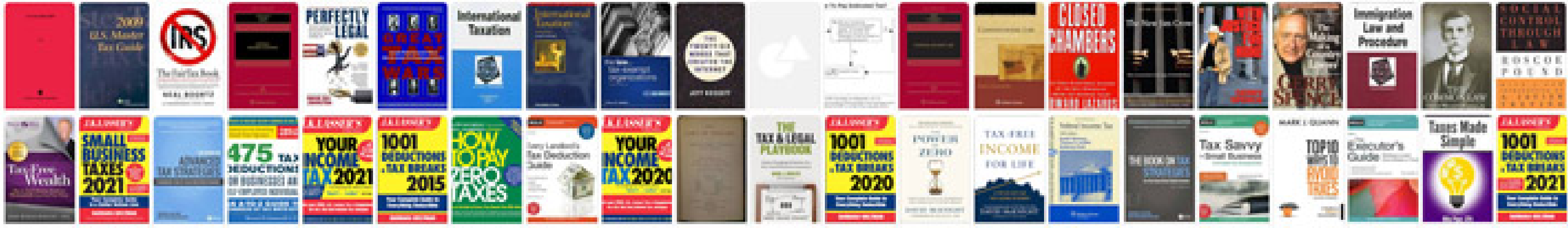

Lincoln mark series

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Following a hiatus, the Mark series was relaunched in by Lincoln-Mercury; six further generations were produced through Serving as the flagship of Ford Motor Company, the Mark series has primarily been produced as a two-door coupe other body styles have been offered through its production. With the exception of the nearly hand-built Continental Mark II, the model line has shared chassis underpinnings with other Ford vehicles, styled with their own interior and exterior body panels notably the use of continental tire trunklids associated with the brand. From to , Lincoln used an "MK" prefix for its sedans phased out in favor of conventional names or dropped altogether. Before there were series of "Continental Mark", "Lincoln Mark", or "Lincoln MK" models, there were various models built by the Ford organization employing the name "Continental". These began in the s with a one-off car, a custom personal car that ended up serving the function of a concept car , which Edsel Ford directed his designers to create. It began with the existing design of the Lincoln-Zephyr and was modified extensively. It was called the "Continental" because it was meant to capture an essence of Continental European luxury. This first car led to a production model, the first of the " Lincoln Continental " series, which was built from to At the time work had begun on the first Continental coupe, Lincoln had previously cancelled the Lincoln K-series coupes, sedans, and limousines, and produced the very limited Lincoln Custom limousine, along with the smaller Lincoln-Zephyr coupes and sedans. Ford wanted to revive the popularity of the â€" Lincoln Victoria coupe and convertible but with a more modern approach, reflecting European styling influences for the Continental. In , Ford Motor Company chose to introduce a new personal luxury car as a successor to the pre-war Lincoln Continental. As it was to be one of the most exclusive and expensive automobiles in the world, Ford chose to create a stand-alone division above Lincoln. The new Continental Mark II of the Continental Division adopted a naming convention of "mark number", also meaning "version number" or "model number"; while used in the European automotive industry, this was also used to identify versions of artillery, tanks, naval vessels, and aircraft, as demonstrated with the Jaguar Mark 1. The name was thus equivalent in original meaning to simply "Continental, version 2" or "Continental, model B", although the name "Mark" later took on a brand -like feel of its own in the minds of many customers, which later branding efforts then expanded upon. In July , the Continental Division was integrated into the Lincoln-Mercury Division, which managed the Continental as a separate marque above Lincoln within the division. For , Lincoln was pared down to a single model line. The Continental name was suspended as a marque as the Mark series vehicles were discontinued and Continental became the sole Lincoln model name. While sharing little to no common bodywork, the Mark series would share much of its underpinnings with the Ford Thunderbird for most of its entire production run from to The Mark II was available only as a two-door hardtop coupe. The new model eschewed chrome-laden styling of the period. Its understated design evoked a European simplicity of line. Four-door and convertible versions were explored by Ford, but not developed. Most of the car was hand-built to high standards, including multiple coats of paint hand-sanded down, double-lacquered, and polished. All Mark IIs were equipped with power steering, power brakes, power windows, automatic transmission, motorized radio and antenna, as well as a luxurious interior of imported Scottish, Bridge of Weir leather. The only option available was air conditioning. The models had small "scoops" for air intake located on the upper rear fenders. Cool air from the trunk-mounted evaporator coil entered the passenger compartment from four vent registers located in the corners of the roof headliner. Following the cancellation of the Continental Mark II coupe at the end of the model year, Ford Motor Company sought for ways to improve the profitability of its flagship model line. After the Continental Division was absorbed by Lincoln-Mercury in July , the Continental name was used as Ford's top level marque, sharing bodystyles with Lincoln-branded vehicles. This was done to position Continental-branded vehicles against top-level Cadillacs and Imperials. In order to distinguish the Continental from Lincolns, stylists gave the vehicle its own roofline. Featuring a reverse-slanted retractable rear window, called "Breezeway", it was featured in all Continental-branded models including convertibles. While far easier to produce, the Mark III was still advanced for the time. Continentals were still available with air conditioning, this time with dashboard-mounted vents. For the first time, FM radio joined AM radio as an option. Another feature was "Auto Lube"; as long as the owner kept the oil reservoir full, the car automatically lubricated itself. To increase rear-seat room, the retractable rear window was replaced by a standard-slant window. Limousine models were distinguished by the use of a rear-seat partition. Other features included dual air-conditioning units and a padded vinyl top. Both models were only available painted in black. For , the Mark V was given a minor styling update, with a larger grille and new " dagmar bumpers ". In terms of standard production sedans without an extended wheelbase, the â€" Lincolns are some of the largest automobiles ever made. This particular car was owned by the Lao royal family. The Mark III was based on the

