround” on instrument cluster. Incut area on dash will be flat, and woodgrain applied (decal).
Glove Box	Clock mounted on fascia	Grayland - machined bezel and lens; Jones: clock face. Wick: photoetched fascia.	Nichols and Geary: Bright surround with bright raised roundel for clock. Incut area will be flat for application of woodgrain decal.
Door Sill Plates with “XR-7” script	Factory-themed/Lynx model-specific photoetch	Wick	Nichols: Double cut plates with double-cut Lynx/model designation featured along with “screw” heads Geary: not applicable. .
Lynx script: “Lynx GT-X77” on dashboard	Script placed on glove box fascia	Wick	Nichols and Geary: See Appendix A (“Lynx Design and Detail”) to be supplied to the builders.

D. ENGINE/SUSPENSION/DETAILING COLORS/SCHEMES: The detailed model will be portrayed as if fully restored.

Builder Notes: **Bill Geary:** This section is largely irrelevant since your 2005-era Detroit diorama/warehouse models don’t need to display mechanical details. If you need to add mechanical detail, get those parts from the Monogram ‘65 Mustang kits. **Greg Nichols:** Here is the info you’ll need to build detailed mechanical components.

<i>Item</i>	<i>Parts Source?</i>	<i>Color</i>	<i>Finish</i>	<i>Notes</i>
289 small block	Harold Bradford Kit	Red	Medium gloss (not flat)	Nichols: Full detailing on Ford 289 Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so).
Intake Manifold	Bradford	Aluminum	Natural aluminum cast finish, flat silver bolts	Nichols: Ford Total Performance Intake Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so).
Pulleys (water pump, alternator, crank)	Gustavson	Black	Medium gloss (not flat)	Nichols: parts supplied by Gustavson Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). See: Appendix B Mechanical Drawings and Photos.

Air cleaner	Gustavson	Chrome	Medium polish	Cunningham: Machined set up, needs to be plated. Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). See: Appendix B Mechanical Drawings and Photos.
Ignition Wires	Aftermarket	Black	Flat black	Nichols: Yes Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). See: Appendix B Mechanical Drawings and Photos.
C-4 Auto transmission	Veber kit	Natural cast iron body. Linkage and levers: natural steel color. Tailshaft is aluminum	Matte finish. Transmission has a light texture.	Nichols: Yes, with full detailing Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). See: Appendix B Mechanical Drawings and Photos.
Bellhousing and tailshaft	Veber	Bellhousing and tailshaft: cast aluminum	Non-polished appearance	Nichols: Must be 5-bolt bellhousing Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). See: Appendix B Mechanical Drawings and Photos.
8"rear axle	Monogram kit	Black body with red oxide gear set	Black is medium gloss (not flat), gear set is flat	Nichols: Source from '60 Ford Starliner Geary: Install basic parts from Monogram kit. See: Appendix B Mechanical Drawings and Photos.
Steel tubular headers	Bradford kit	Steel colored	Matte	Nichols: Based on Mustang Tri-Y headers Geary: basic detailing.
Valve covers	Gustavson	Silver	Very light stamping flaws showing	Nichols: Smooth “Fairlane” style from Mustang kit. Geary: Any part
Generator	Gustavson	Aluminum, black	Flat aluminum finish. Bracket is medium gloss black	Nichols: Early models used generators. Source from Monogram Mustang kit. Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so).
Koni shocks, front and rear	Gustavson	Orange	Medium glass	Nichols: Scratchbuilt or source from kit? Geary: Monogram kit. See: Appendix B Mechanical Drawings and Photos.
Front disc brakes	Gustavson	Natural Steel	Matte finish	Geary: Install set-up in Monogram kit. Nichols: Aftermarket source. See: Appendix B Mechanical Drawings and Photos.

