

SUPER CAR!!

CHEVY II 396-375 HP DRAG TEST

DRAG RACING'S COMPLETE MAGAZINE

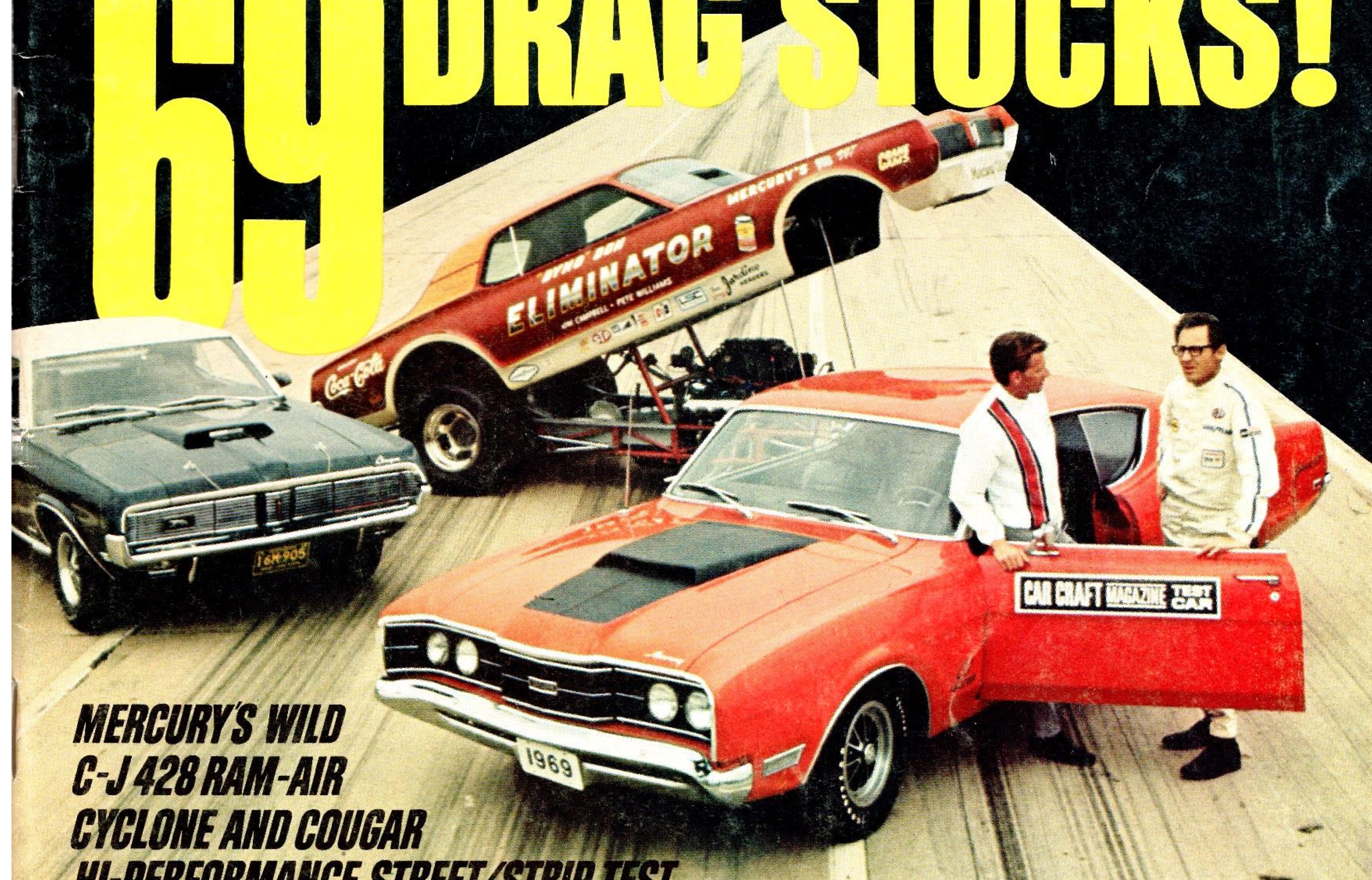
CAR

CRAFT CRAFT

DOUG'S HEADERS' JAVELIN
200 MPH REAR-ENGINE FUNNY
"HOT" FORD PARTS SALE
FOMOCO SERVICE PACKS
NHRA * AHRA COVERAGE
SPRINGNATIONAL DRAGS

50c SEPTEMBER 1968 UK 4'3 Sweden KR. 395 Inkl. oms

'69 DRAG STOCKS!



