

The *Lynx* Project

PROJECT HISTORY:

An enduring mystery in the history of the Ford Motor Company – why the Lincoln-Mercury Division didn't have its own concept car program in the early sixties to match the Ford Division's famous *X-Car* program – was answered by the discovery in June of 2003 of a vintage 1964 Ford corporate film that revealed a tantalizing, but brief, image of a previously unknown Mercury concept car code-named *Lynx*. Intense research by a dedicated cadre of automotive historians uncovered the fragmented history of the “suppressed” *Lynx* concept car program, as well as the discovery of the four actual *Lynx* prototypes that were built by Dearborn Steel Tubing and Carrozzeria Bertone. The discovery and restoration of the three official *Lynx* prototypes (as well as the personal version built by Lincoln-Mercury chief Benjamin D. Mills) triggered additional research that eventually uncovered a remarkably comprehensive corporate record (buttressed by the diary of Lincoln-Mercury Division chief Mills), styling studio drawings, and photos that revealed the rich and unexpected history of the “lost” Lincoln-Mercury concept car program from 1962-65.

Because the full-size cars are now held in private hands, a group of forty-two scale vehicle modelers and consultants from across the United States, Finland and Turkey have gathered together to replicate, in scale, the full history of the *Lynx* prototypes so that the tale of the lost *Lynx* could be known. Their efforts include building scale miniatures of the three initial *Lynx* prototypes, a model of the personal *Lynx* built for the chief of the Lincoln-Mercury Division, plus other concept and customized vehicles built for the Ford and Lincoln-Mercury Divisions in the 1962-65 period. Scale models of other vehicles of that time, dioramas and other artifacts have also been recreated to tell the tale of this bit of Ford Motor Company history, hidden from the public for five decades. A full-length book is being written that will tell the comprehensive and, until recently, virtually unknown lost chapter of Mercury's history. The scale models, dioramas, and other reproduced ephemera will support the eventual unveiling of this concept car program at a future GSL Championship.

PROJECT STATUS:

Since the discovery of the Ford promotional film, a wide range of some of the hobby's greatest builders and enthusiasts have banded together to replicate in scale the four “missing” Lincoln-Mercury concept cars, together with scale miniatures of a number of vehicles associated with the *Lynx* prototypes that influenced the ultimate design of the Mercury concept cars. To help tell the story of those models, a handful of the hobby's greatest dioramists have built replicas of key venues that played prominently in the history of the missing dream cars.

At the Twenty-Fifth GSL International Scale Vehicle Championship and Convention, the members of The *Lynx* Project made a major presentation of finished and unfinished models to introduce the Project to the hobby. Since then, a great deal of work has continued to complete the scale vehicles, the dioramas and assembling an incredible array of historic documents that have been uncovered from the fascinating history of the Lincoln-Mercury Division from 1962 through 1965. It is the hope of the participants to present the finished Project at GSL-XXVII in 2019. In the following text, we've featured photos of finished models and dioramas as well as scale vehicles still under construction.

THE LYNX PROJECT SCALE VEHICLES (LISTED ALPHABETICALLY)

1. African Safari Comet.



A series of ten 1964 Comets were built by Bill Stroppe & Associates to compete in the East African Safari Rally. Modifications included roll bars, beefed-up suspensions, skid plates, extra fuel tanks, and extra lighting. Six cars were entered in the rally, and four were used as service vehicles. The rough unpaved roads took their toll on the powerful, but large and relatively heavy Comets – especially the suspensions – but two managed to finish in the

allotted time. The number 80 car, driven by Joginder and Jaswant Singh was the final classified finisher in 21st place. This model was built to portray the competition activities of the Mercury Division at the time that the Lynx concept car program was underway. **The model of this Comet was constructed by Steve Roullier.**

