

Vintage Car Club of Castle Rock - Hotrods in the Village

Back on August 11th, The Vintage Car Club of Castle Rock hosted their second annual Hot Rods in the Village show for car owners in Castle Pines Village, located on Happy Canyon Road at Santa Fe in Castle Rock. This show offers another beautiful setting amongst the shops and restaurants of the Village. Dash plaques, trophies, a live band, and a booth selling cold beer were all included. This show is limited to 100 cars due to space constraints.



Every June on the Saturday before Fathers Day, the club hosts a much larger show in downtown Castle Rock. For this show, the main streets are closed for the day so that over 300 entries can be displayed and admired by thousands of spectators. The Classic Rock Cruise In has something for everyone - cars, shops, live music, restaurants, attractions for the kids, Festival Park, and many specialty vendor booths. They have an entry class for everyone. Class winners are determined by a panel of experienced judges. They usually present 51 trophies in 22 classes, including a Mayor's Choice, Hottest Car (picked by the Fire Chief), Most Likely to Get Pulled Over (picked by the Police Chief), and Best of Show. It's a fun, friendly show in a beautiful small town setting.

They hold business meetings/dinner as well as a scheduled event for each month throughout the year. To find them go to their web site: <http://www.thevintagecarclub.com>



More photos from Hotrods in the Village



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Car of the Month

1964 IMPALA SS 409

Owned by Ray Martin



This real Super Sport hardtop—not a clone or tribute car—is a very desirable, numbers-matching, American muscle car. VIN #41447S173579. The last of its kind, “Roscoe” is equipped with Chevrolet’s legendary, high-performance, W-series, 409 cubic inch/340 horsepower engine with hydraulic valve lifters, cast-aluminum pistons and 2.065/1.72-inch valves, an original Harrison brass radiator and a throaty dual Glasspack exhaust.

The original V-8 Turbo-Fire engine is teamed with an original factory aluminum, two-speed Powerglide automatic transmission still coveted today for its competition-challenging available torque. Add in the 9-inch aftermarket Ford rear end and Roscoe not only is all business, but built for dependable, long life.

1964 was the year the Super Sport (SS) became its own model; the SS previously was an optional trim level. Of the 97,753 SS V-8 hardtops produced that model year (out of 889,600 Impalas built), Roscoe was the 73,579th SS off the production line. He thundered out of GM’s St. Louis, MO, assembly plant the first week of December 1963, just days after the assassination of President John F. Kennedy.

Roscoe’s base price was \$2,961. Installed factory options include air-conditioning, LOF E-Z-Eye tinted glass all around, power steering, padded dash, tachometer, rare tilt steering wheel, Four-Season™ heating/cooling system and working, original Delco AM/FM radio.

New safety and handling modifications include power four-wheel disc brakes, American Racing VN501 wheels, Cooper Cobra GT radial tires, seatbelts front and rear,

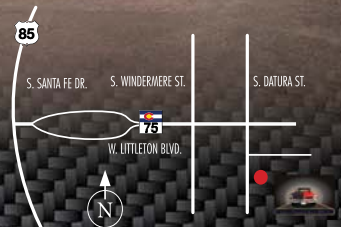
Edelbrock 7158 aluminum intake manifold and 1407 carburetor, Summit Racing upper/lower front control arms, Hellwig front/rear anti-sway bars and a stainless coolant recovery tank.

Many thanks to our highly skilled local restoration partners: Wild Child Street Rods & Classics, Wicked Custom Classics, Gene’s Auto and Muffler.





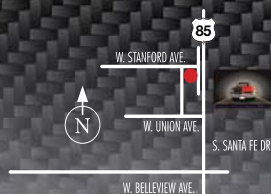
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THE MERCURY CYCLONE WAS A SALES FAILURE, BUT DID IT DESERVE BETTER?

by Diego Rosenberg / Reprinted from Hagerty News

In the early 1960s, Mercury was suffering from an identity crisis. After the Edsel debacle, the mid-level FoMoCo brand moved down-market for several years until it regained its footing. Around the same time, Ford instituted its "Total Performance" assault on global racing.