Leaf springs. 5 leaves and shackles	Gustavson/Wick	Natural Steel	Matte finish with paint daubs	Geary Install set-up in Monogram kit. Nichols: Use p/e Parts See: Appendix B Mechanical Drawings and Photos.
Unibody (underbody)	Gustavson/Wick	original red oxide primer, body color appears at rockers	Semigloss.	Geary: Use resin parts. Nichols: Use kit parts and photoetched items. See: Appendix B Mechanical Drawings and Photos.
Radiator, mounting bolts	Gustavson/Wick	Black and silver bolts.	Semi-Gloss	Geary: Kit part okay. Nichols: Use resin, cast part See: Appendix B Mechanical Drawings and Photos.
Hose clamps (all)	Gustavson	Steel or aluminum.	Flat	Geary: Not required Nichols: p/e kit See: Appendix B Mechanical Drawings and Photos.
Front suspension: upper and lower A frames	Gustavson	Black	Semi-gloss black with bare metal at ends of control arms. Paint daubs: yellow on driver's side; kelly green on passenger side.	Geary: Install basic parts from Monogram kit. Nichols: Modify the '58 Edsel upper control arms. See: Appendix B Mechanical Drawings and Photos.
Steering Gear	Gustavson	Steel and cast iron	Matte finish with bright silver bolts. Light pink daub on housing.	Geary: No set-up. Nichols: '70 Torino. See: Appendix B Mechanical Drawings and Photos.
Brake/Fuel lines and clamps	Gustavson	Steel	Bright silver color; clamps are matte finished silver	Geary: No set-up. Nichols. See: Appendix B Mechanical Drawings and Photos.
Steering column (firewall side)	Gustavson	Same color as in interior	Gloss finish	Geary: No set-up. Nichols: Scratchbuild parts. See: Appendix B Mechanical Drawings and Photos.
Gas tank, straps, bolts	Gustavson	Zinc, mounting straps, mounting bolts/clips	Matte, with medium gloss black for straps and bright silver bolts	Geary: Use parts from Monogram kit. Nichols: Separate kit tank and photoetched straps. See: Appendix B Mechanical Drawings and Photos.
Exhaust Pipes, clamps	Gustavson	Natural steel on pipes	Low gloss finish	Geary: Replicates appearance – no detail required. Nichols: Replicate system. See: Appendix B Mechanical Drawings and Photos.
Driveshaft	Gustavson	Natural steel	Matte finish.	Geary: Install basic engine from Monogram kit – detailing is up to builder (but no need to do so). Nichols: Scratchbuilt, with resin parts. See: Appendix B Mechanical Drawings and Photos.

E. Photoetch Parts. The detailing level for the display model is that of a restored vehicle; all elements were show-detailed. Builders should consult Appendix A for design specifications for this first Lynx prototype. The display model by Gustavson will require the following parts, but Geary's diorama model will need only the parts that appear on the outside of the model. The photoetched parts here are found on either the brass Lynx photoetch sheet of the Lynx nickel photoetch sheet. *Note that the list of photoetched items (brass and nickel) below are unique to this Lynx prototype: "universal" photoetch parts are listed in Section 8 at the end of this Lynx Style Manual.*

BRASS:

<i>Item No</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
B3-1	Cowl Vents and Detail	4 sets	Dual vents with locating holes for windshield wipers stubs.
B3-2	Rocker Molding	3 sets, R&L	This part would fit into part B3-4. Builder would very slightly "round off" the outside perimeter of this part so that there will not be a right-angle. Part would be plated by a Caswell kit supplied by Gustavson to Geary and Nichols.
B3-3	Receiver for Molding		This part would contain a reveal for the molding. Integrate incut with molding dimensions (B3-3).
B3-4	Door jamb sill plate "receiver"	2	These parts would receive double cut nickel photoetch part N3-1
B3-5	Aircleaner screen	4	Fits around perimeter of the round Ford air cleaner. Subtly different lengths. Builder will solder "ends" together.
B3-6	License Plate brackets, front and rear	3 sets of 2 each	Double cut for bend.
B3-7	Gas Door	4	Photoched door, builders to create small "finger" lift shape. This parts into gas door surround (B3-15)
B3-8	Gas Door Surround	4	Inside diameter matches the outer diameter of the gas door (B3-14)

Polished Nickel:

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes, Application</i>
N3-1	Door jamb sill plates bearing model designation.	2 sets (R + L)	Use original version as template for proper style. Fits into receiver part B1-5. Models description shown as part of script on sill plate. Same sill plate, side-to-side. Double Cut
N3-2	Fascia for dash	2	Single piece with cutouts for switches, gauges, vents, idiot lights, and other items. Any double cut elements? Single cut?
N3-3	Front grille insert	3	Single-cut. Style?
N3-4	Data plate (Dearborn Steel Tubing)	2	Double cut. Number: 129404
N3-5	Lynx script for glovebox	2	"Forward angle" letters placed on rectangular badge/backing. Double cut.
N3-6	Lynx roundel for steering wheel	2	Double Cut. Several diameters to be sure of fit.

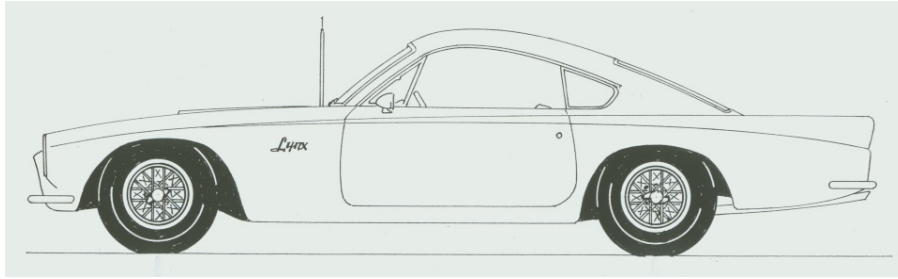
N3-7	Auto transmission brake pedal and gas pedal	2 sets	Ribbed style with Ford script.
N3-8	Exterior door key locks	6	Fits to door, below door handle.
N3-9	Lynx script for front fender		Double-cut.
N1-11	Rear Deck "Lynx -X7" script		Double-cut.