2. ***Bertone Mustang.*** The *Bertone Mustang* was constructed, on commission from Scott Bailey, at the Bertone carrozzeria. Based on an early production 1965 Mustang fastback, the car was rebodied to Bailey's specification at Bertone's facility in Italy, and was constructed alongside *Lynx-4* in mid-1965. The *Mustang* was the subject of a major article in Volume 4, No.2 issue of *Automobile Quarterly*. After being shown in Europe, the car appeared in at a few car shows in the United States, after which it was offered for sale by Bertone for \$10,000. However, the car was apparently stolen– never to reappear. *AQ* founder Bailey searched for decades for the car before his passing in 2013. **Len Woodruff is constructing this model with assistance by Mike Felix.**

3. ***Bordinat Cobra.*** The *Bordinat Cobra* was built in house for design chief Gene Bordinat in late 1965. The body was made of Royalex and mounted to Cobra chassis CSX 3001. Bordinat drove the car for a few years, after which it was retired and placed into storage. Inspired by the *Cougar II Ford-X* cars and second *Lynx* prototype, the car was a stunningly beautiful roadster and survives today. **This scale replica of the Bordinat Cobra is being built by George Layton.**

4. ***Durability Run Comet.*** As part of Ford's effort to demonstrate the performance and toughness of the revised Comet, Dearborn Steel Tubing prepared a series of 1964 Comets to run at Daytona in the fall of 1963. These cars featured HiPo 289 engines, heavy-duty suspension components, roll bars and other safety features, but were otherwise essentially stock. After forty-two days of around-the-clock running, more than 100 World and National records were established. The lead car completed 100,000 miles at an average speed of 105 mph. This model was built to portray the competition activities of the Mercury Division at the time that the Lynx concept car program was underway. **Steve Roullier built this scale vehicle.**

5. ***1963 Prototype Fairlane Thunderbolt.*** After building a 406-powered 1962 Fairlane, Dearborn Steel Tubing was commissioned by Ford to build a 427-powered Fairlane in 1963. This car was campaigned as an A/FX car by Tasca Ford from Rhode Island, driven by first by Bill Humphrey and later by Bill Lawton. The Fairlane made its debut at the 1963 NHRA Indy Nationals and later set an A/FX Record of 121.29mph. This car served as a test-bed for many of the features that were later incorporated into the 100 1964 Fairlane Thunderbolts that DST also built. It is reported that the car was crushed after the season. This model was built to portray the competition activities of the Mercury Division at the time that the Lynx concept car program was underway. **The model is built in a "two-sided" format by Steve Roullier to represent the car as it might have looked nearing completion at DST, and as it appeared later in the racing season.**

6. *Lynx X-7.*



The first *Lynx* prototype was the “pilot” car in the program to create a Lincoln-Mercury “response” to the Ford X-Cars (*Mustang II*, *Allegro*, *Cougar II*) from the 1962-63 era. Lincoln-Mercury chief Benjamin D. Mills secured funding to build the first three prototypes of an intended series of performance-oriented two-seater cars to spark up the otherwise prosaic Mercury product

line. *Lynx-1*, designated the X-7, was built by Dearborn Steel Tubing based upon a much-modified 1963 pilot Mustang unibody platform and featuring an early production 5-bolt 289 Fairlane “K” motor and a four-speed. This car was built at the same time that DST was constructing the *Super Cyclone* for the Lincoln-Mercury Caravan of Stars (a response to the Ford Division’s Custom Car Caravan) and while completing the *Thunderbird Italien* (for the Ford Division's Custom Car Caravan). *Lynx-1* debuted in February 1964 Chicago Auto Show, where it was greeted by a very enthusiastic public. That reaction led to the corporation’s approval of the construction of the next two versions of the cars which, when completed in late summer of 1964, were widely promoted before the entire program fell into disfavor. Knowledge of the Lynx prototype plan was little known until being inadvertently discovered in 2014; ultimately, the Ford Motor Company's effort to suppress the program was ultimately unsuccessful. **This scale replica of the first *Lynx* prototype was built by Randy Derr.**

