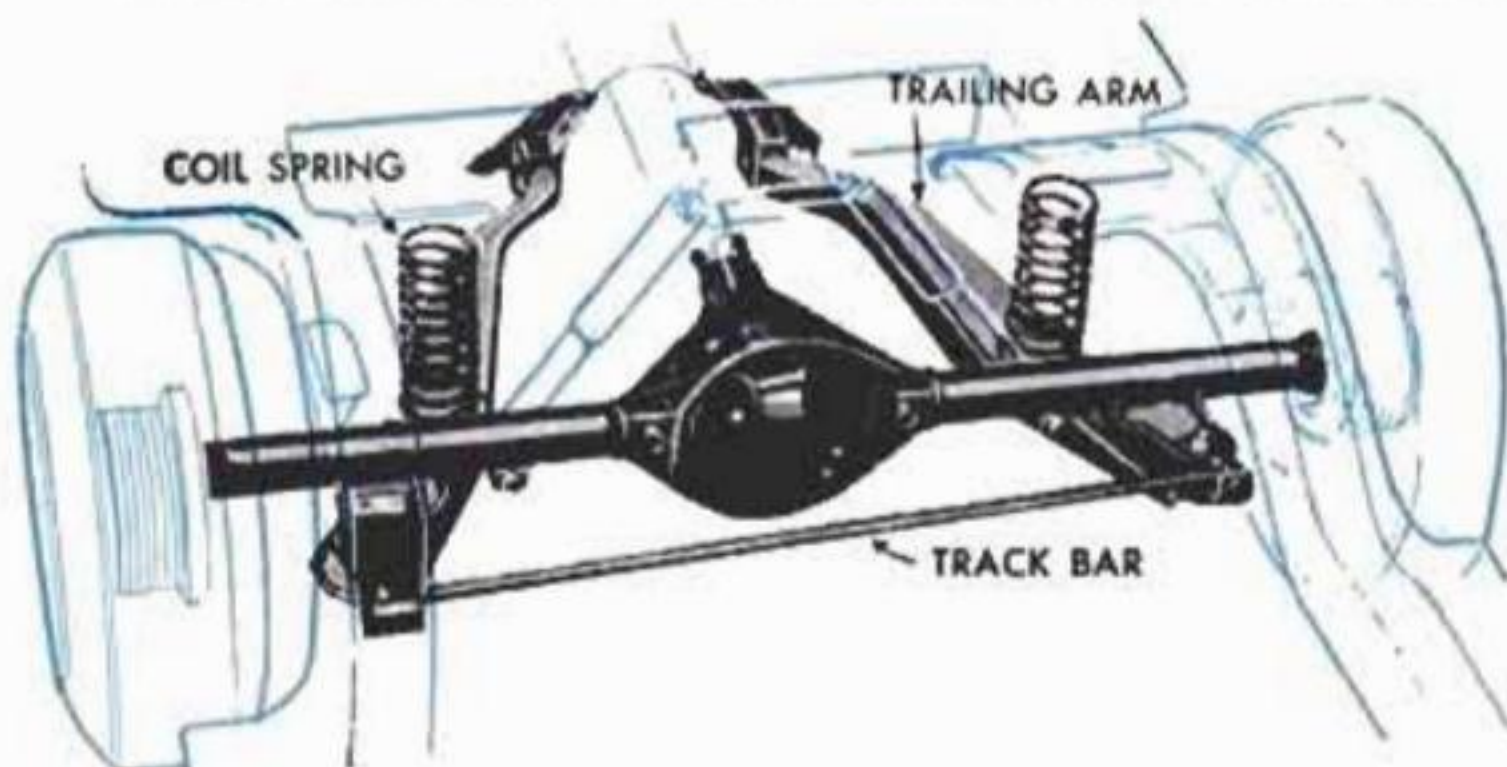




Lincoln simplified its front end by placing the diagonal headlamps in the upturned ends of U-shaped grille



Lincoln's transom. Below, major elements of the rear suspension



Continental Mark IV continues its reverse-slant, movable rear glass. Taillights look like huge push buttons



## LINCOLN

**LINCOLN IS SHORTER**—not much, but even two inches shorter is news these days.

Any unit body has an inherent problem of noise transmission. Lincoln has licked the problem and the car is as quiet as a conventional-frame design. They tuned and dampened exhausts, weighted and balanced the prop shaft, revised the junction of rear axle and trailing arms. Reinforcing strainers now reduce sheet-metal drumming.

