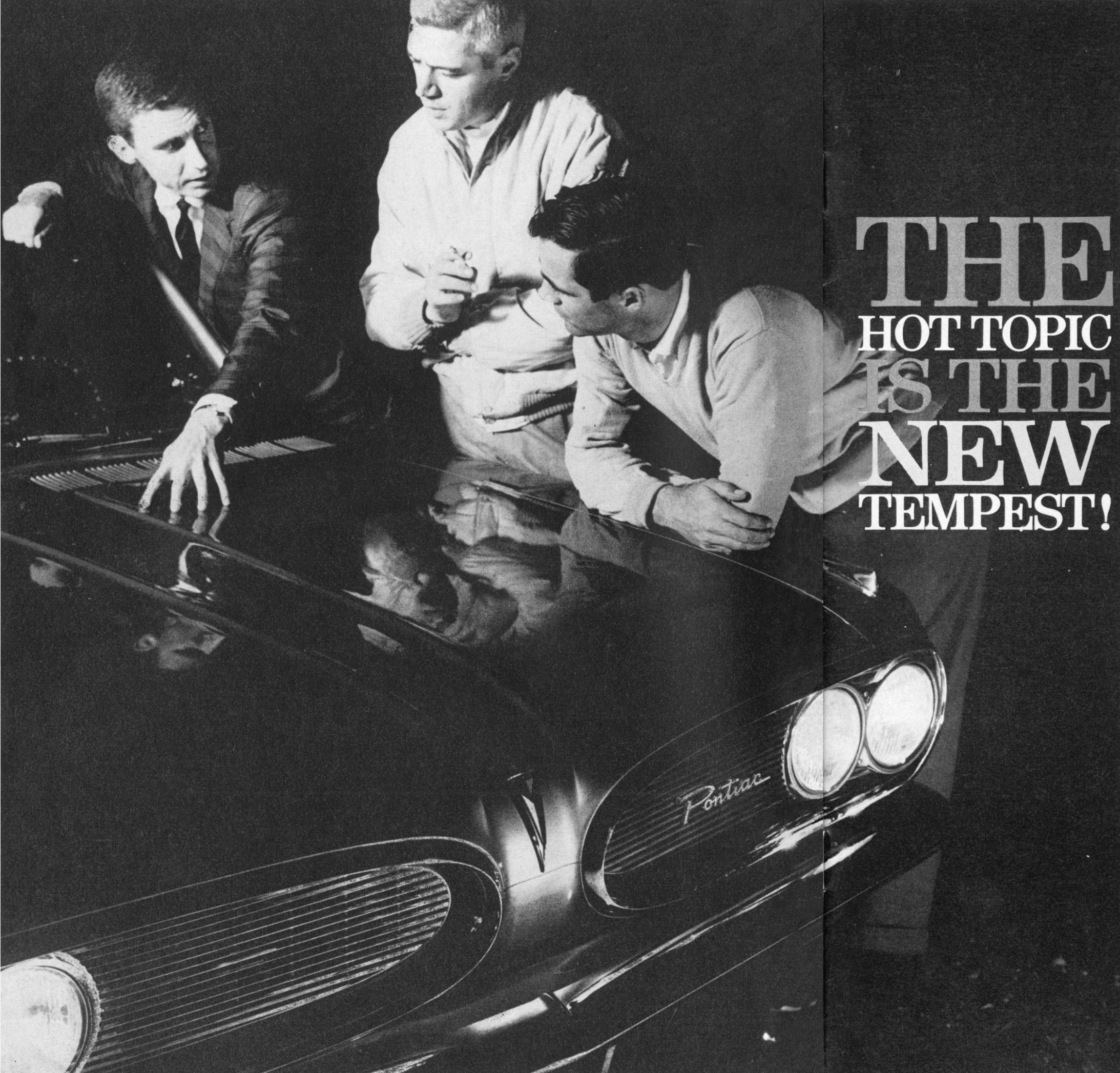




TEMPEST

QUALITY NEW/COMER FROM PONTIAC!



THE HOT TOPIC IS THE NEW TEMPEST!

Tempest is the new/come that solves the limitations of the new-size cars. We studied the compacts. We talked to owners. We found out what they liked and **what they didn't like**. We found out what kind of car Americans wanted! Then we threw away the rule book. Tempest is not a stripped-down big car. It's not a small, cut-down version of the old traditional design. The Tempest is a completely new concept in size, design, engineering and construction.

