

Our Cars

1978 Lincoln Continental Mk V Diamond Jubilee Edition



Owner: H. Michel Carlson, Senior Aviation Analyst
Purchase date: June 2001
Purchase price: \$10,000
Mileage since purchase: 12,000
Recent work: Replaced both power door lock actuators, tube, oil, and filter.

This is the fourth late-1970s big-rod Lincoln I've owned, and it is far and away the best.

It is also a classic example of buying what you liked in high school. Yep, while my classmates were cutting their teeth on \$2,000 run-of-the-mill, beat-up muscle cars that now sell for \$50,000, along with putting Team-Arm, Ferrari 308, or Frank Bowcott posters on their walls, I had a hunch for the Mk V. I've wanted a Diamond Jubilee model in gold ever since a family trip to Dearborn in 1978, where one was on display at the Ford Visitor's Center.

When I sold my 1974 Mk IV for a profit in 2001, I sought out a car with 30,000 to 50,000 miles—not so many so that it was a worn-out driver. I ended up buying this car from the proverbial little old lady in Clay Center, Nebraska. It had the optional 400 V8 and moonroof, same as the car I tested for when new. While it was a 26,000-mile original, the owner neglected to mention that she lived on a dirt road. As a result, I've been cleaning and detailing the car ever since.

Five years ago, I drove it to Dearborn to take part in the 50th anniversary meet of the Lincoln Continental Owner's Club and the centenary of Ford Motor Company. This year, I ended up at the Lincoln Continental Midwest National Meet in Duluth, Minnesota.

I entered the club's first driving tour in over 30 years, and "Gulbke" was the first car to win Best of Show for the newly formed Original/ Touring class, scoring 98.16 out of 100 points.

As an advocate of keeping cars original and driving them, I consider this one a win-win scenario. And it gets 16 mpg to boot. ♦

Comes with big service history, tool kit, and luggage. Unrepeatable. Cond. 1. **SOLD AT \$4,058,120.** This car brought about twice what was expected and set a new world record for the FF. One man in the room kept raising his stake against telephone bids until he owned the car. Determined and heroic stuff, but perhaps he could see the future. See the English Profile, January '88, p. 42.

FRENCH

TOP 10 No. 5 ▶221-1938 BUGATTI TYPE 57C Atlantic coupe, S/N 57706. Eng. # C57. Patented & black-brown leather. RHD. Odo: 13,633 km. Completely original and sensitively cleaned up after recently appearing from 45 years of storage (although bushes were swapped very early in its life). Paint now cracking, glass delaminated, some corrosion to radiator surround. Blanking plates to rear where different taillights have been fitted and removed, two lenses missing, seat leather beginning to



crack and tear. Cond. 4. **SOLD AT \$1,058,648.** Last sold at \$852,500, double its high estimate, in "unobscured" condition at Christie's Greenwich, CT, auction in June '07 (SCB# 45526). This is a true original still on '82 NY plates and possibly unique, so it's no surprise it bid up to the generous estimate. As they say, cars are only original once, and restoration can only devalue it—although the clean-up here seems to have added \$200K. Possibly only worth more if it had been a roll-up, or if body and chassis had come out of the works together.

GERMAN

TOP 10 No. 4 ▶246-1938 HORCH 85J Special roadster, S/N 85-026. Eng. # 150632. Metallic blue/gray canvas/black vinyl. Odo: 2,869 km. Coachwork by Erdmann & Rossi. Said to be one of three surviving second-series cars. Shiny and complete but has suffered from poor restoration during which some of the body has been made non-original and some



of the instruments are incorrect. Fenders ripped and creased at places, paint prep rushed, seat trim large, one window winder has fallen off, and the adjustable wrench left on floor doesn't do much for confidence. Cond. 3+. **SOLD AT \$1,000,500.** This was estimated to end up at

3-4x as a cheaper alternative to a 500K Special Roadster but I can see why buyers held back as it probably needed \$400K to make it perfect again. That said, it will be lovely when it's done.

ITALIAN

▶261-1947 LANCIA APHELIA 4-dr sedan, S/N 2342267. Eng. # 23512. Black/red leather. RHD. Odo: 14,916 km. Unusually for an Aprilia, this appears to have no rot or structure at all. Tidy inside and out, dash very appealing, brightwork



all good. Decent radiator grille bumpers. Cond. 3+. **SOLD AT \$26,466.** Usually an export model, but sold into Italy from new and in long-term ownership since. If anything, this price was slightly on the low side for one of these expensive small sedans. Well bought.

TOP 10 No. 3 ▶214-1949 ALFA ROMEO 6C 2500 SS Villa d'Este coupe, S/N 915882. Eng. # 928190. Dark blue/gray leather. RHD. Odo: 54,640 km. Coachwork by Touring. One of 31 coupes, this with no front bumpers, fake air dams, and built-in Marchal driving lamps. Originally a show car. Meticulously re-



stored in Japan in the '60s and still in excellent shape. Dash perfect, seat leather good, super clean and shod despite having run a California Mile. Cond. 2. **SOLD AT \$39,990.** Sold about \$100K below the \$500K lower estimate, and not out of order for one of the recent 2500 SSs you'll find. Both sides should be happy with this.

▶266-1954 LANCIA B24 Spyder America spyder, S/N B241045. Eng. # B241149. Red/tan leather. RHD. Odo: 29,014 km. Very good body, paint, and interior over original gray with red leather. Repaired and rechromed bumpers, rear trim and glass. Nice but not perfect, and that makes it usable. Cond. 2. **SOLD AT \$291,126.** Here it came. They make 39 right-handers, and then two come along at once in identical colors and trim. This was such