7. *Lynx-GTA.*



The second *Lynx* prototype, designated the *GT-A*, was built to show what a two-seater convertible might be like, and to gauge its appeal to a “sporty car”-hungry public. Again built on a modified Mustang platform (based upon early unibody platform work by DST on the first prototypes), this second Lynx featured a 289 and a C-4, with interior details that strongly echoed the interior

designs of *Lynx-1*. The Lynx X-7 was bodied at Dearborn Steel Tubing, but Lynx prototypes GTA and X-R were bodied at Carrozzeria Bertone once the Mustang pilot car unibody platforms had been significantly modified at DST. This *Lynx -2* prototype featured a removable hardtop; the panel behind the seats raised up to reveal the manual folding soft top. **This scale replica of the third prototype is being built by Vince LoBosco.**

8. *Lynx X-R, finished model and “in-process” depiction.*



The third *Lynx* prototype, the *X-R*, was built as a marketing tool to demonstrate the prototype design’s capability of competing in SCCA B-Production competitive events. Changes nearly identical to the mechanical modifications made to *Lynx-1* were made to another Mustang pilot car unibody platform prior to construction of the body at the famed Italian Carrozzeria Bertone; X-R was built at the same time that the *Lynx-1* was constructed.

Many of the mechanical and aesthetic elements later appeared on the Shelby Mustang 350R cars: modified “K” motor, relocated upper front control arms, over-rider traction bars, trunk-mounted battery and other details including the incut hood to enhance cooling during road racing and a partial backlight were featured. *Lynx-3* was never entered into formal competition (it didn’t qualify for technical reasons), but was widely- campaigned in promotional efforts for the Lynx prototype series. **Tom Nungester is building the scale replica of the “competition” Lynx prototype, with Art Laski building the *Lynx-3* as it was under construction at Dearborn Steel Tubing.**

9. *Lynx XR-7.*



The fourth *Lynx* prototype, the *XR-7*, was not part of the “official” *Lynx* prototype car program aimed at promoting two of the *Lynx* cars: the high-performance *Lynx X-7* and the more production-oriented *Lynx GTA*. Frustrated by the design compromises that Gene Bordinat and other members of Ford upper management imposed on his prototype program, Lincoln-Mercury Chief Ben Mills decided that he would build, for himself and at his personal expense, a *Lynx* that would much more closely match the design and mechanical appointments of the

prototype series as it was originally conceived. The *Lynx-4* benefitted from early conversion work at Dearborn Steel Tubing, where a Stroppe-designed, crank-supercharged, inline Ford six was custom-built and installed in a much-modified ‘64 Comet unibody. 1960 Ford Galaxie upper and lower control arm front suspension pieces were installed on specially-constructed cross members and associated structural elements. A prototype independent rear suspension was designed and installed on the chassis platform. The body design radically departed from the three “program” prototypes: It had a louvered hood, vents cut through the front fenders, and no trunk. The interior reflected some Ferrari-influenced details.

This car was built alongside the *Bertone Mustang* that founding *Automobile Quarterly* editor Scott Bailey commissioned from the Italian coachmaker. Both finished cars were displayed in Europe after construction concluded in mid-1965; the display of Mills’ personal *Lynx-4* (sitting under the L-M banner) caused considerable consternation at corporate headquarters and led, in part, to the “suppression” and elimination of the *Lynx* program from production consideration (and, in fact, from the official history of Mercury cars from the Sixties!). **Mark S. Gustavson is building this scale miniature replica.**

10. *Lynx X-R bare body.*



This model of *Lynx-3* depicts the aluminum body during its construction phase at Bertone, where *Lynx* prototypes 2, 3 and Mill’s personal *Lynx* coupe were built. **Andy Kellock replicated the hand-hammered aluminum body for *Lynx-3* that craftsmen at Bertone Carrozzeria crafted for Lincoln-Mercury chief Ben D. Mills. Mechanical details will be added by Mark S. Gustavson with the completed model placed in the replicated Bertone body assembly jig created by Jim Fernandez.**