From the first sketch on the drawing board our stylists and engineers knew what they wanted: A high quality motor car with a low purchase price and low operating costs . . . comfortable seating for six big men . . . easy handling . . . a soft, quiet ride, but with sports car stability . . . the performance and power for safety on our expressways . . . clean, taut styling with all the practical luxuries you expect your car to have. The Pontiac engineering team . . . the performance specialists . . . the stylists . . . the production experts . . . right down to the man who makes the final quality inspection, have done a terrific job of creating a great new car.

Tempest is the first to succeed in meeting the high-quality-low-price qualification without seriously compromising one or several of the other requirements!

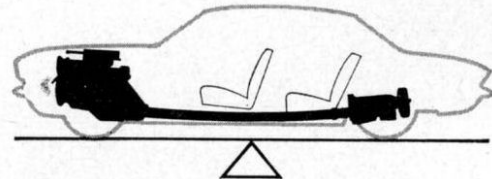
If you're in the market for a new car—any new car—spend thirty minutes reading how our Pontiac engineers faced up to design problems that all the others have side-stepped. I can promise you it will be a half hour well spent.

S. E. Strom

General Manager
Pontiac Motor Division

AMERICA'S ONLY FRONT ENGINE REAR TRANSMISSION CAR!

In a light car (a Tempest weighs about 2,900 lbs.) balanced weight is as critical as it is in a Belgian shotgun. Tempest is the only new American car to move the transmission to the rear . . . keep the engine up front . . . achieve 50-50 weight distribution with normal load. The weight on the rear wheels is equal to the weight on the front wheels. This is perfect balance.



Up to now, there have been three ways to handle these drive units: (1) front engine, front transmission, and rear drive; (2) front engine, front drive; (3) rear engine, rear drive. All these methods concentrate the weight mass at one end. A big car—with a long wheelbase and more weight—can get away with this. A car in the Tempest weight class can't. It contributes to a pitching ride and steering problems. What's the solution? Balance these two heavy units—one at the front and one at the rear. Results: the Tempest rides with the smoothness . . . stability . . . and levelness usually found in only the most expensive big cars.

Actually, a score of benefits come out of this balance of engine and transmission weight. Only the engine weight rests on the front wheels. Tempest steering is light. There's no backlash! No wander!

Front and rear brakes are equally loaded. Linings last longer—wear more evenly. Improved balance gives flat, straight-line stops.

The rear tires are neither underloaded nor overloaded. The Tempest tires (on big 15-inch wheels) give you improved traction in snow, sand or mud.

Putting the transmission in the rear opens up more engine compartment space up front. Now there's room for an engine not a putt-putt! Tempest is the *only* new-size car that turns out a combination of big car performance and small car economy.