For rustproofing, Lincoln this year dips its bodies in primer paint all the way to the belt line. The engine, a carry-over from 1958, has been "honed and sweetened," say the engineers.

Lincoln's plush model, the Continental, is now the Mark IV. Styling changes on both are limited to front and rear transoms—the latter being Lincoln's forte.





Lower headlights, more horizontal emphasis in grille, flashier brightwork, mark 1959 Edsel Corsair hardtop

## EDSEL

**CHANGES?** Edsel for 1959 has a barrel of them.

It now comes in one size only. The new wheelbase is 120 inches, two inches longer than last year's small Edsels, four inches shorter than the big models.

Only two series are offered, Ranger and Corsair. Three V8 engines are available, displacements being 292, 332 and 361 cubic inches. All but the biggest thrive on regular gasoline.

Also available is a six-cylinder engine (adopted from Ford). It's a "delete option." Order it, and you get a price cut of \$80 or so.

Even the push buttons in the steering wheel are gone. So is the pie-plate speedometer. Big concern is with mechanical reliability, not gimmicks. Exhausts are coated for long life, wiring clips rubberized to protect insulation and quick-disconnect plugs make electric circuits foolproof.



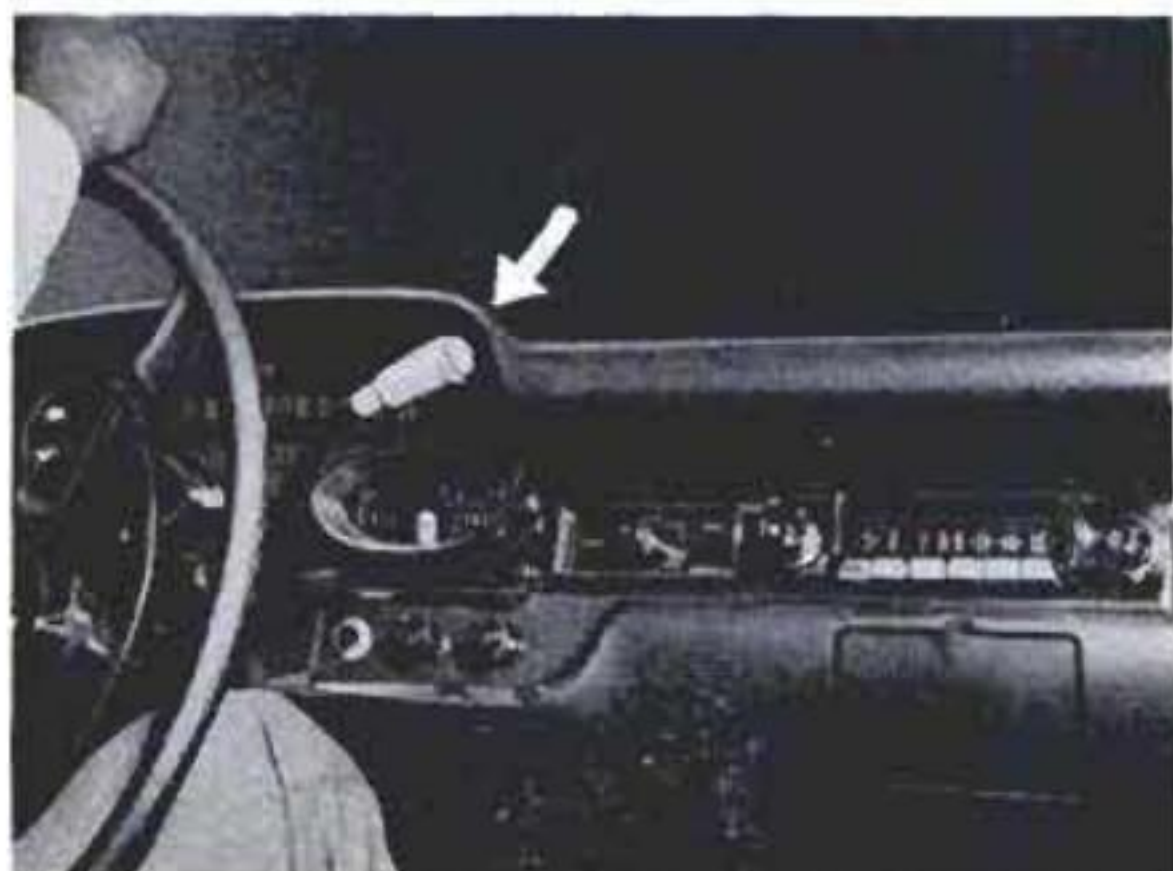
Ranger sedan is same size inside and out, but less expensive than Corsair. Differences are in trim, seat design and engine