11. *Mercury COEs.*



The Lincoln-Mercury Division used proprietary cab-over transport trucks to convey its concept and show cars to the

events of the L-M Caravan of Stars. Two Mercury COEs with period-authentic trailers and Lincoln-Mercury Caravan of Stars livery will be used to restage the debut of the Caravan of Stars program and the accompanying press photo of the Caravan. **Tim Ahlborn built two models, with decals by Roger Yu and applied by Mike Smith.**

12. *Mustang II – under construction.* The *Mustang II* was one of the three Ford “X-Cars” in 1963 (the other cars were the *Allegro* and *Cougar II*) and was commissioned by the Ford Division. The *Mustang II* amounted to a highly-styled version of the production car that was first offered for sale in April of 1964. This version depicts the car under construction in the Dearborn Steel Tubing shop at the same time as the Mustang Vivace and the first Lynx prototype were being built. **The original model roughed in by Dan Booker was unfortunately damaged beyond repair. The replacement model is being built by Mark S. Gustavson (body work, paint) and Paul Bringhurst (interior detailing), with assistance by Don Berry.**

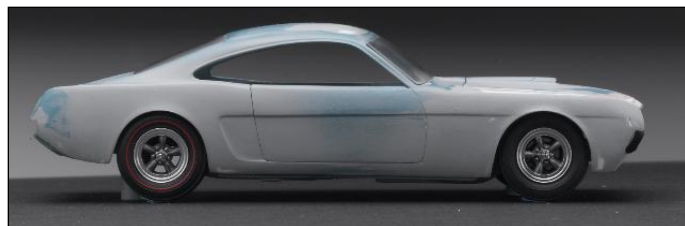
13. *Mustang Pegasus.*



The *Pegasus* was built at the famed Alexander Brothers shop, in 1966, based on a design submitted by DST chief designer Vince Gardner. Performance-oriented DST chief Hotton expressed to Jaques Passino his interest in placing *Pegasus* into the last year of the Ford Division’s Caravan. Mills also took Passino (Ford’s director of concept car construction) to lunch and expressed his interest, and that of Hotton, to placing their two restyled Mustangs in the final Ford Caravan. Eventually, Mills

purchased the *Pegasus* as a companion piece to the *Vivace*; both restyled Mustangs were found in the Indiana warehouse. **Mark S. Gustavson built the model based upon a set of photographs in Custom Craft, 1966.**

14. *Mustang Vivace.*



The Mustang *Vivace* was built at Dearborn Steel Tubing in late 1963 based upon another of the several Mustang pilot cars delivered to DST. The *Vivace* was designed by Vince Gardner and built for DST owner Andy Hotton, and was intended by Hotton to be a participant in the Ford Division’s famed Custom Car Caravan.

The car was built using Kirksite panel stampings welded to the Mustang platform, and then heavily modified. The sweeping roof design created by Gardner was used by Lincoln-Mercury chief Mills as general inspiration for *Lynx* prototypes one and two, but most explicitly for *Lynx-4*. Mills purchased the *Vivace* and displayed it in the Lincoln-Mercury styling studio so the *Lynx* stylists could be inspired by the *Vivace* roof. The *Vivace* featured a front grille design that would later be mimicked in the *Bertone Mustang*, (the *Vivace* spent a few weeks at Carrozzeria Bertone in early 1964), which grille design was also used (in general style) for late Sixties Mercury designs. **In response to substantial Dearborn Steel Tubing research uncovered in 2012, Mark S. Gustavson has substantially revamped the model and is finishing the model to a high competitive standard. Doug Whyte did substantial initial work on the model with assistance from Jim Devine.**

15. *Super Cyclone.*



As part of the effort to spark up the 1964 Mercury product line, the Lincoln-Mercury Division created the L-M Caravan of Stars and populated it with small number of modified production cars. One of those cars was the Dearborn Steel Tubing-built Mercury *Super Cyclone* (based upon a production 1964 Comet) that used the same fiberglass-bonded-to-steel construction technique that DST used to build the *Thunderbird Italien*. This car debuted at the February 1964 Chicago Auto Show, not far from where the *Lynx-1* was also displayed, after which it was exhibited across the United States and appeared,

alongside the *Italien*, at the New York World's Fair. **This replica of the *Super Cyclone* was constructed by Juha Airio.**

16. *Super Cyclone (under construction).* To properly depict the story of the cars constructed at Dearborn Steel Tubing at the same time that *Lynx* program-specific cars were being built, a “primer-stage” model of the *Super Cyclone* is being constructed by George Layton.