**50-50
WEIGHT DISTRIBUTION
MEANS PERFECT BALANCE!
RIDES LIKE THE BIG ONES!**

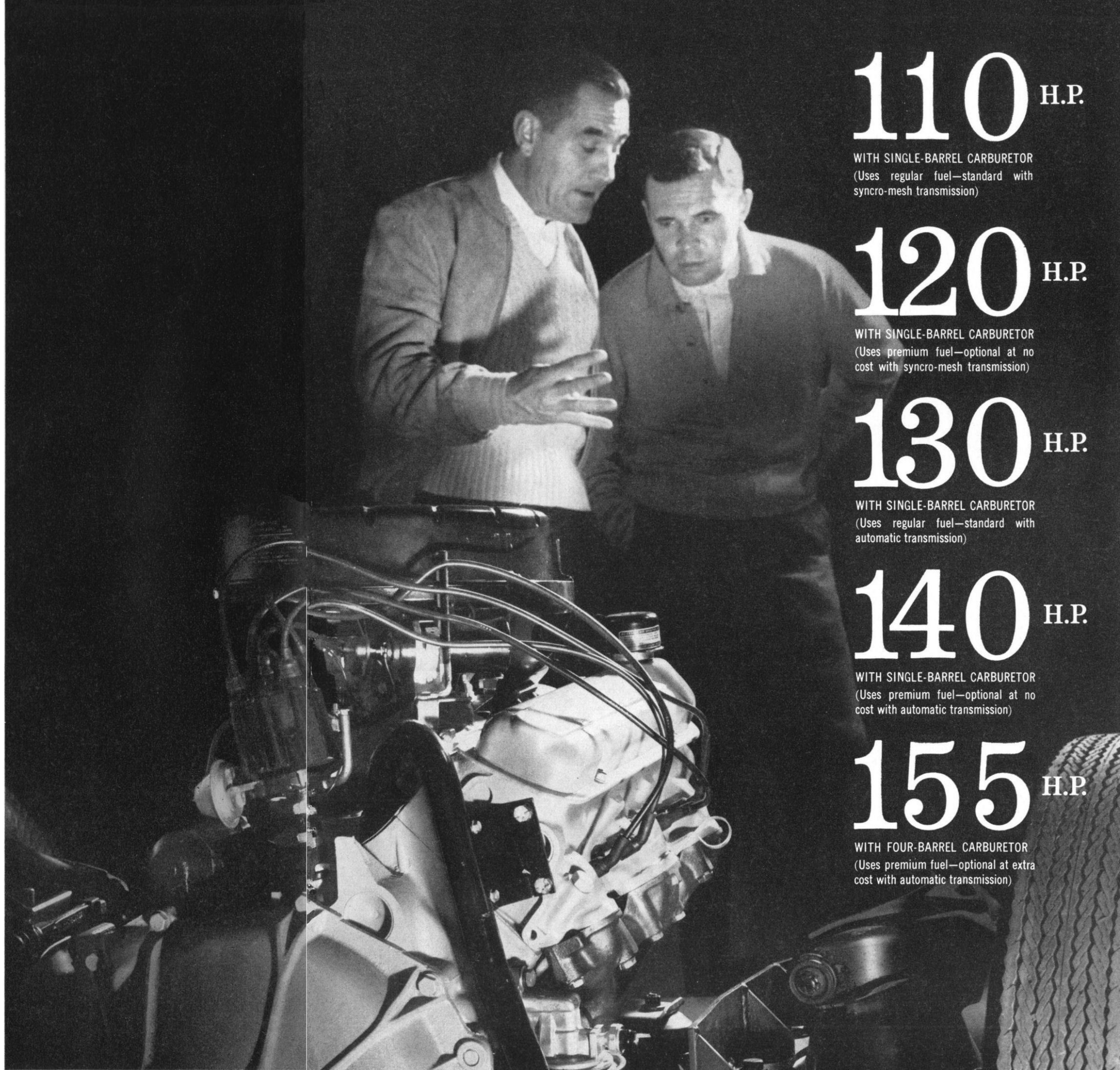
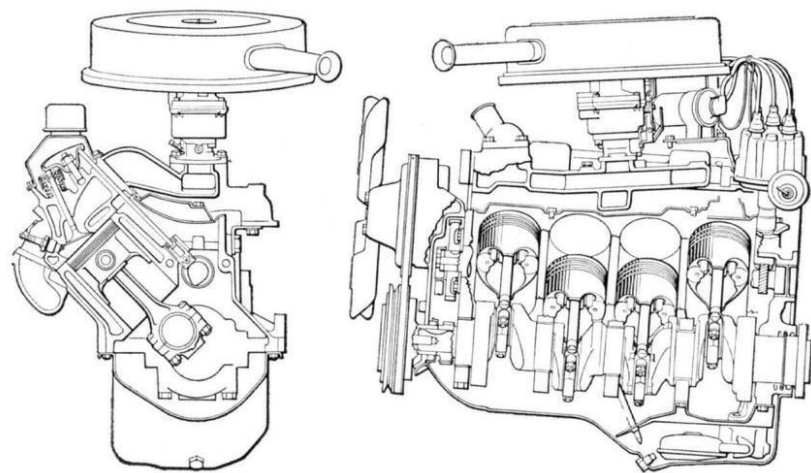
HORSEPOWER THAT MAKES SENSE
FOUR CYLINDERS TO SAVE GAS!
THE NEW SWEET RUNNING
TROPHY 4 ENGINE
FROM PONTIAC PERFORMANCE SPECIALISTS!

The Trophy 4 is a 195 cubic inch displacement, 45° inclined, Indianapolis-type, short stroke, four-cylinder engine. And get this—the *Tempest Trophy 4* develops more horsepower and greater torque than any production passenger car “four” built in the world!