With the arrival of the Comet Cyclone in 1964, Mercury was on its way to having a full-fledged performance model. In 1966, despite good looks and being chosen to pace the Indy 500, the 335-horsepower 390 was no match for Tri-Power GTOs and solid-lifter Chevys, and Ford seemed to have trouble bringing the 427 to market to handle Hemis. The Cyclone suffered the same effects as the Mustang without the grace of being America's most popular sporty car: FoMoCo simply didn't "get" the performance market. Not until the introduction of the 428 Cobra Jet did Mercury have a performer truly on par with the competition.

1964 Comet Cyclone



While the Cyclone was no GTO killer (remember, the compact Comet was a cousin to the Ford Falcon), had an auspicious start. Standard features included bucket seats, three-spoke steering wheel, console, tachometer, chrome wheel covers, and 210-hp Super Cyclone 289 (with engine dress-up kit), backed by an all-synchro three-speed manual. The 271-horse 289 Hi-Po was available by special-order but had few takers. By August 1964, 7454 Cyclones had been built—hardly competition to Pontiac's 32,000 GTOs.

1965 Comet Cyclone



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The restyled 1965 Cyclone featured squared-off lines, vertically stacked headlights, and a unique grille, but remained essentially the same car underneath. The 289 received a horsepower bump to 225, with the Hi-Po carrying on as a rare option. A lightweight in an increasingly heavyweight market, Cyclone sales nonetheless increased to 12,347.

1966 Comet Cyclone



This was the year the Comet grew up. The Cyclone hardtop was joined by a new convertible plus an optional GT. The regular Cyclone came with buckets and console with a tepid 200-hp 289, plus a 390 two-barrel option; Cyclone GT included a standard 335-horse, 390-cu-in V-8, three-speed manual, handling package, and racing stripes. Unique to the GT was the optional Sport Shift Merc-O-Matic. The Cyclone sold 20,701 hardtops and 3463 convertibles, but it paled in comparison to 96,944 GTOs. *(Continued on page 10)*

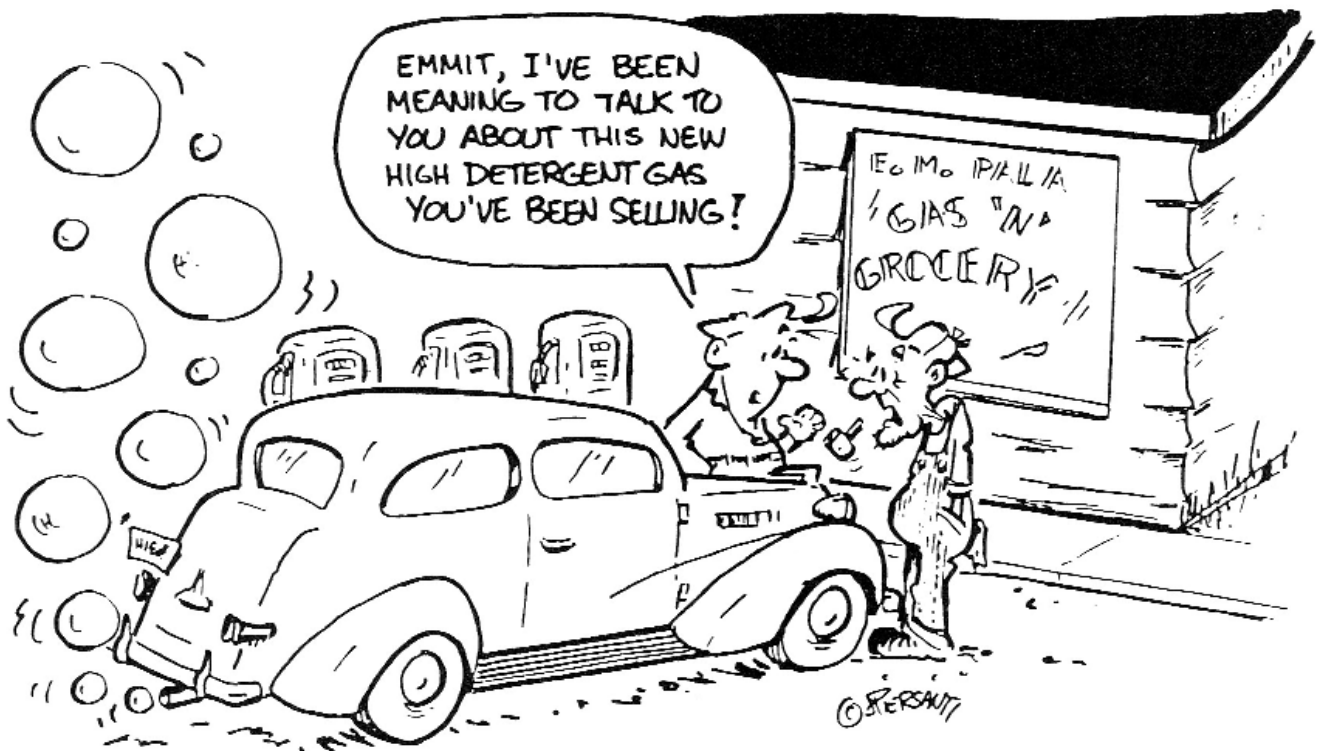
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"Otto Mechanic"

