



COMET CYCLONE

Who hid the key to the chrome room at the Comet store?

LINCOLN-MERCURY STYLISTS bypassed the gingerbread ovens to bake a tempting cake for the mid-year Comet menu. Excess bright metal has been discarded in favor of thin outline strips around the wheelwells and chromed wheels. And, we might add, the resulting cleaned-up 2-door hardtop appears much the better for it.

This 1964½ model, called the Cyclone, is powered by the 4-barrel, 210-hhp version of the 289-cu. in. lightweight V-8 engine, similar to the powerplants used for the Daytona re-

liability run last autumn. The engine generates 300 lb./ft. of torque at 2800 rpm with 9.0:1 compression. Chromed 14-in. wheels, in keeping with the current hot rod fad, are devoid of wheel covers and are mounted with chromed lug nuts. Transmissions available are Ford's all-synchromesh 3-speed manual, 4-speed manual, or 3-speed automatic, driving rear axles of 3.00, 3.25, or 3.50:1 ratio.

Interior trim has been altered somewhat, with "camera case" black vinyl replacing the simulated wood trim

across the instrument panel. A tachometer is mounted atop the panel. A Cyclone nameplate and checkered flag are mounted behind the front wheel openings.

Newly styled front bucket seats and the central console are trimmed with color-matched vinyl in special hues. The upper panel of the dashboard is padded and color-keyed to the interior trim scheme. A special option offered with the Cyclone is a black vinyl roof covering which simulates the appearance of a convertible, since no Cyclone soft-top is offered. The Comet line now has 11 models.

An even more desirable dessert, however, would be the Super Cyclone which is to be shown at the New York

World's Fair. Unlike all the other FoMoCo hardtops which have usurped the name, this is a true fastback but so far is only "to test public reaction."

It has racing-type wheels and fuel filler, rectangular Cibie headlights, restyled rear panel and taillights and through-fender exhaust pipes. The instrument panel includes a special "rally pack" with vacuum gauge, tachometer and elapsed time clock. The steering wheel is walnut-rimmed with flat aluminum spokes.

But a radar warning device, which the stylists gimmicked in to warn of cars approaching from the rear, would have seemed better-placed (for fog-shrouded areas) in front to warn of obstacles ahead. ■



SUPER CYCLONE is a true fastback, but isn't scheduled for production run. It will be used for auto shows. Radar device shows driver cars approaching from rear.

