



# Come Back Little Ethyl

Mini-tests of seven '71 regular fuel Super Cars

By A.B. Shuman

Despite the almost total demise of the high compression/premium fuel engine, the '71 Super Cars have managed to retain their essential vitality. Some, like the Z/28 Camaro, appear to have suffered more than others, but most have come through the metamorphosis remarkably well. The cars we tested were pilot line and prototype models—the best that was available in mid-July—but we have a hunch that the production run machines will be a bit better: they usually are. At any rate, we'll be subjecting these cars and their variants to much closer scrutiny and complete road tests during the coming months. — Editor

## PONTIAC GTO JUDGE

Along with Pontiac's top-of-the-line 455 HO, our test Judge was also equipped with the new optional Road Package suspension. This includes the big fat, 1.25-inch diameter Trans Am type front and rear stabilizer bars, the Trans Am steering ratio, 15 x 7-inch wheels, 60 series tires, and front disc brakes. The result, when coupled with the coarse pitch M-22 close ratio four-speed, is a very well-behaved package that comes within a whisker of the Trans Am's lateral G capability in cornering. In terms of straight line performance, the addition of 55 cubic inches, use of Ram Air IV heads and manifolds, and a higher capacity carburetor have helped keep things in the same realm as last year's premium fuel 400s. The effect of the drop to 8.4:1 compression is felt most in the upper speed ranges, with low end performance only mildly effected. Our Judge showed a tendency toward bogging under full throttle starts below 3,000 rpm, perhaps attributable to the greatly reduced carburetor secondary air valve opening time (from 2½ seconds to one). As a result, we were forced to use a starting rpm of 3,400-3,600 to obtain best results, though this resulted in excessive wheelspin. Shifts were made at 5,000-5,300 rpm; pushing the engine above that speed produced poorer times. The shift linkage, in Pontiac tradition, felt very good. /MT

### GTO JUDGE

Engine .....	455 HO
Power .....	335 hp @ 4,800 rpm
Transmission .....	Close ratio 4-spd
Rear axle .....	3.55:1
Tires .....	G60-15

### Performance (2 aboard)

0-30 mph .....	3.0 seconds
0-45 mph .....	4.5 seconds
0-60 mph .....	7.0 seconds
0-75 mph .....	9.6 seconds
¼-mile .....	14.9 seconds/95 mph
40-60 mph .....	2.8 seconds (second gear)
50-70 mph .....	3.0 seconds (third gear)