17. *Super Marauder.*



The Lincoln-Mercury Caravan of Stars campaign commenced with the unveiling of the famed *Mercury Super Marauder* – a dramatically-shortened pre-production 1964 Mercury convertible built to Mercury's design specifications in George Barris' shop in California. This car featured a 427, flared wheel wells, a modified hood, a unique steering wheel, slotted chrome wheels and bright candy/pearl persimmon paint. The car also featured space-age head rests, rocker panel-

mounted exhaust pipes, and a full-width taillight. This car shared the dais with *Lynx X-7* at Cobo Hall in early 1964 when the Caravan of Stars program debuted. **Based on preliminary work by Bob Downie, Steve Perry completed the construction of an authentic scale replica of this famous car.**

18. *T-Bird Italien.*



The *Italien* was built at Dearborn Steel Tubing for promotional use in the Ford Division's Custom Car Caravan. *The Italien* played a role in the design of the fourth *Lynx* prototype and the *Mustang Vivace* – the sweeping roofline directly influenced the two other cars and probably influenced Gardner when he designed the *Mustang Vivace*. **Based upon early work by Steve Boutte, the model was completed by Juha Airio. Bill Geary is building an “under construction” version for one of the Lynx Project dioramas of the DST shop.**

STYLING BUCKS

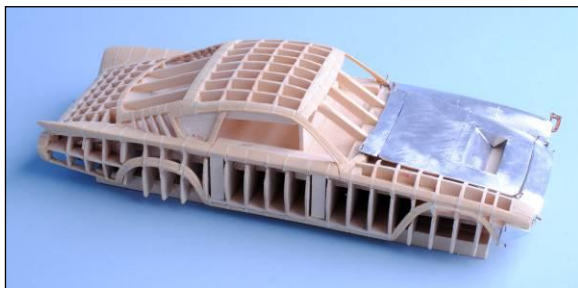
19. *Bertone wood styling buck for Lynx GTA.*



Bertone also built a wood buck over which the exterior metal shapes for this *Lynx* prototype were hammered. Forming the large flat rear deck of the *Lynx* convertible was more difficult than the more complex shapes of the hardtops because it was difficult to prevent “oil-caning” when mounted to the body. **This wood buck was built by Jim Fernandez.**

20. *Bertone wood styling buck for Lynx XR-7.* The aluminum panels for the last *Lynx* built by Bertone were presaged by another wood buck. To match the unique design of the fourth *Lynx*, this wood buck was importantly different from the bucks built for the second and third prototypes. The rear hatch created a special problem for the fabricators because the structure needed to be re-engineered to keep the body from tweaking out of shape. **This wood buck was built by Jim Fernandez.**

21. *Bertone wood styling buck for Lynx X-7.*



The Bertone Carrozzeria used a time-tested approach to building the second *Lynx* prototype. Using the first *Lynx* prototype that was shipped to Bertone for reference, the craftsmen built a wood buck over which aluminum sheet metal was hand hammered. As each panel was completed, it was removed and heli-arc'd to the Bertone-built metal framework of the 1:1 car. **This wood buck, and workbench - built by Jim Fernandez to match vintage photographs - exhibits how wood was used to establish the shape of the body. The “aluminized” fender was created by Andy Kellock.**

DIORAMAS

One of the key ways in which to tell the story of an until-now little known chapter in Lincoln-Mercury history is to portray key events and dates in the design, creation, display and eventual “disappearance” of the four *Lynx* prototypes. Since there is no only one know video of that features any of the four concept cars, we’re left to depict essential dates in the suppressed history of the cars. Surprisingly, we have an amazing array of still black and white, and a few color, images of specific locations in which these cars appeared.