By Jay Piersanti





1967 Cyclone



Dropping the Comet prefix, the 1967 Cyclone can easily be distinguished by its updated grille and taillights. Standard equipment was similar to the previous year's model, although the console was now optional. In a market that was demanding more performance, the GT's 390 was downgraded to 320 horses, although more were available with the much-anticipated 427. (Too bad only 27 were produced.) Total sales fell drastically to 6910, including 809 convertibles. In comparison, the upscale Buick GS sold 19,626 units.

1968 Cyclone



Completely redesigned for 1968, the Cyclone dropped the convertible but added a fastback. The Cyclone's standard engine improved to a new 302 with 210 horsepower; optional were two 390s and the new 428 Cobra Jet. The available GT Equipment Group added bucket seats, performance handling package, and upper and lower tape stripes but started with the same 302. Cale Yarborough found success in NASCAR with the Cyclone, but it didn't translate to sales in what was a banner year for the performance market: 12,260 fastbacks and 1368 coupes were built.

1969 Cyclone



Mercury axed the Cyclone coupe for '69, but there was a new fastback model. Christened Cyclone CJ, Mercury's

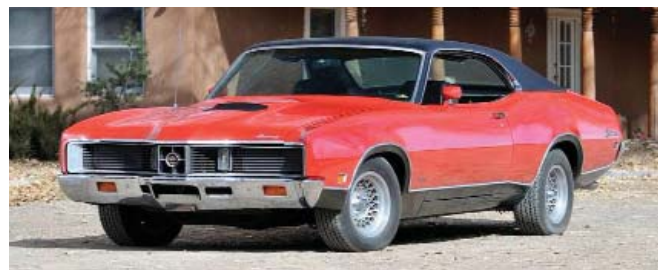
response to the Plymouth Road Runner featured a standard 428 Cobra Jet. A GT Appearance Group for the latter included goodies like bucket seats and racing mirrors. Later in the model year, the two-tone Cyclone Spoiler package paid homage to Cale Yarborough and Dan Gurney. Unfortunately, those racers didn't help the Merc's popularity as production fell to 5882 Cyclones and 2175 Cyclone CJs, while Plymouth produced 84,420 Road Runners.

1970 Cyclone



A major redesign and reshuffle shook things up in 1970; all models featured a unique "gunsight" grille. The base Cyclone played the role of the former Cyclone CJ, now available with a choice of two 429 engines. The Cyclone GT was now an official model standing on its own, not to mention the sophisticated style leader of the series thanks to trim and content. Power started with a 351-cu-in two-barrel, and options included a 300-hp 351 and the duo of 429s. The Cyclone Spoiler came loaded with the standard CJ, stripes, and spoilers, although this time without homage to NASCAR. With a transformed market open to cars with a performance look without the performance, the Cyclone GT was well-positioned, but only 10,170 GTs—plus another 1695 Cyclones and 1631 Spoilers—left the factory.

1971 Cyclone



General Motors lowered compression on all its engines to run on regular fuel, but Mercury kept going for one more year. The Cyclone model lineup continued unchanged, but the 351 four-barrel was the new standard engine for both Cyclone and Spoiler; the GT continued with the 351 two-barrel standard. Luckily, the 429 CJ continued to be optional for all. Final tally for 1971 was 444 Cyclones, 2287 GTs, and 353 Spoilers.

Would you like to see this newsletter continue?

I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado Collector Car News* is actively pursuing advertising. If you have a business who would benefit from reaching collector car owners or you know someone who would, please contact me. Thanks!

Greg Akiyama / Publisher / 303-680-8298

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

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