Pontiac engineers designed and developed the Trophy 4 engine from scratch. Luckily for the Tempest owner, however, many of the components are identical to those on the famous Pontiac Trophy V-8. That keeps first cost down . . . cuts routine repair costs . . . and means Pontiac servicemen will be tuning an engine they already know and respect.

Starting with the proven Pontiac engine design, the engineers also adapted principles that have worked best on the toughest engine proving grounds in the world. They cut the number of cylinders. This lowered the friction. They increased the air-to-fuel ratio. All this adds up to high performance and unusually good fuel economy.

The Pontiac performance specialists poured it to this inclined “4”. They gave it 2,600,000 miles of the most strenuous tests they could dream up. They re-worked parts! Refined components! The tests got meaner. It passed them all . . . going away!



110 H.P.

WITH SINGLE-BARREL CARBURETOR
(Uses regular fuel—standard with
syncro-mesh transmission)

120 H.P.

WITH SINGLE-BARREL CARBURETOR
(Uses premium fuel—optional at no
cost with syncro-mesh transmission)

130 H.P.

WITH SINGLE-BARREL CARBURETOR
(Uses regular fuel—standard with
automatic transmission)

140 H.P.

WITH SINGLE-BARREL CARBURETOR
(Uses premium fuel—optional at no
cost with automatic transmission)

155 H.P.

WITH FOUR-BARREL CARBURETOR
(Uses premium fuel—optional at extra
cost with automatic transmission)

The Trophy 4 rivals—and tops—the performance of heavier cars with nearly twice its horsepower! And, it does it smoothly on half the cylinders and considerably less gasoline.

Check the chart! The Trophy 4 is designed to reach maximum horsepower output fast and at fewer revolutions per minute than most sixes and eights. Naturally there's less wear and less fuel consumption.

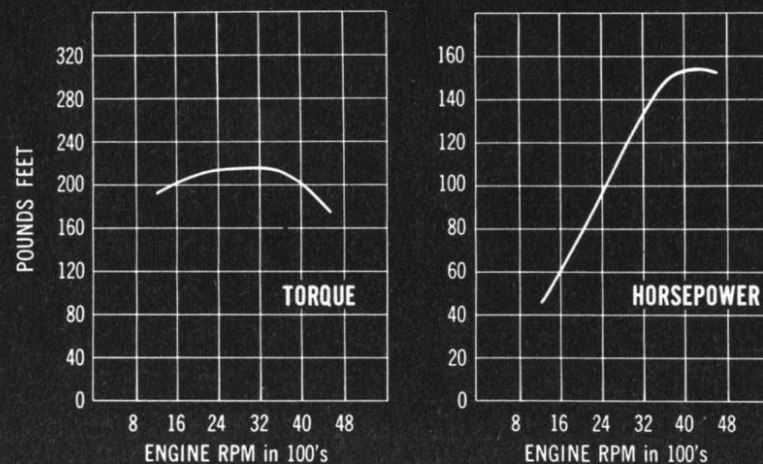
This is a new-size car with power to spare. It's great to know it's there when you need it to get out of a tight spot.



THE TROPHY 4 ENGINE

IS PRIMED TO SCOOT ON LESS GAS!

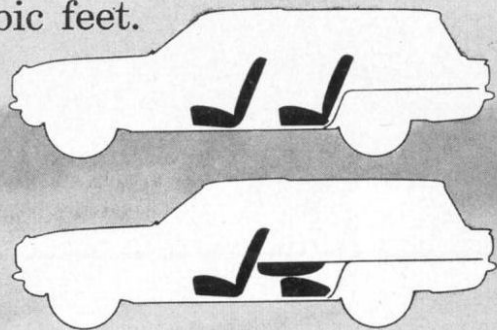
Choose any Trophy 4 engine—the Tempest will hold its own on any expressway . . . sail up a steep hill in high gear . . . give an extra surge of performance when safety demands it!



WITH OPTIONAL FOUR-BARREL CARBURETOR AND AUTOMATIC TRANSMISSION



This is big! Six beefy men can sit comfortably in the Tempest Safari. Almost five feet of seat width (front and rear). No big floor hump. Front engine/rear transmission gives the Tempest Safari the balance wagons need. Full load or solo driver, the rear wheels take a solid grip on the road. Less weight on the front wheels. A snap to steer. 41.5 cubic feet of cargo space with both seats in position. Fold the rear seat down (a one-hand operation), the cargo space is 78 cubic feet.