H. DECALS:

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Material</i>	<i>Notes</i>
3D-1	Gauge Faces	As required	Decals	Geary and Nichols: Both to use these gauge fascias
3D-2	License Plates	As required	Decals	Geary and Nichols: Both to use license plates, front and rear
3D-3	Woodgrain for dash	As required	Decals	Geary and Nichols: Use on resin-cast dash.

G. Machined Parts

<i>Part Description</i>	<i>Quantity</i>	<i>Material/Finish on parts</i>	<i>Application</i>
Headlight Rims	2	Brass	Nichols and Geary: Both use machined aluminum part from Grayland.
Taillight lenses	4	Clear Red Plexy	Nichols and Geary: Both use parts supplied by Grayland.
Instrument Bezels and clear Lenses	As required	Machined aluminum housings, slightly tapered, plus clear lenses	Lynx 1 - 2,4, Vivace
Taillight lenses	6 required, 2 extra made for spoilage	Clear Red Plexy	Lynx 1,2,-4 (all different)
Driving Lights	2 for each indicated models	machined aluminum housing, with clear lenses. Bezels should have incut to clear lenses, simulated bulb inside parabolic, Bezels have round hold in bottom, include stands with incut stub for mounting	Lynx 3; Vivace



PROTOTYPE FOUR: LYNX XR-7

Builder: Mark S. Gustavson

Production Detail:

Lynx Prototype 4; Model Designation: XR-7

Factory Production VIN: 4 H 23 F 503511

Dearborn Steel Tubing Identification Number: None

Factory Assembly Detail: 63C F 76 15J 34 E 1

Completion Date: Finished on May 20, 1964

History of this car: As early Lynx project work was underway in late 1962, the L-M chief believed that a European-flavored *Lynx* coupe could satisfy a segment could satisfy the sports-car market that Lincoln Mercury had not previously served. This last of the Lynx prototypes - - actually, only based upon the official Lynx prototypes - - was envisioned when the official Lynx program was in the early planning stages and came to represent what Mills considered to be the ultimate development of the basic Lynx prototype design. However, Mills understood that the goal of building a high-powered coupe wasn't practical or acceptable as a factory-ordained concept - much less a production - vehicle following the spectacular debacle of the attempted, and unsuccessful, Ford acquisition of Ferrari in 1963.

More than an example of such a car - however well-designed and executed - would be required to change the marketing philosophy at the corporation. Therefore, Mills decided to go it alone - to personally pay for a "non-program," one-off Lynx prototype built to his design specifications and for his sole personal use. That understanding of corporate philosophy notwithstanding, on at least one occasion, Mills placed "his" Lynx prototype in the rotating Ford corporate display in the last year of the 1964-65 World's Fair in New York (early in 1965) after a highly-successful tour of a few European auto shows.

After the concept car program, DST-modified '64 Comet convertibles had been air freighted to Bertone, Mills followed up by sending his personal, newly-purchased '64 Comet Caliente hardtop to the Italian carrozzeria along with a set of design drawings that depicted a car that sidestepped several of the styling and production compromises that, in his view, were un-aesthetic or evidenced mechanical shortcomings in the three sanctioned prototypes. Fresh design features included a shortened/louvered hood; screw-in body-side jack holes cut into the body; a unique swept-back roof side design that didn't resemble any of the other Lynx prototypes (it was a true hardtop with no "B" pillar but featuring a thin chrome frame for the rear quarter window modeled after the Hotton-designed *Vivace* Mustang), a Bertone-esque front fender vent (with integral nameplate), and a chromed grille surround that featured a Ferrari-esque "cross hatch" design and integral driving lights. Front and rear bumpers were fitted.

Mills fortuitously learned about a three-carb Ferrari 250 Lusso V-12 sitting in the Bertone shop (there because a prior commission hadn't been completed, and the motor was for sale reasonably) and specified that it be installed in his car. Ironically, the car was assembled hastily because of the strict schedule to build the official prototypes so Mills, ironically, had to accept a vehicle that wasn't entirely built to his specifications. After several years of driving the same, Mills took the car to Dearborn Steel Tubing in 1966 for mild restyling and refinishing.

Present status of car: The car has been fully restored and is stored in Salt Lake City.