four-door Thunderbird platform, [6] which was first introduced for It joined the larger Lincoln Continental 2-door sedan. The Mark III competed with Cadillac's front-wheel-drive Eldorado and Imperial Crown Coupe , which bowed for the model year and held the upper rung in the personal luxury car market. Distinguishing features included a prominent grille, hidden headlights, and a Continental spare tire hump in the decklid. A Cartier dash clock was introduced in December The model introduced a technical innovation - it was the first American-made vehicle with radial tires as standard equipment. The model year cars included the formerly optional vinyl roof and Sure-Track anti-lock braking system. The interior wood trim was upgraded to genuine walnut wood trim all models featured either East India Rosewood or English Oak wood appliques depending on the interior color. The Continental lettering on the decklid was bolted on instead of glued on for The seat and door trim pattern was changed to a simpler design instead of the diamond-pattern, button-tufted design of Also new were a locking steering column, a rim-blow-horn steering wheel, map light off delay device, concealed electric windshield wipers with adjustable intermittent feature, and a three-point restraint system for front outboard occupants. The model year cars received tinted windows, and an automatic climate control. High-back Twin Comfort lounge seats with two-way power controls were also new. The Mark IV carried over many design themes of the Mark III including the grille and faux spare tire trunk lid, and grew both longer and wider â€" sharing its platform with the Ford Thunderbird. In , Lincoln introduced the small oval windows, marketed as opera windows , at the roof rear quarters. It was the heaviest series of all generations. Beginning in special Luxury Group packages were offered in various paint, roof, and interior color schemes from year to year. The Silver Luxury Group for included Silver "Moondust" metallic paint with a matching silver grained vinyl roof and a silver leather interior. Or, if the buyer preferred a color contrast, Cranberry deep red velour or leather interior trim was available. Beginning with the model year, the Mark IV was available with four unique "designer editions". The names of three famous clothing designers and one jewelry designer, were available with four exclusive color combinations. Interior seat designs were basically carried over from the "luxury group" options but featured unique color combinations. The designer names were: Cartier , the French jewelry and fragrance designer, Bill Blass , the American designer, Givenchy , a French clothing designer, and Emilio Pucci , an Italian clothing and accessories designer. The name of the chosen package was embedded in the opera window of the car and also on the dashboard above or near the glovebox. The exterior and interior color combinations changed with each model year. The Bill Blass edition remained with the Mark series through while the others were not available after the model year Emilio Pucci , model year Givenchy , and model year Cartier. Lincoln used designer editions for other models, as well. The through Town Car and the through Continental sedan. The rounded styling of the previous generation gave way to a sharper-edged look. Interior design remained similar to the Mark IV, with variants in the seat patterns and dashboard trim while retaining the general dashboard layout of the IV being the primary differences. The Mark V was larger and more complex than its predecessor, coming just ten inches short of 20 feet 6. The electrical system and mechanical componentry shared less in common with other Ford products, and was harder to service than the corresponding equipment on the Mark IV. The was not available at all for After the model year, the was no longer available in Lincolns sold in California, because it was not able to be emissions-certified for that state. By contrast, the Continentals were initially available ONLY with the in the 49 states but around mid-production the became standard and the optional, except in California. Evidence of a change as early as December is available. The author of these edits March has a state February 21 Continental Town Car, the price sheet of which shows the as an option. Marti reports, however, suggest that almost all state Lincoln buyers chose the after it became optional. The press releases summed it up by calling the '79 Continental "the last traditionally full-sized American