

# Cyclone Zone

## 1970 Mercury Cyclone Spoiler



**W**hen you think of "70s musclecars" what comes to mind? Retina-searing color hues? Asphalt-shredding torque? Over-the-top graphics and stripes? Wings and spoilers everywhere? How 'bout all of the above...

If your heart's pounding right now, it's probably because you've just entered the Cyclone Zone! Big. Bold. Bad. All words that aptly describe Mercury's top-of-the-line muscle for 1970. This car was the winged god's armed response to cars like the Plymouth Superbird and the GTO "Judge". The Cyclone Spoiler could easily hold its own against any other mid-sized muscle of the day, and more often than not left them scrambling in its wake.

When Ford and Mercury decided to redesign their intermediate line for the 1970 model year, they pulled no punches. The base Montego's new look was both stylish

and aggressive at the same time, and the Cyclone option handily kicked it up a few notches. When the "Spoiler" package was ordered, things got out of hand. Witness our feature car: Competition Orange, packed with all that glorious '70s musclecar opulence, ready to eat up the road a 1/4 mile at a time!

When you checked off the "Spoiler" option package (65G) at ordering time, you opened the door to the "Zone": A 429 cubic inch Cobra-Jet big block with Ram Air. Crazy color choices with the word "Competition" in front of them. A serious looking grille with a razor-edged target smack dab in the middle of it. A massive front air dam that looked like it could plow snow. An adjustable rear spoiler better suited

to an indy car, and enough stripes and decals to make a stock car driver jealous. The accompanying performance goodies simply sealed the deal: a Hurst 4-speed shifter, dual exhausts, F70x14 "Traction Belted" tires, competition suspension (beefed up springs and sway bars), a functional hood scoop, full instrumentation (including a 140 mph speedometer), and dual racing mirrors.

All that good stuff came at a surprisingly low sticker of \$3759. The "base" 429 CJ engine offered up plenty of horsepower and torque (370@5400 rpm and 450@3400 rpm respectively), and the optional 429 SCJ raised the bar even more so. Check out our comparison charts and you'll see the differences between these two motors. Although the advertised power ratings are almost identical, the SCJ was vastly underrated. Needless to say, Mercury was playing it real conservative with both these ratings (the insurance companies were beating their war drums very loudly at this point!).

Road tests of the day had these mid-sized Mercs running low 14-second quarter mile times. Pretty stout for a car that measured in at 210" long, 77" wide, and shipped with a curb weight of 3862 pounds. (there's that Big, Bold, Bad thing again!). Actually, Mercury's full-color ad back in 1970 said it all.

	<b>C-code</b> (429 Cobra-Jet 4V Ram Air)	<b>J-code</b> (429 Super Cobra-Jet 4V Ram Air)
	<b>Ratio</b>	<b>Ratio</b>
<b>4-speed manual</b>		
standard axle	3.25	n/a
optional axle	3.00, 3.50	n/a
Traction Lok	3.00, 3.25, 3.50	3.91
Detroit Locker	n/a	4.30
<b>Select-Shift automatic</b>		
standard axle	3.25	n/a
optional axle	3.00, 3.50	n/a
Traction Lok	3.00, 3.25, 3.50	3.91
Detroit Locker	n/a	4.30

**THIS MERCURY WAS ONE OF:**

- 386 with this paint code
- 59 with these paint/trim codes
- 766 with these engine/transmission codes
- 40 ordered from this DSO (53, Oakland, CA)
- 246 with air conditioning

	<b>C-code</b> (429 Cobra-Jet 4V Ram Air)	<b>J-code</b> (429 Super Cobra-Jet 4V Ram Air)
<b>Displacement</b>	429 cubic inches	429 cubic inches
<b>Bore x Stroke (inches)</b>	4.36 x 3.59	4.36 x 3.59
<b>Horsepower (adv.@rpm)</b>	370@5400	375@5600
<b>Torque (adv. lb-ft@rpm)</b>	450@3400	450@3400
<b>Carburetor</b>	Rochester 4V (715 cfm)	Holley 4V (750 cfm)
<b>Compression ratio</b>	11.3:1	11.3:1
<b>Fuel</b>	Premium	Premium
<b>Exhaust</b>	Dual	Dual
<b>Valve lifters</b>	Hydraulic	Mechanical