General Description of Vehicle:

Front End Styling Details: Turn lights were fitted onto horizontal front grille bars suspended (floating) in the front grille shell. Two small horizontal bumpers flanked the grille shell. The “length” of the front grille shell (measured from the base of the windshield to the upper extension of the grille shell) was longer than many other Lynx prototypes. Additionally, the shape of the grille opening was oval on this car.

Door Styling Details: Push-button door buttons in the style of the units used on the *Cougar II* concept car. The leading edges of the doors open inward because the *Lynx* prototypes were based upon the early Ford corporate Sixties unibody. This door generally matched the door shape featured on the second Lynx prototype. No fixed-in-place/part of door window frames were installed on the upper doors; rather, the door glass was trimmed on its perimeter by a thin chrome molding and standard corporate vent windows.

Roof Styling Details: The roof was roughly configured in the overall shape of prototype 2+2 Mustang roof but lengthened 4" and reshaped to generally mimic the roof of the Vivace. The fixed rear quarter windows (trimmed by very thin chrome molding) “flipped out” (they couldn’t roll up and down because of design); the fixed rear quarter windows trimmed by bright moldings. Standard corporate style drip rails installed/polished stainless steel trim. Backlight had standard corporate-style moldings.

Hood Styling Details: The louvered hood was fitted with a scoop strongly reminiscent of a 1963 Ferrari Lusso; the hood hinged forward, and swung up and above the upper front grille shell.

Rear End Styling Details/Taillights: The thin, wrap around rear bumper was used on prototypes one and three was used. The taillight shape and design generally mimicked prototypes 2 and 3 (with integral back up light).

Script Placement: The driver’s side of the rear deck, and Lynx model designation is located on side of front fender, forward of the door. “L” is placed in middle of steering wheel.

Other Styling Details: Standard FoMoCo antenna. The car had no trunk, but it did have a lengthened for-storage “floor” behind the seats (rearward of the flat rear “tray”) for the spare tire and fitted luggage.

Exterior Color: Caspian Blue (1960 Ford color, enhanced by pearlescent highlights).

Wheels/Tires: Borraini wire wheels mounted on Goodyear Blue Streak tires.

A. DETAIL LEVEL OF SCALE MINIATURES OF FOURTH LYNX PROTOTYPE.

Gustavson’s Miniature: Very high level detailing. (No Geary model.)

B. EXTERIOR DESIGN AND CONSTRUCTION. See description above. There is no Detroit warehouse version of this model.

<i>Item</i>	<i>Part Supplied?</i>	<i>Parts Source?</i>	<i>References/Notes</i>
Antenna	No	Monogram ‘65 Mustang	Parts Details: Standard FoMoCo standard antenna. Use base from kit, remove mast, replace with ____ diameter silver wire. Simulate black mounting gasket.
Body	Yes	Gustavson	Gustavson: Full body detail.
Rear Bumper	Yes	Gustavson	Gustavson: : cast nickel bumper used.
Front Bumper	Yes	Gustavson	Gustavson: cast nickel bumper used.

Front Turn lights	Yes	Gustavson	Gustavson: Machined round lights with lenses.
Vents/Hood	Yes	Gustavson	Gustavson: : Vents are stamped on metal hood. Hood opens forward.
Door Handles	Yes	Gustavson	Gustavson: : Machined buttons fit into round bright bezel set into the doors
Door Windows/Quarter Window Frames	Supplies only.	Gustavson	Gustavson: “U”-shaped brass supplied for upper door glass frame. Photoetched quarter window trim..
Drip Rails	Yes	Gustavson	Gustavson: “L”-shaped brass channel, formed to fit and then plated, and installed on model before model is plated.
Front Grille	Yes	Gustavson	Gustavson: : Fine photoetched mesh screen.
Gas Filler	Yes	Gustavson, from Grayland.	Gustavson: : Machined gas filler mechanism supplied in brass.
Headlights	Yes	Gustavson/Grayland	Gustavson: Bezels fit into aluminum, machined headlight receivers placed in headlight pods. Lucas lenses are sourced from Grayland.
“Lynx” scripts :	Yes	Gustavson, from Wick	Gustavson: : Lynx photoetch found on Lynx #1 sheet. L” for steering wheel, and for front grille, and “XR-7” for glove box.
Taillights	Yes	Grayland	Gustavson: Taillights machined from clear red plexiglass with integral backup lights.
Inside rear package tray	No	N/A	Gustavson: Additional Borraini wire wheel/tire is required along with scratchbuilt fitted luggage.
Window Moldings for Windshield, Rear Window	Yes	Gustavson, from Wick	Gustavson: Photoetched windshield moldings. (brass).