Villager wagon comes as two or three-seat model. Weight distribution on wagons is 50-50, giving good traction on ice or snow

Push buttons are gone. Transmission control is lever (arrow). Buttons were too expensive and troublesome

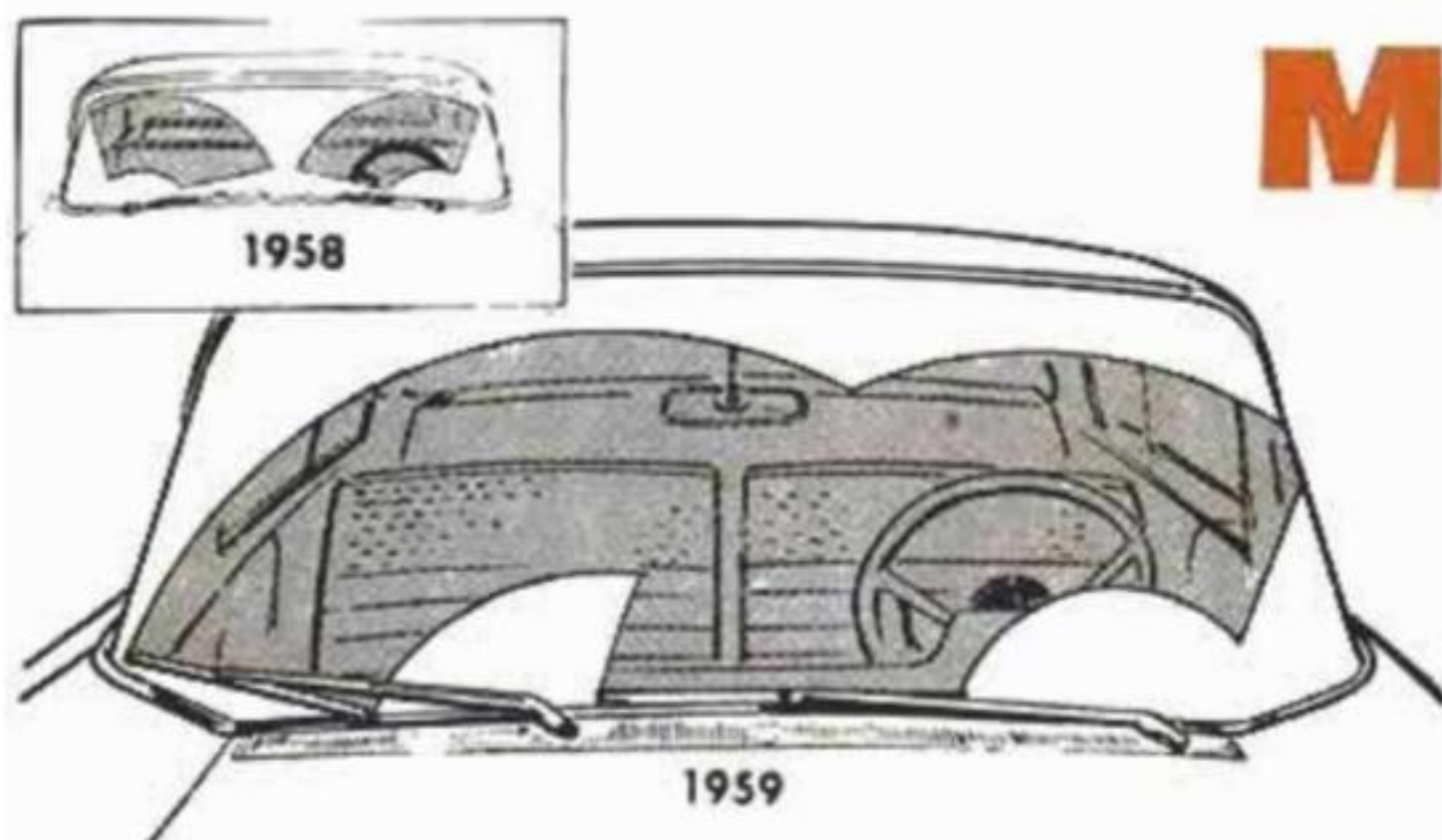
Multiple taillights are mounted lower than last year's horizontal design. Third lens is backup light