car. With an overall length of The Mark V was the essence of unconstrained American automotive opulence, conceived in a time when fuel economy and space efficiency were the concerns of lesser cars. Though the styling of the Mark V was unchanged from '78 to '79, there were some mechanical and engineering refinements Weight reduction techniques that included use of plastics, high-strength lightweight steel, thinner glass, and aluminum for such engine parts as the intake manifold and water pump produced a pound weight reduction [from], as compared to the pounds surrendered by the Mark VI models. Even with the weight loss, the Mark V is a huge piece of machinery, albeit a desirable one in terms of potential value. It is the last of a breed and has sufficient quality and style to assure eventual classic status It is entirely likely that, in 10 years, the owners of such cars will discover that they have a piece of collectible automotive machinery. To drive the Mark V is to be the captain of your own huge, luxurious ship. In an operational sense, the Mark V is massive, smooth and competent only in boulevard or highway applications What it was designed to do, it does very well. It isolates the driver and passengers from the outside world, and when you're driving, it makes you feel - and makes other people think you are - rich. Even with its rather straight-lined, sharp-edged styling, the car has a certain rakishness and projects the image of the driver as an elegant rogue. This intangible quality is exactly what we found lacking in the Mark VI. It has a more formal look - the result of a more squared-off roof and trunk line - that would tend to make you think of the driver as a successful accountant The interior produces none of that feeling of decadence. It is light and airy, as opposed to the cocoon feeling of the Mark V, and has a little too much space-age gadgetry and undisguised plastic to fit the traditional definitions of luxury. The Continental Mark VI introduced downsizing to the Mark series alongside the introduction of a four-door sedan bodystyle. Based on the success of the Mark V, the Mark VI adopted many of the exterior styling cues of its predecessor, including its oval opera windows, radiator-style grille, "Continental" spare-tire decklid, hidden headlamps, vertical taillamps, and front fender louvers. The four-door was distinguished largely by its fenders, opera windows, and decklid; the two-door has a separate roofline from the two-door Town Car. In place of the previous 7. In place of the LED trip computer of the Mark V, the Mark VI became one of the first American automobiles to offer a fully digital instrument panel VFD , pushbutton keyless entry a system still in use on Ford automobiles , and an overdrive 4-speed automatic transmission. While marketed as a personal luxury car, the Mark VII sought a role as the technology flagship of Ford Motor Company, featuring a number of comfort, convenience, and performance options introduced during the s. The Mark VII was notable for becoming the first vehicle in North America sold with aerodynamic composite headlights after legislation permitted their sale in the United States; in addition, electronic 4-channel anti-lock brakes were sold first on the Mark VII November , six months before the Chevrolet Corvette. In a shift from the full-size segment, the Mark VII was derived from the Fox platform , becoming a two-door counterpart of the â€" Lincoln Continental sedan. The Mark VII was closely related to the â€" Ford Thunderbird and Mercury Cougar sharing the doors, windshield and much of the unibody structure but with a longer wheelbase towards the rear. Despite its larger footprint, the curb weight of the Mark VIII remained essentially the same as its predecessor. With its wheelbase stretched to inches only an inch shorter than the much larger Ford Panther platform , much of the extra interior space was given to the rear seat. In a major change, the Mark VIII was given independent rear suspension, exclusive in rear-wheel drive four seat American cars at the time except for the Thunderbird and Cougar. The Mark VIII received a minor exterior redesign for the model year with a larger grille and exterior lights. The LSC was the first car from an American automaker to be equipped with HID headlights, and the to models continued the groundbreaking lighting trend with even larger housings for the HID system, and an innovative neon third brakelight across the entire rear decklid. For its entire production run, the Continental Mark series was the most distinguished within the Ford Motor Company divisional hierarchy positioned above Lincoln. Following the discontinuation of the Continental Division in July , the vehicles would remain marketed within the Lincoln-Mercury dealer structure. However, the vehicles themselves were not badged as Lincolns, nor did their identification plates, VINs, and factory paperwork bear the Lincoln division name. As the vehicles remained sold, serviced, and marketed by Lincoln-Mercury dealers alongside Lincoln Continentals, Continental was maintained as a separate marque for the Mark series vehicles, formally referred to as