MERCURY'S WILD
C-J 428 RAM-AIR
CYCLONE AND COUGAR
HI-PERFORMANCE STREET/STRIP TEST



351 CU. IN. FORD/MERC '69 ENGINE REPORT

'69 DRAG STOCKS



by John Raffa

Cee-Jay is Mercury's new '69 slogan for politely saying they'll blow your doors off!

"MERCURY'S GOT IT!" That's the Lincoln-Mercury Division's claim for 1969, and after a first, extensive look and preliminary tests of Merc's offerings for the new model year, we're inclined to agree.

Although Don Nicholson and Eddie Schartman have done their utmost to bring the Mercury name plate to a place of prominence in the eyes of the performance-minded over the past few years, the products themselves have left something to be desired at Christmas tree countdown time. With the '69 lineup, however, you've got a whole new bunch to choose from — here we'll stick to those models specified for high performance — our kind of cars. We were lucky enough to enlist the aid of long time Mercury adherent Don Nicholson to help evaluate these hot packages.

Montego — no doubts here. This class,

introduced last year, will be aimed directly at the medium priced performance market. In '68, Montegos were responsible for the largest sales gain among all L-M Division car lines, and the marketing people are expecting even further gains in '69. Biggest news will revolve around the high-performance 428 Cobra Jet engine which will be standard equipment on the MONTIGO CYCLONE CJ, and will be optional in this series on the standard CYCLONE and the COMET, not to mention Cougar, but hang on.

You won't see too much ink devoted to the Comet this year, as L-M is apparently phasing out this series, but with its relatively low price (\$200 less than the Cyclone) and high horsepower to weight ratio, the Comet could be the sleeper of the year. Available only as a two door hardtop, we'll be surprised if

we don't see a whole gaggle of Comets in drag race country in '69.

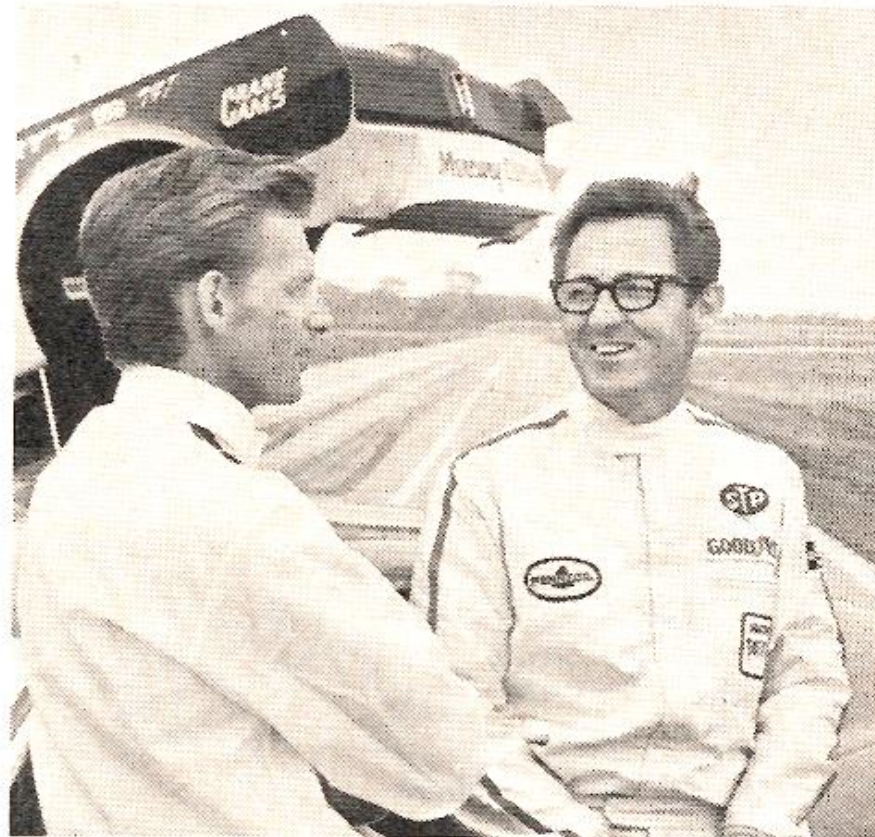
Standard engine for all Montego class models, except the Cyclones, is a big, new six-cylinder of 250 cubes. Like its 200 CID predecessor, the 250 features a seven-main-bearing crankshaft and should be desirable for performance building in lower classes of drag racing.