C. DESIGN/CONSTRUCTION OF THE EXTERIOR COLOR/INTERIOR APPOINTMENTS.

Item/Feature	Color/Finish	Source of parts/paint	Notes
Color:	Caspian Blue with pearl highlights	Gustavson	Gustavson: Factory color highlighted with pearl powders.
Interior Color: Seats (Front and R ear)	Two-tone silver/blue door panels	Gustavson	Gustavson:
Interior Color: Door Panels	Two-tone blue/silver blue seats (matching door panels).	Gustavson	Gustavson:

Interior Color: carpets (floor) and fold down rear seats	Very dark blue carpets on floor and lower door panels	Gustavson	<i>Gustavson:</i>
Interior Color: Dashboard/pad	Dash is painted matte-version of exterior color with black dashpad	Gustavson	<i>Gustavson:</i>
Interior Color: Headliner	Light grey/with slight blue toning	Gustavson	<i>Gustavson:</i>
Interior Color: Steering Column	Medium Gloss dark blue	Gustavson	<i>Gustavson:</i>
Interior Color: Rear seat area/side panels	Dark blue carpet on open rear package tray, chrome trim.	Gustavson	<i>Gustavson:</i>
Steering Wheel	Nickel and wood rim	Gustavson from Veber	<i>Gustavson:</i> "L" letter in center of steering wheel.
Seat belts	Dark blue seat belts	Aftermarket	Gustavson:
Dash Design / Dash Instrumentation	Basically Mustang II styled; dashtop mounted tachometer, standard instrumentation	Gustavson from: Grayland - instrument bezels Wick: photoetched fascia, etc. Jones: instrument face decals	<i>Gustavson:</i> Double cut bezels need to fit into the p/e dash fascia. Bright "surround" on instrument cluster with raised roundels for each gauge.
Glove Box	Clock mounted on fascia	Grayland - machined bezel and lens; Jones: clock face	<i>Gustavson:</i> Double cut. Bright surround at perimeter and roundel for clock. Incut area flat for dash pad color. "XR-7" script placed on glove box.
Door Sill Plates: "XR-7" script in middle.	Factory-themed/Lynx-specific photoetch	Wick	<i>Gustavson:</i> Double cut parts with double-cut "screw" heads

D. ENGINE/SUSPENSION SET-UP *General Notes:* The detailing level described here is for the **restored** fourth prototype. The engine compartment was highly "show-detailed" with plenty of chrome and similar "show" detailing. Refer to Appendix B for paint specifications.

<i>Item</i>	<i>Parts Source/</i>	<i>Color</i>	<i>Finish</i>	<i>Notes</i>
Ferrari Lusso V-12, 3-2v version,	Veber kit	silver	Matte	<i>Gustavson:</i> First installed in a 1962 Lusso
Exhaust headers	Veber kit	aluminum	matte	<i>Gustavson:</i>
Transmission	Veber kit	Aluminum	Cast and machined surfaces	<i>Gustavson:</i> Add photoetched panels and machined bolts
Intake	Veber kit	Aluminum	Natural aluminum cast finish, flat silver bolts	<i>Gustavson:</i>

Pulleys	Grayland	Chrome	Highly polished	<i>Gustavson:</i>
Oval air cleaner	Grayland	Chrome/Aluminum	Highly polished	<i>Gustavson: Photoetched</i> upper and lower base, with photoetched upper “grid” soldered to top of aircleaner. Photoetched “wrap-around” air cleaner element.
Ignition Wires	Veber	Black	Flat black	<i>Gustavson:</i>
9" rear axle with 3.30 gear set	'60 Ford Starliner kit	Black body with red oxide gear set	Black is medium gloss (not flat), gear set is flat	<i>Gustavson:</i>
Koni shocks, front and rear	Grayland	Orange	Medium glass	<i>Gustavson:</i>
Front and rear disc brakes		Natural Steel	Matte finish	<i>Gustavson:</i>
Leaf springs with shackles	Wick	Natural Steel	Matte finish with paint daubs	<i>Gustavson:</i> Photoetched leaves and shackles
Unibody (underbody)	Gustavson	Factory-style: red oxide primer, with exterior color overspray	Semi-gloss colors	<i>Gustavson:</i>
Radiator, mounting bolts	Gustavson-Grayland	Black and silver bolts	Semi-Gloss	<i>Gustavson:</i>
Hose clamps (all)	Wick	Steel or aluminum	Flat	<i>Gustavson:</i> Ferrari style.
Front suspension: upper and lower A frames	Gustavson	Black	See binder for photocopy illustrations	<i>Gustavson:</i> Lower A frames.
Steering Gear	Gustavson	Steel	Matte finish with bright silver bolts. Light pink daub on housing.	<i>Gustavson:</i> Sourced from AMT 1970 Torino kit.
Brake/Fuel lines, clamps	Grayland	Steel	Bright silver color; clamps are matte finished silver	<i>Gustavson:</i>
Steering column (firewall side)	Gustavson	Same color as in interior	Gloss finish	<i>Gustavson:</i>
Exhaust tips	Gustavson	Chrome	Highly-polished	<i>Gustavson:</i> Standard dual exhaust with terminating with two- twin outlet pipes (Ferrari style), fitted beneath rear valence that had no reveals cut into the valence panel.

