

# The supercar: third generation

Some sons try to achieve more success than their ancestors. This one might succeed.

In April, the 350-cu.-in. Tempest, after having been Bobcatted by Milt Schornack and Dave Warren of the Royal Pontiac competition department in Royal Oaks, Mich., proved to be an unadulterated street racer of honest ilk. Since then, it has been nursed through another couple of hundred dollars' worth of alterations, most notable being an adaptation of the GTO's Ram-Air package.

On the small, lightweight 350 engine, all of the GTO's Ram-Air component parts were installed. Even the 400-cu.-in. GTO heads were brought down to a minimum volume of 61cc and spring heights were set at 1.776.

A Ram-Air cam with a 308-degree duration on the intake and 318-degree duration on the exhaust was installed.

Carbs were again jetted 6% richer than on the basic Bobcat. For the Ram-Air package, hood scoops were in-

stalled and the air cleaner was modified. To complete the breathing modifications, Doug Headers are used.

Transmitting this new power are a Schiefer clutch and pressure plate with a stock flywheel for durability. The rear axle ratio was changed from the 3.91:1 unit to a new 4.33:1.

With all original accessories still intact, and the car in good street condition, weight is only 3505 pounds, far below the average supercar—a property which also makes the car quite roadworthy away from the dragstrip.

While the purveyors of the Tempest Bobcat project want us to refer to it as the Mini-GTO, we feel our original cognomen is more appropriate—Son of GTO. At least, for a late generation supercar that will outperform its elders, it certainly is more just.

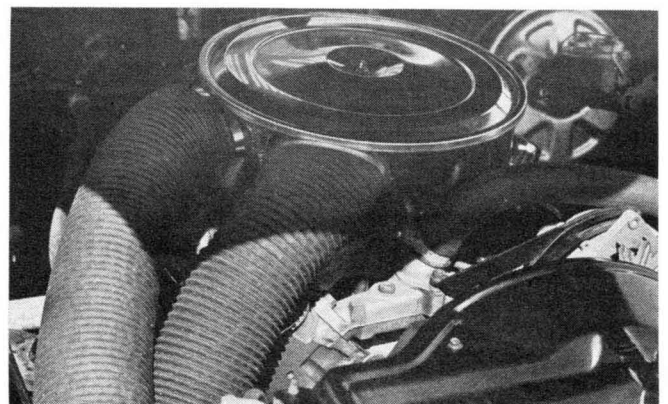
For quarter-mile runs, two different sets of M&H, A-140 compound tires

were used—800 and 850 x 14s, then 900 and 950 x 14s. Though the engine was quite capable of turning tighter, shift points proved to be most effective at 5900.

In short, times with 800 and 850 x 14 tires were consistently in the 13.20s at 105 to 106 mph, and with 900 and 950 x 14s they were better: 13 'teens and as fast as 107.27. Enough said. /MT

## QUARTER-MILE TIMES AND SPEEDS

800 and 850 x 14 tires	900 and 950 x 14 tires
13.23 @ 106.13	13.14 @ 107.27
13.22 @ 106.00	13.16 @ 107.01
13.27 @ 105.50	13.20 @ 106.64
13.24 @ 105.75	13.14 @ 106.64
13.25 @ 106.38	13.19 @ 106.88
13.28 @ 105.38	13.18 @ 107.27



The crux of the Tempest Bobcat's modifications is the GTO's Ram-Air installation adapted to Tempest's 350-cu.-in. powerplant. That also means external changes like hood scoops.