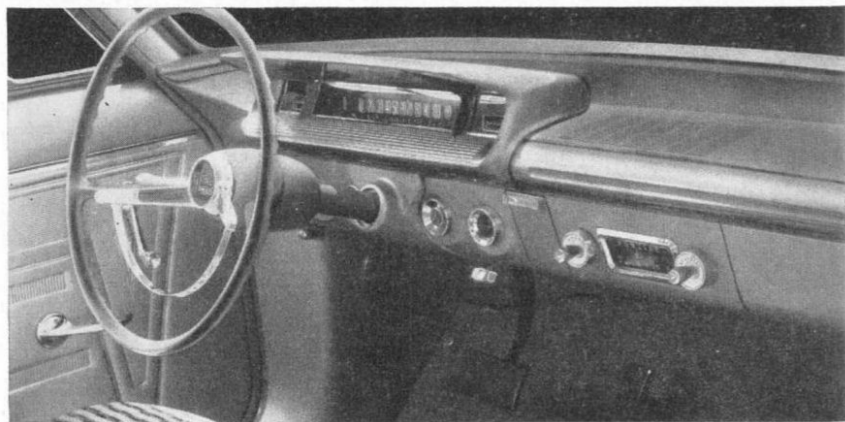
Special feature: a power-operated window in the tailgate at slight extra cost.

THE TEMPEST SAFARI RIDE...ROOM...PERFORMANCE OF WAGONS COSTING TWICE THE PRICE!



NO BIG FLOOR HUMPS!

The Tempest front engine/rear transmission design practically eliminates the usual front floor hump. There's more practical space in the Tempest than in any new-size car. Seat room, shoulder room, headroom, *legroom* for six men!



STICK-SHIFT OR AUTOMATIC!

Tempest has two transmissions. The standard is a manual shift, three-speed synchromesh. *And Tempest is the only car in the world with a front engine and a rear automatic transmission!* The optional automatic (TempesTorque) is a new, two-speed Split-Torque convertor-type. In high gear, 40% of the drive is by *direct mechanical connection*. Uses less gas!

INDEPENDENT 4-WHEEL SUSPENSION !

Independent wheel suspension means that each wheel acts freely and separately from the others. If one wheel hits a rut or drops in a chuck hole it doesn't affect the opposite wheel because it is not rigidly locked to the same axle. Most cars have this type of springing at the front. Very few have it at the rear. Tempest has it at all four wheels. That's why Tempest keeps an even keel going over bumps, ruts, dips.

BODY AND FRAME A SINGLE WELDED UNIT !

The Tempest body and frame are welded to form a solid box construction. No body bolts to work loose! Strong! Quiet.

WIDE-TRACK, TOO !

The Tempest has Wide-Track Wheels—a Pontiac engineering exclusive. The track is up to three inches wider than most compacts. The wide stance means less lean and less sway . . . better stability and better handling on turns and curves. You'll find this important feature *only* on the Tempest.

SEATS SIX MEN!



"Rear transmission puts an equal load on each wheel. Steering is a breeze . . . braking is a snap!"

"Independent 4-wheel suspension. Swing axles keep Tempest on an even keel over bumps, ruts and holes."