E. **PHOTOETCH PARTS.** The detailing level for the display model is that of a restored vehicle; all elements show-detailed. Builder Gustavson should consult Appendix A for design and color specification for this fourth Lynx prototype. The display model by Gustavson will require the following parts; note that Geary is not building a warehouse version of this vehicle. *Note that the list of photoetched items (brass and nickel) below are unique to this Lynx prototype: “universal” photoetch parts are listed in Section 8 at the end of this Lynx Style Manual.*

Brass: (Combined single and double cut)

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
B4-1	Windshield Trim	2 sets	Typical multi-piece corner and mid-point detail. Double Cut.
B4-2	Backlight Trim	2 sets	Typical multi-piece corner and mid-point detail Double Cut.
B4-3	“Ribs” for rear package tray	2 sets	Double Cut, full length, rear package tray.
B4-4	Pull straps for doors	4 sets	Double cut to show “hookups” at end of both ends of straps.
B4-5	Door jamb insert “receiver”	2	These parts would receive N4-1
B4-6	Front fender side receiver for “Lynx” badge	2 (L and R)	This receiver would be deep enough to accommodate second level of the polished nickel script (part N4-1).
B4-6	Receiver for rear deck script	2	This receiver would be deep enough to accomodate the second level of the polished nickel part N4-2. Double-cut.
B4-7	Ferrari aircleaner top	2	Combination of double-cut and “cut through” features. See illustration package.
B4-8	Ribs and “Ferrari” lettering for insert on valve covers	3	Combination of embossed ribs and lettering with cut outs for bolts.
B4-9	“Receiver” for the speaker grilles	3	This receiver would be deep enough to accomodate the speaker grilles (part N4-8). Double-cut.
B4-10	Ribbed fascias on either side of Ferrari transmission	4	Double cut, flat area in middle for placement of shape

Nickel: (Combined single and double cut)

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
N4-1	Door jamb sill plates bearing designation of this model.	2	Use original version as template for proper style. Fits into receiver part Models description shown as part of script on sill plate. Same sill plate, side-to-side. Double Cut
N4-2	Console insert with Ferrari-esque shift gate	2 parts	

N4-3	Front grille	2 parts	Cross hatch Ferrari grille
N4-4	Data plate Dearborn Steel Tubing Plate	2	No.
N4-5	Air cleaner Element	2	
N4-6	Wire wheel inserts	10	'L' for insert
N4-7	Roundel – for steering wheel	2	'L' for insert
N4-8	Speaker grilles for sides of rear package tray	3	Grilles set into the side of the rear package tray.
N4-9	Dash speaker		Vintage style, fits receiver ____
N4-10	Lynx script for glove box	2	Double cut. "Lynx" script on rectangular background. No model designation.
N4-11	Gas tank straps		
N4-11	Aircleaner "grid" on perimeter of aircleaner element	2	See illustration package.
N4-12	Ribbed plate on bottom of Ferrari transmission	2	Double Cut. See sample for measurements.
N4-13	Plate on driver's side of Ferrari transmission	2	Single cut, with cut throughs for bolts.
N4-14	Ribbed access plate on bottom of Ferrari transmission	2	Double cut (for "ribs"), with cut-throughs for bolts.
N4-15	Hose Clamps – Radiator	10 sets	Vintage style, use on all Lynx prototypes except 4
N4-16	Hose Clamps - Heater	10 sets	Vintage style, use on all Lynx prototypes except 4.

Special Extra Thick Polished Nickel: These parts will be cut in deeper material, installed on the body, and then the "top" of the script will be polished to remove the paint.

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes</i>
N4T-1	Lynx script for front fender		Double cut. L-Y-N-X letters attached to background (double cut). This script fits into brass "receiver" B1-5 (make sure that thickness of second cut of this part is not deeper than the incut on part B1-5).

N4T-2	Rear Deck “Lynx -XR7” script		Double cut script lettering attached to a background (double cut). This script fits into brass receiver (part ____) – make sure that thickness of second cut of this part is not deeper than the incut on part _____.
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F. Decals:

<i>Item #</i>	<i>Item</i>	<i>Quantity</i>	<i>Material</i>	<i>Notes</i>
4D-1	Gauges		Decals	
4D-2	Underhood decals		Decals	
4D-3	License Plates		Decals	

G. MACHINED PARTS: *Note to builder of fourth prototype:* Because the fourth prototype never appeared in the warehouse, these parts will be supplied only to builder Gustavson since his model must be super detailed.

