

# MOTOR TREND

NOVEMBER 1966 • 75c



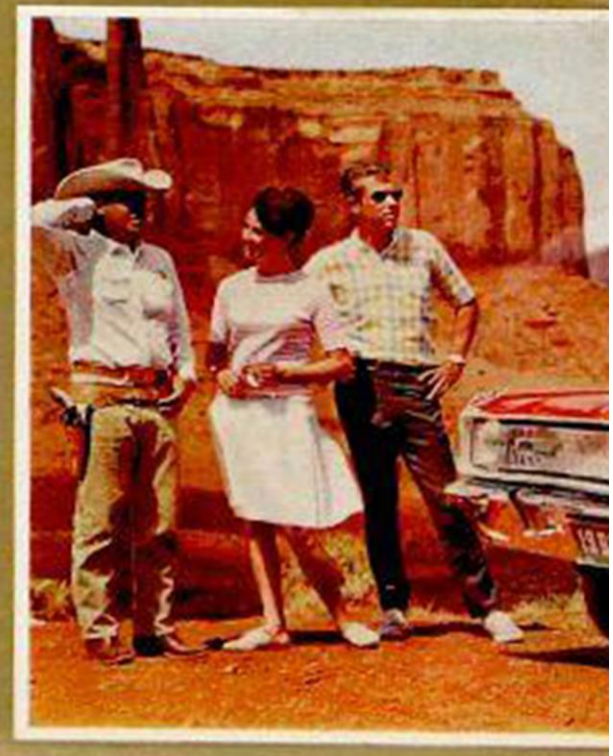
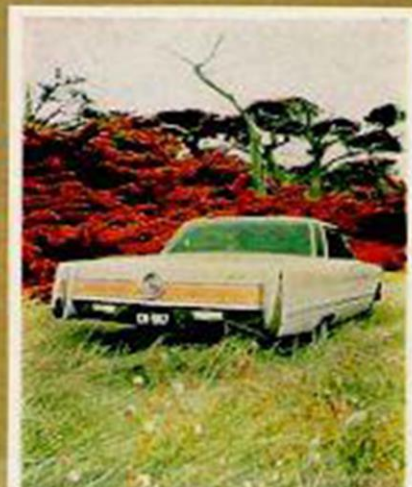
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# SPECIAL BUYER'S GUIDE ISSUE

**FACTS, PHOTOS, SPECS,  
OPINIONS ON ALL  
THE '67 CARS-PLUS  
"HOW TO BUY" TIPS**





# INTERMEDIATE

# PONTIAC

Tempest • Sprint •  
Le Mans • GTO

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GTO is still Pontiac's hot one for '67. Mesh grille insert is one of its identifications.

**WHAT'S NEW:** Ram Air Package instead of Tri-Power for GTO... more cubic inches for biggest engine... America's hottest 6... optional! Wide-Oval tires.

**N**OTHING IS TAME at Pontiac, where even the 6s perform. Among the Pontiac intermediates for 1967, performance is still evident, although there are no horsepower increases over '66.

A line of cars that offers an overhead-cam engine as the standard version gives some clue to its performance orientation. Pontiac's ohc 6, a curiosity in 1966, is here to stay and is standard on all but the GTO. Designers of racing engines have long been aware of the advantages of ohc engines, both in terms of breathing potential and reduction of valve-gear weight, but passenger-car applications have been rare. One problem was the cost of manufacturing a satisfactory cam drive; the other was the noise of such a drive. Pontiac avoided the whine and expense of a gear train and the clatter and maintenance of chain drive by operating the single overhead cam with a belt. Made of neoprene reinforced with fiberglass cord, it has worked very well, is reasonably inexpensive, quiet, and requires no lubrication.

In its standard trim with 2-barrel carburetor, the ohc 6 puts out 165 hp and may be teamed with either a 3-speed, all-synchro, manual gearbox, or a 3-speed automatic. With a 4-barrel carb and 10.5:1 compression ratio (instead of 9.0:1), the same engine delivers 215 hp and may be ordered with the 4-speed manual as well as the other 2.

Another power option is the 326-cu.-in. V-8. With a 2-barrel, it has 250 hp, but a 4-barrel and a compression ratio raise from 9.2:1 to 10.5:1 increase this to 285.

Basic Tempests are offered as 4-door sedan, sports coupe, and 4-door, 2-seat station wagon. The Tempest Custom comes in no less than 6 body styles: 4-door sedan, sports coupe, hardtop coupe, 4-door hardtop, convertible, and station wagon. All these have bench front seats. The Le Mans sports coupe, 2-door hardtop, and convertible have bucket seats up front as standard equipment, but the Le Mans 4-door hardtop has a bench seat. There is another 4-door wagon, the Tempest Safari, which provides a bit more elegance than the Tempest or Tempest Custom wagons and offers the same engine/transmission combinations.

The GTO, although it shares the perimeter frame and body of the Tempest, is virtually a car unto itself. It epitomizes the intermediate-size hot car, just as surely as Ford's Mustang symbolizes the sports-personal car concept and has been equally successful in inspiring imitation.

The GTO starts with more engine as standard equipment than other Tempests offer as options. This is a 400-cu.-in., 335-hp V-8 with a 4-barrel. A less powerful, 2-barrel version is optional and may be teamed only with Turbo Hydra-Matic. The 335-hp engine offers a manual 3-speed as standard and a manual 4-speed option as well as the automatic.

