



1970 - 71 CYCLONE SPOILER

Automotive history will long note that 1968 found Ford Motor Company and the Chrysler Corporation in an incredible battle for NASCAR and USAC supremacy. By 1969 the racing intensity had grown so fierce that each company had turned to building specially modified versions of their intermediates to improve their aerodynamics. FOMOCO's versions were called the Ford Talledega and Mercury's counterpart was the Cyclone Spoiler II. Chrysler's versions were the Plymouth Superbird and the Dodge Charger Daytona.

Although, actual planning for the 1970s had begun in 1967, Ford's plan was to incorporate some of the aerodynamic lessons they had learned on the high banks into their intermediate models. Aerodynamic computations on the 1968 models provided more than enough ammunition to design a longer, lower, wider, intermediate for 1970 that could cut the wind like no intermediate before it.

When the 1970 model year hit it was hard to tell the intermediates from the full sized cars. With ever growing emissions restrictions, FOMOCO knew that the 1970-1971 cars would be the last of the factory supercars. Both the Torino and the Montego lines were to be given the advantage of the latest equipment in Ford's high performance arsenal. The hipo Torinos were in the GT and Cobra lines and featured the SportsRoof hardtop. Mercury didn't get a copy of the SportsRoof for its 1970 Montego line, but instead had three special versions of the regular two-door hardtop: Cyclone, Cyclone GT, and Cyclone Spoiler.

Standard equipment on the Montego Cyclone was the 360 horsepower 429 4V engine, four speed transmission with Hurst shifter, 3.25:1 axle, competition handling package, G70 x 14 tires and a bench seat. The basic Cyclone was designed as a no frills muscle car to make it very affordable to own a big block intermediate Mercury. Optional equipment included the 370 horsepower 429 CJ, the 375 horsepower 429 SCJ, Ram Air, drag pack axles and suspension, and interior dress up.

The Cyclone GT was the sophisticated Cyclone featuring as standard equipment the scooped hood, concealed headlamps, hi-back buckets, two tone paint, competition handling package, dual racing mirrors, and F70 x 14 tires. The standard powertrain featured the 351C 2V engine with 3 speed manual transmission. Optional engines include the 300 horsepower 351C 4V and the three versions of the 429. Also available on the Cyclone GT were all the transmission suspension and interior options from the regular Cyclones.

The top of the line in the Montego Cyclone series was the Cyclone Spoiler. Standard on the Cyclone Spoiler was the 370 horsepower CJ 429 4V engine with Ram Air induction, 4 speed transmission with Hurst shifter, Traction-Loc differential with 3.50:1 axle, competition handling package, G70 x 14 traction belted tires, front anti-lift spoiler, rear deck airfoil spoiler, 140 mph speedometer, 8000 rpm tachometer, oil pressure, engine temperature, and ammeter gauges, hi-back bucket seats, racing mirrors, and special competition colors and striping.

Optional equipment included the 375 horsepower SCJ 429 - 4V engine, select shift C-6 automatic transmission, Drag Pak, Super Drag Pack, 3.91:1 axle, and the 4.30:1 axle. Lincoln Mercury listed as the ultimate option the street version of the Boss 429 engine but Mercury muscle fans who ran to their local dealership to order this option were disappointed by the fact that the engine never actually appeared in the Mercury production line.

For 1971 the Montego Cyclone, Cyclone GT and Cyclone Spoiler line up remained basically the same with the exception of the deletion of the 360 horsepower 429 and a stripe change on the Cyclone Spoiler.

Production figures from Lincoln Mercury show 1,695 Cyclones, 10,170 Cyclone GTs and 1,631 Cyclone Spoilers produced in 1970. For 1971 production figures show 444 Cyclones, 2,287 Cyclone GTs and 353 Cyclone Spoilers produced. In researching the 1970 production figures, Lincoln-Mercury officials overseeing Mercury's "strep" program report that three Cyclones did indeed come with the Boss 429 engines! One Cyclone was called the Cyclone Super Spoiler and this car was customized to be used on the automotive show circuit for display. The other two cars were built for Lincoln-Mercury executives, and the whereabouts of any of these three cars is currently unknown.

So ended the performance era for the Mercury Cyclones. They had met their peaks in 1971 and like all the performance cars from Ford Motor Company, increasing emission controls and rising gas prices forced Ford to look to smaller engines and economy packages.

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