<i>Item</i>	<i>Quantity</i>	<i>Material</i>	<i>Notes</i>
Taillight lenses	6 required, 2 extra made for spoilage	Clear Red Plexy	Gustavson: Rim and insert lenses
Driving Lights	2 for each indicated model	Machined aluminum housing, with clear lenses	Gustavson: Bezels should have incut to clear lenses, simulated bulb inside parabolic, Bezels have round hold in bottom, include stands with incut stub for mounting
Headlight Rims	2	Brass	Gustavson: Thinner than original style
Distributor	machined base, with vac-advance (cap already made)	Base machined in aluminum, rest in resin	Gustavson: Cap, base, vacuum advance Master already done, cast already by Norm Veber. Machine base, with hole for vac advance, for all applications.
Battery	5	Brass master, Resin cast copies	Gustavson: Autolite Sta-Full vintage battery; Need brackets, hold down, caps, etc.
Valve cover bolts – round head with hex base	6	Brass, to be plated	Spud on the bottom to locate in valve cover
Valve covers	3	Brass	Length-wise reveal for the photoetch incut. Integrate with B4-8 photoetched parts.
Pulleys	2 of each	Brass	Parts will have stub on the back for mounting, will be plated or painted.

Oil filters	2	Brass	Make with spuds on the back for mounting.
Rubber “bumpers” for engine compartment drip rail	8	Brass	Shape is section of cone, with a reveal machined into center from the top. Spud on the bottom.
Starter	2	Brass	
Ball Joints, upper and lower	4	Brass	Fit upper and lower A frames
Upper A frame control arms	3	Brass	Fit the upper A arm
Lower A frame control arms	3	Brass	Fit the lower A frame

Machined Parts

These parts have application to ***all*** of the Lynx prototypes, and for the Vivace Mustang and the Bordinat Cobra, also. Consult Subsection G in all prototype sections, above, for machined parts with specific applications for each of the scale models of the prototypes.

<i>Item</i>	<i>Quantity</i>	<i>Material</i>	<i>Source and Notes</i>
Pulleys: Crank, Generator, water pump	6 sets with “shafts” to mount to block	Brass	<i>Gustavson:</i> All parts machined in brass, no resin cast because of strength needed
Steering Column	5	Brass (no copies)	Lynx 1-4
Radiator cap	5	Brass, then resin cast	Lynx 1-4
Master Cylinder set: body, cap, fittings	5 sets	Brass or aluminum	Lynx 1-4
Disc brake rotors	1 master	Aluminum, then resin cast	
Bolts for fan (20 total plus extra)	20 bolts	Machined aluminum bolts	<i>Gustavson:</i> Machined bolts to fit.
Coil with bracket and hardware	1 machined master	Aluminum, no resin copies, p/e bracket	<i>Gustavson:</i> Three part: coil, top, bracket
Generator	Tweak the generator	Add final details to brass generator, already started	<i>Gustavson:</i> Factory style, with required bolts. Masters done, cast in resin. Source from Veber. Need to do photoetched
Upper water outlet with bolts	one master	Master in brass, then resin cast	<i>Gustavson:</i> Fabricate from brass, aluminum bolts

Oil Filler tube with cap	2 parts, 4 sets	Brass, no resin casts	<i>Gustavson:</i> Two-part sets for three models produced in brass, extra set for each scale vehicle
Distributor vac advance	5	Aluminum	<i>Gustavson:</i> Cap, base, vacuum advance Master already done, cast already by Norm Veber. Machine base, with hole for vac advance, for all applications.
Starter Done already, enhance	All parts	Brass masters, resin copy	<i>Gustavson:</i> Factory style, with required bolts. Master done, cast in resin. Will need machined mounting bolts.
Voltage Regulator	5 sets	Brass master resin cast	<i>Gustavson:</i> Include holes in base for wiring hookups. Two part: base and top
Battery	5	Brass master, Resin cast copies	<i>Gustavson:</i> Autolite Sta-Full vintage battery; Need brackets, hold down, caps, etc.

Photoetched Items – Common Items (Combined single and double cut)

These parts have application to all of the Lynx prototypes, and for the Vivace Mustang and the Bordinat Cobra, also. Consult Subsection E in all prototype descriptions, above, for photoetched parts with specific applications for each of the scale models of the prototypes.