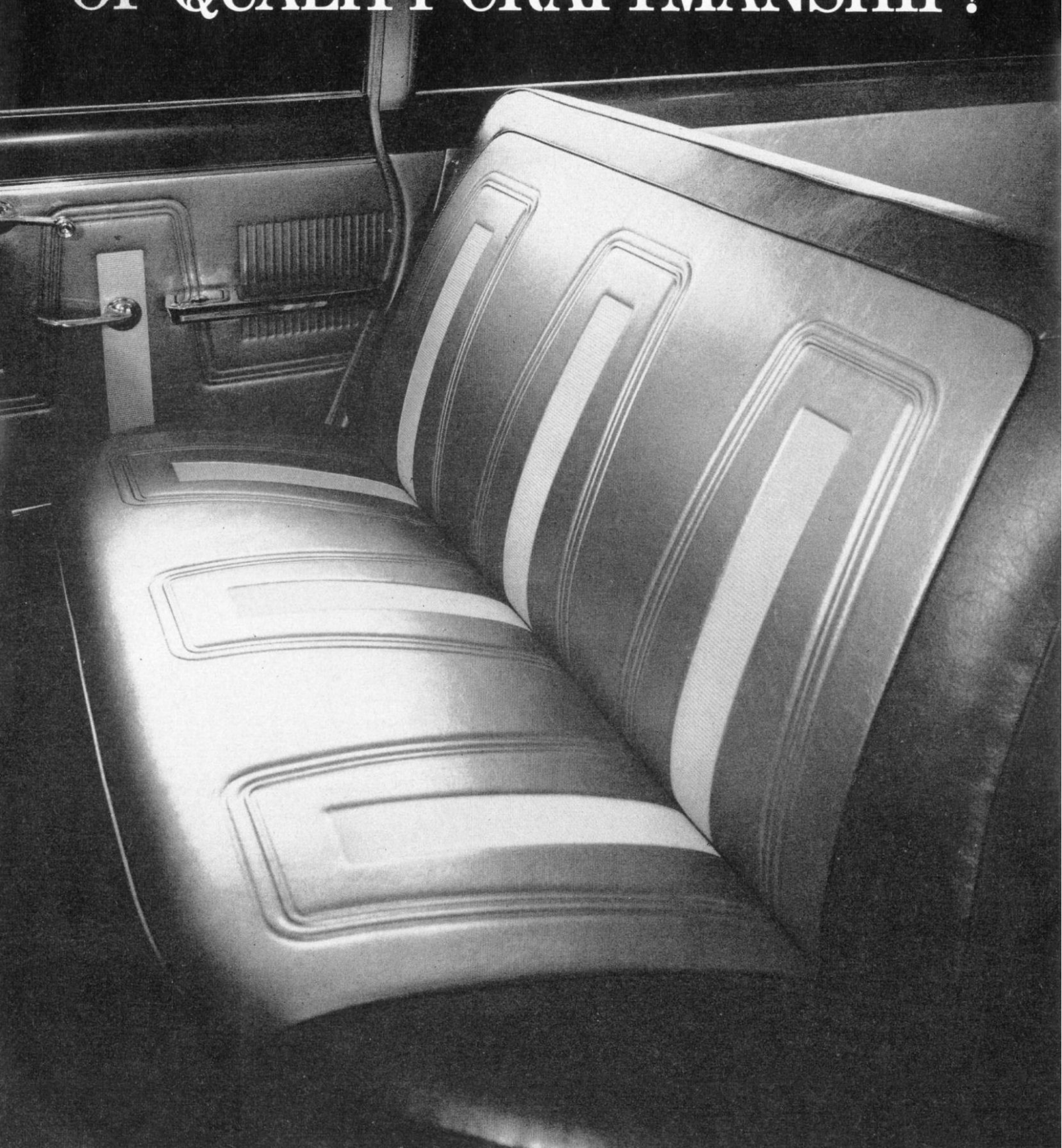
"Big 15-inch tires give good road clearance. The 13-inch wheels on the compacts make about 4900 more revolutions every 100 miles!"

"Triple-alloy steel propeller shaft connects front engine to rear transmission. It's flexible for maximum smoothness!"

"Wide-Track, too! Less lean . . . less sway . . . better cornering!"

"110 to 155 h.p. Trophy 4 engine up front . . . eager to outperform any American 6!"

TAILORED AND TRIMMED INSIDE AND OUT IN THE PONTIAC TRADITION OF QUALITY CRAFTSMANSHIP!



WIDE SELECTION OF TRIM COMBINATIONS!

Sedan: Potomac pattern cloth in 4 color choices combined with Jeweltone Morrokide. **Safari:** Gunmetal with Silver Jeweltone Morrokide. **Custom Sedan:** 5 Jeweltone Morrokide selections. **Custom Safari:** 4 Jeweltone Morrokide combinations, tailoring details shown at left.

CHOOSE YOUR OWN BRIGHT ACCENTS OF CHROME!

Customize the exterior just the way you want it. Available: front fender ornament, chrome windsplits for front fender panel, rocker mould-

ing, bright mouldings around doors, windshield and back window.

A BROAD RANGE OF MAGIC-MIRROR COLORS!

Take your pick! An array of 15 solid colors and 57 two-tone combinations.

A FULL LINE-UP OF CUSTOM ACCESSORIES!

You name it, Tempest has it! Air conditioner, power steering, seat belts, back up lights, E-Z-Eye glass, heater, push-button radio, mirrors, windshield washers and plenty more. Available on special order: bucket seats in custom trim only.