Based upon those now musty (and too often damaged) vintage photos, some great hobby craftsman have constructed in-scale dioramas representing the key scenes in the history of the *Lynx* prototypes.

COBO HALL, CIRCA 1963 (DON STRONG)



The Lincoln-Mercury Caravan of Stars (the L-M Division’s “answer” to the Ford Custom Car Caravan), debuted in Detroit’s Cobo Hall. The full-size *Mercury Super Cyclone* and the *Lynx-1* introduced the L-M Caravan to the media. When the *Lynx* Project is presented to the public, we’ll feature one of Tim’s Mercury COEs and trailers, Steve Perry’s *Super Marauder*, and Randy Derr’s *Lynx-1*. Roger Yu built the signage.

BERTONE CARROZZERIA (JIM FERNANDEZ)



Bertone is the Italian shop where a number of cars key to the full story of the Lincoln-Mercury Scott Bailey’s *Mustang*, *Lynx 2* and *3*, *Lynx 4* were built. Again, the personal effects from the estate of Lincoln-Mercury Chief Benjamin D. Mills revealed a series of photos of Bertone in the 1964-65 era, which were authenticated as to details found in a 1965 issue of *Automobile Quarterly*, where the construction of Bailey’s *Mustang* was covered. History reveals that the Bailey *Mustang* was constructed at about the same time that Mills’ personally-funded *Lynx-4* prototype was constructed; interestingly, it

appears that the Bertone stylists were strongly influenced by the front grille work found in the earlier-constructed *Mustang Vivace*.

DEARBORN STEEL TUBING (DON STRONG)



The famed DST shop was the focal point of a lot of activity on behalf of the Ford Motor Company (both the Ford and Lincoln-Mercury Divisions). From 1963 through 1965 (the time interval which is directly relevant to the until recently “lost” *Lynx* concept cars), shop own Don Hotton and leading styling Vince Gardner accepted commissions from Ford corporate to build the *Durability Comets*, the ‘63 *Thunderbolt* prototype (and the later 1964 T-Bolts), the *Thunderbird Italien*, the *Mustang II* show car, the *Lynx-1* concept car, the *Vivace*, the basic body configurations for both *Lynx-2* and *Lynx-3*, as well as eventually fashioning the unibody platform the L-M Chief’s *Lynx*

-4 concept car. This diorama will be used to present these key dates stretching over almost 4 years, as well as displaying the “during-construction” phases of several of these show cars.

INDIANA WAREHOUSE (DON STRONG)



After the corporate upper echelon at Ford quashed the *Lynx* concept car programs, Lincoln-Mercury Chief Mills secreted “his” four concept cars out of Michigan and took them to a family warehouse structure, where the cars were parked in late 1965. Along with the *Vivace* that he acquired from DST, the *Lynx* prototypes were parked in the warehouse along with the crated wooden buck from *Lynx-3*. Mills also stored a lot of memorabilia from the Caravan of Stars Lincoln-Mercury program along with ephemera from the design of the cars, the stillborn IMC model kit program and other items. We have a rich photographic record of the cars in the warehouse.

FORD STYLING STUDIO, circa 1964 (HAROLD OSWALD)



When the stylists were hard at work designing and developing the *Lynx* prototypes, they would regularly (if privately) show off the clays and mocked-up cars, as they were under development, to Lincoln-Mercury executive Ben Mills and his associates. When each of the three “official” prototypes was completed, they were parked in the studio next to production cars from 1963 and 1964, along with the Lincoln-Mercury Caravan of Stars *Super Marauder* and *Super Cyclone* concept cars.