The V-8 lineup includes a worked-over 302, with two-barrel carburetion, standard on the Cyclone; optional two- and four-barrel versions of the brand new 351 mill (more on this later); the 390 four-barrel engine and the high performance 428 with four-barrel, standard on the Cyclone CJ. A ram-air version of the 428 CJ will be optional. Most of the Montego powerplants can be coupled with either three- or four-speed manuals or with the Select-Shift automatic trans.

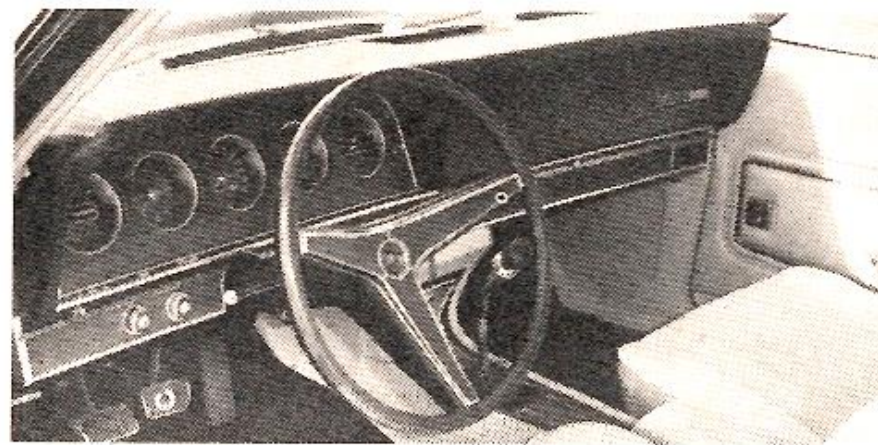
Good news comes in rear gears avail-

able; in the big numbers you can choose a 3.50, 3.90 or 4.30 ring and pinion, the latter obviously aimed at the street and strip performance gang. Traction-Lok is worthy of special mention, as it is a greatly improved limited-slip unit which tends to lock the axles together more positively the harder you push on the "loud" pedal — the more torque applied, the more positive the locking force. And coupled up with the new fiberglass tires, you'll have the best off-the-line performance seen in a strictly stock Merc in a long time. We'll talk more about these tires in future new car previews, but for now, take our word for it — these tires do everything the manufacturers say they will, and then some.

For drag racers, the Cyclone CJ is of course the "in thing." Priced right, the "Cee Jay" is the top image car in the Merc lineup for '69. With cleanly styled sides, no chrome, blacked out grille, functional hood air scoop on the ram-air version and the honkin' 428 engine, the Cyclone CJ is living proof of the effect performance-minded drivers have had on Ralph Peters' Product Planning staff. By the way, remember Mr. Peters' name; you'll be hearing a lot more of it in '69 when performance



John Raffa compares notes with "Dyno" Don during testing at new car preview. The veteran "funny" pilot had a ball helping put the Mercurys through their paces.



Merc Cyclone dash features five instrument cluster, including big tach, set in attractive teakwood applique panel. Three spoked woodgrain finish wheel is option.

cars at L-M are mentioned. He's attuned to the desires of the performance market and has many more new performance features planned.

When you purchase your Cyclone CJ, you might as well make it a point to get the optional ram-air package while your salesman is making out the order. Included in the package are the functional scoop, F70/WSW wide tread fiberglass belted bias tires and hood lock pins. And, since there's no sense in doing half the job, make sure you get a tach and Traction-Lok differential with your choice of the gear ratios listed above.

We had the good fortune to test a new Ram Air CJ during L-M's long-lead press preview and, along with "Dyno" Don, we were able to give it a pretty good wringing out, even though traction was spotty due to rain showers. Our model was equipped with automatic, the 3.90 rear, power steering and power brakes. The power steering is up to you, but if we had our way, every high-perf car ordered would have the optional power front discs and drum rears. They really get the job done in a hurry! As a matter of fact, we'd have no objection if legislation were passed making the discs mandatory on all cars,

(continued on following page)

Photos by Pat Brollier and Bob Swaim



Our test Cyclone had the CJ 428 mill, automatic, 3.90 gears, power steering, and power disc/drum brakes, had no trouble cutting 14.0's and 100+ mph. Goodyear Polyglas tires gave plenty of traction. All hood scoops are functional, as only Ram Airs have 'em.