The GTO HO engine option (with the same 400-cu.-in.) puts out 360 hp thanks to a little more compression (10.75:1 instead of 10.5:1) and a longer-duration cam. Another 360-hp option is this engine with the Ram Air package which utilizes the double air scoop in the hood. This engine peaks at 5400 rpm, against 5100 for the HO, and the standard rear end is a 4.33:1 against the HO's 3.55:1. The HO would be the ob-

vious choice for long trips and high cruising speeds; the Ram Air for on-the-line performance. The Ram Air uses an even longer duration cam than the HO, the difference between the three being 273, 288 and 301 degrees on intake; 289, 302 and 313 degrees on exhaust, respectively. The Tri-Power (three 2-barrel) option has been discontinued. Only the 4-speed or Turbo Hydra-Matic may be selected as an option with the Ram Air setup; no 3-speed is offered.

The GTO comes in 3 body styles: a sports coupe, hardtop coupe and convertible, all with front bucket seats standard.

Tempest styling has not changed greatly from 1966. Grilles now feature plastic vertical inserts rather than horizontal ones on all but the GTO, which has its own distinctive aluminum wire mesh. Tail lights have also changed — 3 square blocks in a rectangular frame on each side of the Tempests, 2 stacks of 2 slots on each side of the GTO. Wide-Oval F70 x 14 tires are standard on GTOs, optional on the others. /MT

#### PONTIAC

##### Tempest, Tempest Custom, Le Mans, GTO

BODY STYLES	... 2- & 4-dr sed, 2- & 4-dr hardtop, conv, 4-dr wagon
WHEELBASE	... 115.0 ins
TRACK	... 58.0 ins front, 59.0 ins rear
OVERALL LENGTH	... 203.4-206.6 ins, depending on model
OVERALL WIDTH	... 74.4-74.7 ins, depending on model
OVERALL HEIGHT	... 53.7-55.4 ins, depending on model
TURNING CIRCLE	... 40.9 ft curb-to-curb
ENGINES, std.	... ohc L-6, 230 cu ins, 165 hp; V-8, 400 cu ins, 335 hp (GTO only)
ENGINES, optl.	... ohc L-6, 230 cu ins, 215 hp; V-8, 326 cu ins, 250-285 hp; V-8, 400 cu ins, 255-360 hp (GTO)
TRANSMISSIONS	... 3-spd all-synchro manual std; 4-spd all-synchro manual, automatic, & Turbo Hydra-Matic (GTO only) optl
BRAKES	... drums std; front discs optl
SUSPENSION	... independent front, 1-piece rear axle coil springs all wheels; ride & handling pack optl
CURB WEIGHT	... 3221-3361 lbs, depending on model
GAS CAPACITY	... 21.5 gals





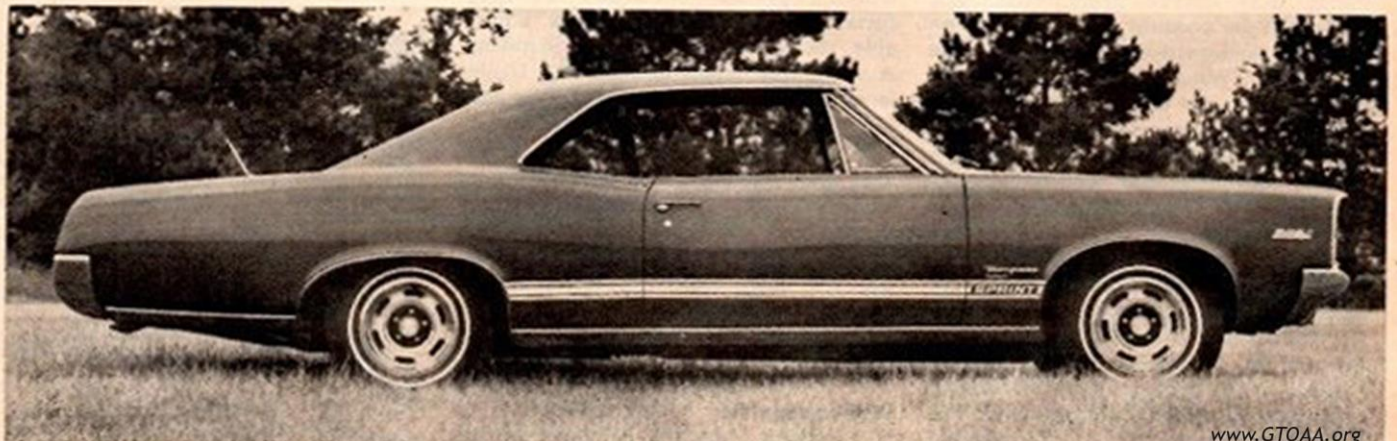
LE MANS HARDTOP HAS RECESSED REAR WINDOW. STANDARD 165 HP COMES FROM BELT-DRIVEN, SINGLE-OVERHEAD-CAM, 6-CYLINDER ENGINE.



Backup lights emphasize 3-part tail lamp assemblies used on all Tempests except GTO. This is Le Mans Sprint with ohc-6.



GTO with automatic has console-mounted selector. 1st and 2nd may be manually engaged by pressing button on shift knob.



SPRINT OPTION INCLUDES 215-HP VERSION OF OHC-6, ROCKER PANEL STRIPES. THIS ONE ALSO HAD 4-SPEED WITH HURST SHIFT OPTION.

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