



1970 CYCLONE SPOILER

This one comes on strong with its functional spoilers, long hood, and standard—got that?—429 CJ.

WHATEVER TURNS YOU ON, BABY. It might just be one of the darndest looking sets of wheels off the Mercury drawing board in years. "Lean" and "tough," or maybe just plain "pretty," are going to be the terms applied to Mercury's Montego, especially the Spoiler shown here.

Long of hood, short of rump, firm in the curves and hot off the line were the standards the designers and en-

gineers set for themselves. They succeeded in the looks department, and if test drives in prototypes this summer mean anything, the handling and power train are up to the job.

Imagine, if you will, the most logical styling and aerodynamic progression from 1969 GTOs. You'll see it in the Montego. The rear roofline is there, and the side body sculpturing hinted at by the GTO, too. In a straight profile, even the long nose and

low, sloping hood seem to take up where GTO leaves off.

This is still an intermediate, we think. We're not sure. It solves the intermediate's needs of supplying seating for at least five persons, yet it has a gigantically long hood, non-functional front overhang, and a generally larger overall size from 1969 Montegos. Besides that, it is also a sporting vehicle, something for that huge segment of the automotive market—young car

owners with money ready for spending.

This intermediate, if we must call it that, is about the same size as the full-size 1964 Chevrolet Biscayne and the 1959 Ford. Its wheelbase, though, was increased for 1970 to 117 in. It was with some pride that a Ford Motor Co. engineer pointed out that for measuring overhang, it's best to compare the Montego with '59 Fords. But early Ford rear matches the '70 front, and vice versa.

The Spoiler, especially, makes a strong statement for youth—and it's not just gimmicks. The designers throw on front and rear spoilers, and the front one probably does its job well. The rear spoiler, obviously a looks item until extremely high speeds are reached, is adjustable; it probably begins working much sooner than run-of-the-mill spoilers.

Highlights of the technical and styling story on the Montego:

- It's 3.7 in. longer overall than the 1969 Montego.
- Importantly, front/rear treads have been increased to 60.5/60-in. from 58.8/58.8 (a major FoMoCo trend).
- Overall the Montego is 0.4 in. lower than its 1969 counterpart, but 1.3 in. wider.
- Standard Cyclone engine is the 429 4V CJ with ram air.
- Hurst Shifter (but not linkage, as on other Detroit cars) is standard.
- The grille nose on all Montegos is so long that some headlight testing devices will not fit the cars (those required in California, for instance). So the designers have hinged the center section so it can be flipped up when the hood is open.
- Spoiler instrument panel has four important gauges, including tach, mounted to the right of the driver, but all are aimed right at him. It's optional on other Montegos.
- A new cross-flow radiator has allowed stylists to lower hood about 2 in.
- Caught in the middle between a California limit for 86 decibels and a need for a "sporty image," the Spoiler engineers came up with a new dual exhaust system.

The Montego line for 1970 also has a four-door hardtop. The hidden windshield wipers on the entire line are parked on a darkened area of glass, below the driver's view, and a suspension featuring staggered shock absorbers ("competition suspension," Mercury calls it), and fiberglass belted tires throughout the line. ■

GRILLE NOSE PROBLEM on '70 Mercury Cyclones was solved by hinging the center section. Unit now can be flipped up when opening the hood, permitting headlight testing devices (mandatory in California) to be fitted.