Continental Mark not Lincoln Continental Mark. As the Continental Mark series became more popular, the Lincoln name became colloquially affixed although the Lincoln nameplate did not appear on Continental Mark series vehicles nor did Lincoln Continental Mark appear in marketing, brochures, advertising and window stickers. The only exception to this was the referral of the Mark V as a Lincoln Continental Mark V in brochures and advertising only in preparation for the Continental nameplate to become a sole model series under the Lincoln brand for However the Lincoln name never appeared on any Continental Mark series vehicle. Beginning with the model year, all manufacturers were required to use a 17 character VIN-code. The first three digits is the World Manufacturer Identifier which indicates the country of origin and make of a vehicle. After the Continental Division was integrated into the Lincoln-Mercury Division after the model year, its four-point star logo - the "Continental Star" - was brought with it. As of current production, the emblem in various forms has remained in use on both Mark-series and Lincoln vehicles since In the early s, Lincoln produced two personal-luxury concept cars using the Mark Series name. The use of letters to identify different models began during Ford's acquisition of British luxury marques Jaguar , Aston Martin , and to a lesser extent Swedish marque Volvo in the Premier Automotive Group. Mechanically based on the â€" Ford Thunderbird , the Mark X added a power-folding retractable hardtop. Although its Thunderbird origins were apparent above the window line, much of the Mark X was restyled for a contemporary and modern appearance rather than the retro styling seen on its Ford stablemate. In a break from Mark Series tradition, the Continental spare-tire hump on the decklid was left out of the design of the two concept cars. Another concept car was introduced in , called the Lincoln MKR. It was a premium four door fastback sedan based on the Ford Mustang platform which influenced the design themes of production Lincolns for a number of years. After the discontinuation of the Blackwood after a single year of production in , Lincoln stayed out of the pickup truck market for three years. In , the division tried again with the Lincoln Mark LT. As with the Blackwood, the Mark LT was based on the crew-cab version of the F; a major change from the Blackwood was the availability of all-wheel drive and the use of a conventional pickup box. During the s, American luxury brands such as Lincoln lost market share to German and Japanese brands. As Lincoln and Cadillac began modernizing their lineups during the early s, they both began to adopt alphanumeric naming schemes used by their competitors. At Lincoln, this started with the LS, which created some objections by Toyota, the owners of Lexus. As the LS and the Continental were both discontinued in the mids, the division introduced a new alphanumeric naming scheme that would partly revive the Mark Series. From to , all newly introduced Lincolns would wear the "MK" pronounced "emm kay" designation; the lone exceptions were the Town Car and the Navigator. However, for Lincoln discontinued the MKS and brought back the Continental name for its all-new flagship sedan. Since then Lincoln has brought back names for successive model replacements. Additional Marks were used by other characters later on including J. From Wikipedia, the free encyclopedia. Motor vehicle. See also: Continental Mark II. See also: Lincoln Continental Mark V. See also: Lincoln MK9. See also: Lincoln Mark LT. Walker , known for his contribution to the development of the original Ford Thunderbird , was Vice-President in charge of Styling at Ford during this time. Elwood Engel , famous for being lead designer of generation four of the Lincoln Continental and for his work as chief designer at Chrysler in the s, was Staff Stylist and consequently roamed all of the design studios at Ford during this period, and worked very closely with John Najjar in developing not only the , but also the update. After John Najjar was relieved of his responsibilities as Chief Stylist of Lincoln in he became Engel's executive assistant, and the two worked closely together in the "stiletto studio" in developing the fourth generation Lincoln Continental, which won an award for its superlative styling. Don Delarossa, who succeeded Najjar as Chief Stylist of Lincoln, was responsible for the update, and went on to become chief designer at Chrysler in the s. It was his Ford La Tosca concept car, with its oval overlaid with an "X" theme, that gave the "slant eyed monster" nickname to the Mark III front end. Perhaps most ironically of all, L. Desert Classics. Retrieved March 28, Retrieved January 1, The Lincoln story: the postwar years. Stanford University Press. Retrieved January 5, Hearst Magazines. January Retrieved December 30, Unique Cars and Parts. Retrieved February 3, The Cars Of Lincoln-Mercury. Sarasota, Florida: Crestline Publishing Co. Germany: Kraftfahrt-Bundesamt. January 15, Retrieved January 8, Ford Vehicle Identification Number. 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