**IMPORTANT DATES**

Order received	11/04/69
Car serialized	11/07/69
Bucked	11/11/69
Scheduled for build	11/19/69
Actually built	11/13/69
Released	11/17/69
Sold	04/09/70



The full page ad featured a screaming yellow Spoiler at the dragstrip. The big, funky "Laugh-In" style lettering spouted: "Cyclone Spoiler. Password for action in the '70's. Better bring along a drag chute." Although it seemed like just another hard sell musclecar ad (wouldn't it have been fun back then to work in an advertising agency?), the text offered some serious technical attributes: "Here's the muscle machine that parts the wind for you. Tested at 100 mph, the front spoiler drops lift from 186 to 120 pounds. The rear spoiler cuts it down from 67.5 to 5.8..." Good stuff back when muscle ruled the road.

Our feature car (equipped with the base 429 CJ engine) belongs to Randy Honkala of Scottsdale, Arizona. Randy is the car's third owner, having purchased it just last August. Randy has a real good handle on this rare car's history. He tells us the Spoiler was originally purchased new by Bernie Hanvey from Southgate Lincoln-Mercury in Sacramento,

CA, on April 9, 1970. Bernie finally sold the car in 1997 to Paul Rogers, who shipped it to his home in Lake Havasu, Arizona. Paul was in his late '70s when he purchased the Merc. Randy bought the car from Paul in August of 2003. It seems Paul (who was well into his 80s) was losing his eyesight and had to part with his musclecar (let's all hope we can drive our high-performance Fords and Mercs as

long as Paul did!). Over the years, this gorgeous car has only managed to accumulate 22,700 miles! When we went to shoot the car, we asked Randy where he got that great looking seat upholstery. Randy laughed, telling us that it was the original stuff! Thankfully, it looks like this fire-breathing Cyclone will be around for many more decades.

**1970 Mercury Cyclone Spoiler**  
Serial# 0H17C537030

- 0=1970
- H=Built at Lorain plant
- 17=Cyclone Spoiler 2 dr. hdtp.
- C=429-4V CJ
- 37,030th Mercury scheduled for production at Lorain plant
- 11/69=built November, 1969
- 1=Competition Orange (Ford#1730-A)
- WA=Black Houndstooth cloth/vinyl bucket seats
- O= 3.00 Traction Lok axle ratio
- U=C6 Cruise-O-Matic transmission
- 53=Oakland ordering district

## the details

- The 429 cubic inch "Cobra-Jet" big block. This one carries the "C" code designation; the base engine for a Cyclone Spoiler. Vital stats: 370 hp@5600 rpm. Torque: 450@3400 rpm. Bore and stroke: 4.36 x 3.59". Compression ratio: 11.3:1. Note the fit of this engine: even with the car's full-sized width of 77", the big bully 429 is literally choked for room.
- The firewall all the way up to the car's nose is packed with equipment. Note the large expanse of core support area. You could almost fit another engine in front of this one! Ribbed aluminum valve covers were a standard part of the 429 CJ package.
- When you ordered a Spoiler, Ram Air was part of the package. The outside air entered through the functional hood scoop, then fed through a solenoid-activated door in the top of the air cleaner.



## the details

- Impossibly thin woodgrain steering wheel, Houndstooth check seating surfaces, T-bar shifter handle. Is this the 70s or what?
- Full instrumentation was part of the Cyclone Spoiler package. The tach shows a redline at 6000 rpm, just above where maximum horsepower is achieved. There's nothing like a high-revving big block!
- The Cyclone door panel emblems are remarkably refined and sedate compared to the exterior decals on this car. That's upscale Mercury for you!
- Door panels are at once sporty and classy. These particular panels look brand new. That's because this particular car has only 22,700 miles on the clock! Absolutely awesome.