BRASS:

<i>Item#</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
B-All-1	Leaf Springs	6 sets	Each set consists of 4 springs (differing lengths), each of a different length. Single cut.
B-All-2	Shackles, Rear	6 sets	See photocopies. Single cut.
B-All-3	Muffler ID	12 sets of 2 each	Just an insert for plastic mufflers. Date: BF To be installed flush with muffler fascia. Double cut. See drawing.
B-All-4	Sun visors	8 sets of 2 each	See drawing – maybe use the original shape as a template.
B-All-5	Stiffening ribs for unibody	8 sets	Source from existing sheet. For all Lynx.
B-All-6	Muffler ID	4 sets of 2 each	Just an insert for plastic mufflers. Date: 10-63 To be installed flush with muffler fascia. Double cut. Use on Lynx prototypes 1,2,3,4.
B-All-7	Gas Tank straps	5 sets of 2 each	“Through cut” on the ends of the straps
B-All-8	Brackets, various	To be determined	Various fuel and brake line clamps – all double cut for folding, and with a “through” cut for a “bolt” to attach the same to the unibody.

NICKEL:

<i>Item No.</i>	<i>Item</i>	<i>Quantity</i>	<i>Notes: Measurements, Application</i>
N-ALL-1	Hose Clamps – Radiator	10 sets	Vintage style, use on all Lynx prototypes except 4
N-ALL-2	Hose Clamps - Heater	10 sets	Vintage style, use on all Lynx prototypes except 4.

LYNX “SIMPLIFIED” PROTOTYPES 1, 2, and 3 (Detroit Warehouse). *(These models are more fully described in foregoing sections)*

Builder: Bill Geary

Depictions of these scale prototypes: The first, second and third *Lynx* prototypes (depicting the prototypes after sitting, largely unvisited for more than 4 decades) will be required for the 2007-era photos of the Detroit warehouse.

Scale Prototype Details:

- Prototype No.1: This prototype will face the wall, and will depict damage done to the front clip when a large shelf, overburdened with heavy items, collapsed onto the hood, upper grille panes, fenders and hood. Though most of this scale prototype will be draped, the action of the shelf falling on the front clip will have moved the tarp enough to see a bit of the damage (though most damage will be concealed).
- Prototype No.2: This prototype will be entirely draped and facing the wall; and
- Prototype No.3: This prototype will face opposite the wall, will be jacked up on the passenger front corner to reveal a missing wheel/tire. Mechanical detailing of this one aspect of the model will be required.

See Section Three (“Lynx Detroit Warehouse”), below, for further details.

Photo Use:

- These “shiny” versions will be depicted in the 1965-version of the Warehouse. These models will be weathered by Don Strong.
- These models will appear exclusively (and permanently), in the warehouse diorama, circa 2007.
- Photos of these models will be featured in the history and project books.

PROTOTYPE TWO (LYNX XR): UNFINISHED VERSION

Builder: Andy Kellock

Depiction of this scale prototype. This unfinished vehicle depicts *Lynx* Prototype Two under production in the Bertone carrozzeria. See Section 3 for further details on this scale vehicle. The driver’s door was not yet mounted but the driver’s body-side door jamb will be installed on the body. The outer skin of the driver’s door would lean up against the body or jig. The body panels missing from the second prototype in the second body forming jig are present on wood body-forming buck

#B. **Unibody Detail.** Detailed front unibody frame and suspension in place, along with driver’s side inner fender well panel and radiator support in place (but no passenger side inner fender well). Andy to consult the images of the inner engine compartment unibody photos supplied by Gustavson.

Correlation with other Lynx/Bertone elements. Body-forming wood Buck #B holds *Lynx* #2 with the front clip only in place (hood, front fenders, lower front valence). The partially-finished prototype in body assembly jig #2 must obviously match the body forming panels on the body-forming buck #B: what is missing in the body-in-the-jig must be present on body jig #2..

Photo Use:

- This model will appear in just one venue -- the Bertone shop (with along with *Lynx* prototypes 1 and 3);
- Photos of this model will be featured in the history and project books; and
- This model will appear (placed in the Bertone diorama) at GSL-XXIII (2011) as part of the overall presentation.

Level of Model Detailing: full front end mechanical detailing. See Section Three (“Bertone carrozzeria”), below.

PROTOTYPE FOUR (LYNX XR-7): UNFINISHED VERSION

Builder: Dave Morton

Body Construction Details. This partially-finished version of the fourth Lynx prototype features major body panels (doors, rear clip, windshield frame, front fenders, but no: hood, no upper grille panel or lower front grille shell. Body is presented in bare aluminum (each panel subtly different in hue and tone), engine compartment roughly finished with no motor in place (front suspension set up so car is “nose high” because of no engine weight) dash mounted but with no steering column, no seats, no trim, no bumpers or lights. Windshield and back light in place, though. Minimal underbody detail, but full engine compartment detail (minus the engine): will need to conform the firewall to match the fully-detailed Lynx #4 firewall.



*This image, from the 1965 **Automobile Quarterly** article on the Scott Bailey Mustang, will show the basic status of the Fourth Lynx prototype that Morton is building. Note the differing hues on the various aluminum body panels as well as the presence of “roller” tires and wheels.*