LYNX PROJECT CRAFTSMEN AND CONSULTANTS

The Lynx Project enjoys the dedication and passion of a large number of people not directly involved in the construction of a scale miniature of the lost Lincoln-Mercury concept car program or the other cars associated with the Project. Below is a list of those persons plus all the scale miniature builders involved in The Lynx Project:

Juha Airio: Construction of Thunderbird Italien;
Tim Ahlborn: Models of 1964 Mercury COE, and two matching trailers;
Steve Allemand: 1/25 factory decals for engines in *Lynx* prototypes;
Paul Anagnostopoulos: Book production, design;
Dale Angell: Restoration of vintage Lincoln-Mercury 35mm film;
Mark Benton: Website creation and management, consultation;
Dan Booker : Early work on Mustang II concept car;
Bill Bozgan: Historical Research at Ford, historical consultant;
Randy Derr: Construction of scale model of *Lynx-1*
Jim Devine: Model of *Lynx-Comet* styling and mechanical mule;
Bob Downie: Early work on replica of Mercury *Super Marauder* (worked completed by **Steve Perry**);
Wayne Egbert: Construction of Project exhibition tables;
Jim Fernandez: Diorama of Carrozzeria Bertone, and wood styling bucks of *Lynx* prototypes X-7, GA and XR-7;
Bill Geary: Model of *Thunderbird Italien*, depicted as under construction in Dearborn Steel Tubing;
Phil Gladstone: Management of future presentation of project;
JJ Gladstone: Photo restoration;
Ric Golding: Resin cast parts for diorama;
Cody Grayland: Machined parts; emeritus status;
Mark S. Gustavson: Project management, coordination, financial, restoration of *Lynx* prototypes. Construction of scale models of *Mustang II*, *Lynx-4*, *Mustang Vivace*, *Ferrari*, and *Mustang Pegasus*;
Ken Hamilton: Early work on Indiana warehouse diorama;
Paul Hettick: Construction of scale model of '63 *Mercury Comet* and '63 *Mercury Meteor*;
Bill Helm: Historical consultan, "continuity check" review, general review;
Charlie Henry: Historical consultant (Dearborn Steel Tubing), general review of Ford history in early Sixties;
Don Holthaus: Resin casting of *Lynx* bodies for conversion to scale miniatures;
Mark D. Jones: Decals for use on scale vehicle miniatures;
Andy Kellock: Construction of scale model of "bare body" of *Lynx-3*;
Gary Kulchock: Digital processing of photoetch art from Bob Wick;
Art Laski: Construction of "bare body" *Lynx -3* at Dearborn Steel Tubing;
George Layton: Construction of *Super Cyclone* bare body, depicting car under construction at Dearborn Steel Tubing, and *Bordinat Cobra*;
Vince LoBosco: Construction of scale model of *Lynx-2*;
Dave McGaughey: Machined parts;
Harold Oswald: Diorama of Ford Styling Studio (circa 1964-65);
Mike Napoleon: Construction of equipment and artifacts for Carrozzeria Bertone diorama;
Tom Nungester: Construction of scale model of *Lynx-3*, fully detailed;
Greg Nichols: Machined parts;
Steve Perry: Construction of scale model of *Super Marauder*;
Alan Raab: Resin casting;
Replicas and Miniatures Company of Maryland (Norm Veber): resin casting of bodies and mechanical parts;
Steve Roullier: Historical consultant, builder of master parts for five-bolt 289 and Super Six 250 for *Lynx-4*, builder of scale models of *Durability Comet*, *Safari Comet* and '63 *Fairlane T-Bolt*, research source.
Mike Smith: Supervisor, restoration of *Lynx* prototypes, application of decals to the two Ahlborn-constructed *Mercury COEs*;
Don Strong; Dioramas of Detroit's Cobo Hall, Dearborn Steel Tubing, Indiana warehouse where *Lynx* prototypes were found in 2013
Mike Swan: Research re: Alitalia cargo jet that delivered *Lynx* prototypes to the United States;
Korkut Varol: Diorama of Alitalia DC-7 cargo jet;
Doug Whyte: Restoration of vintage photos for book and presentation. Early work on *Mustang Vivace* vehicle;
Len Woodruff: Construction of scale model of Bailey's *Bertone Mustang*;
Bob Wick: Photoetch artwork, project/historic consultant, design of public presentation, book editing; and
Roger Yu: Decals for *Mercury COE*, production of 1/625 scale IMC kits of *Lynx* scale models; banners for Cobo Hall diorama.