Park Lane models, like this four-door hardtop, have a distinctive "torch" mounted in rear-fender cavity



Mercury now has electric wipers that operate in unison and their sweeps overlap each other to eliminate all unwiped center area

## MERCURY

**M**ERCURY has plenty to talk about in 1959. Changes run all the way from a new frame to a different system of windshield wiping. Interiors are roomier as stylists have increased front-seat legroom as much as six inches to get rid of what the Mercury publicists euphoniously call "cockpit claustrophobia."

Wheelbases are now 126 inches on Monterey and Montclair (four inches longer than last year) and 128 inches on the Park Lane (three inches longer). Over-all lengths are increased by similar amounts.

Front and rear treads are wider for greater stability. Antidive has been added to the front suspension by tilting the upper arms. It's the first time Mercury has used antidive.



Wagons have lockable storage compartment under rear floor. Below, new dash increases front-seat room

Flexible joint in steering shaft (circle) absorbs road shock and prevents binding due to misalignment







Monterey sedan has a flatter roof. Pencil-shaped "projectile" is now formed by rear-fender sheet metal

The longer frames had their "cow belly" width increased by six inches over 1958. Rebound bumpers of butyl rubber (previously natural rubber) smother the jounce without throwing the absorbed energy back, just as your fist sinks into a chunk of putty. This added damping action results in a better ride under extreme conditions.

You'll recognize these new models as Mercurys despite the all-new body shells and frames. The distinctive crisp styling theme introduced by Mercury in 1957 has been retained

Two roof styles are offered. The hardtop roof curves rearward blending smoothly into the large back window. A flatter roof on sedan models has a cantilever extension that overhangs the rear window.

By moving the dash forward and lowering the belt line of the body, stylists have added a wide-open feeling to the interior, especially for front-seat passengers. The transmission hump and rear-floor tunnel are smaller this year, increasing the passenger room and comfort. There's more room for the feet in the back seat, too, as the sill is four inches narrower providing increased flat area within the step-down cavity. Entrance room is improved by the four-inch-longer front doors on sedan models.

Windshields wrap upward into the roof and now have 60 percent more glass than before.

Mercury's projectile theme is retained on the rear quarter panels and, in fact, is enhanced by the sheet-metal sculpturing.

The new parallel-wipe blades (which operate in unison, left to right), clear a continuous area, leaving no unwiped central triangle to block vision. Electric wipers are standard.

Mufflers are aluminized inside

and zinc-plated outside to double expected life. Tailpipes are of heavier gauge steel.

Engines come in the following displacements: 312 cubic inches, 383 cubic inches and 430 cubic inches. The 383 engine can be ordered with an economy two-barrel carburetor. An economy automatic transmission (a two-speed design) is optional.

Push-button control of the automatic transmission has been discontinued. Power steering has reduced load and its pump is integral on the two big engines. ★ ★ ★



Spare mounts forward to increase handy-to-get-at trunk area. After all, when did you last need a spare? Below, frame cross-member over rear axle is curved heavy-gauge sheet metal instead of box girder. It is lighter, stronger, requires less height