SPECIFICATIONS

EXTERIOR DIMENSIONS (Inches)

Wheelbase.....	112.0
Tread.....	56.8
Length, overall (sedan).....	189.3
Length, overall (wagon).....	189.3
Width, overall.....	72.2
*Height, overall (sedan).....	53.5
*Height, overall (wagon).....	54.3

*With Passengers

INTERIOR DIMENSIONS (Inches)

	Sedan	Wagon
Headroom*—Front.....	38.3	38.4
Rear.....	37.0	38.0
Legroom —Front.....	44.1	44.1
Rear.....	37.8	37.5
Hiproom —Front.....	58.6	58.6
Rear.....	58.2	58.2
Seat Height—Front.....	10.8	10.8
Rear.....	12.4	12.7
Kneeroom —Rear.....	26.7	26.7
Trunk Volume.....	Sedan 27.5 Cu. Ft.	

STATION WAGON CARGO

COMPARTMENT DIMENSIONS (Inches)

Length—rear seat up, tailgate up.....	53.1
Width, max.....	44.1
Height, max.....	31.8
Rear opening width.....	49.5
Rear opening height.....	29.3
Cu. Ft. load space—2nd seat flat.....	78

ENGINE

Type.....	O.H.V. In Line—Short Stroke
Location and position.....	Front
Cylinders.....	4 In-Line
Cooling System.....	Liquid
Bore.....	4 1/16"
Stroke.....	3 3/4"
Displacement.....	194.5 Cu. In.

CAPACITIES

Engine Crankcase.....	4 Qts. Refill
	5 Qts. with Filter Change
Compression Ratio.....	See Chart

Horsepower.....	See Chart
Torque.....	See Chart
Pistons.....	Aluminum Alloy—Tin Plated
Carburetor.....	Downdraft 1BBL (4BBL OPT.)
Battery.....	12 Volt—42 Amp.

MANUAL TRANSMISSION

Type.....	Rear Mounted 3-Speed—Floor Lever
Ratios.....	1st—2.94:1; 2nd—1.68:1;
	3rd—1.00:1; Reverse—3.32:1
Clutch Diameter.....	9.25"

AUTOMATIC TRANSMISSION

Type.....	Rear Mounted, Three Element Torque Converter, Split Torque in High Gear, 40% Direct Drive—60% through Converter.
Ratios.....	Drive—1.82:1, 1.00:1
	Low—1.82:1
	Reverse—1.82:1

(Total Torque Multiplication: 3.64:1.)

BRAKES

Type.....	Hydraulic—Internal Expanding
Drum Diameter.....	9"
Total Lining Area.....	115.0 Sq. In.

REAR AXLE

Type.....	Trans-Axle—Full Swing Axle Shafts
Ratios.....	See Chart

TIRES

Size.....	6.00 x 15 Sedan
	6.50 x 15 Station Wagon—Opt. on Sedan

SUSPENSION

Front.....	Independent Coil
Rear.....	Independent Swing Axle

CAPACITIES

Fuel Tank.....	15.5 Gal.
Cooling System.....	12.6 Qts. with Heater

ENGINE AND PERFORMANCE CHART

ALL MODELS	Carburetor	Compression Ratio	Max. Brake Horsepower	Max. Torque	Axle Ratio	
					Std.	Opt.
WITH MANUAL TRANS.	1-Barrel	8.6:1	110 @ 3800	190 @ 2000	3.55:1	3.31:1, 3.73:1
WITH AUTOMATIC TRANS.	1-Barrel	8.6:1	130 @ 4400	195 @ 2200	3.55:1	3.31:1, 3.73:1

OPTIONAL ENGINES AVAILABLE AS INDICATED

PREMIUM FUEL ENGINE WITH MANUAL TRANS.	1-Barrel	10.25:1	120 @ 3800	202 @ 2000	3.31:1	3.55:1
WITH AUTOMATIC TRANS.	1-Barrel	10.25:1	140 @ 4400	207 @ 2200	3.08:1	3.55:1
WITH AUTOMATIC TRANS. ONLY	4-Barrel	10.25:1	155 @ 4800	215 @ 2800	3.55:1	3.31:1, 3.73:1
215 CU. IN. V-8 REGULAR FUEL ENGINE WITH AUTOMATIC TRANS. ONLY	2-Barrel	8.8:1	155 @ 4600	220 @ 2400	3.55:1	3.31:1, 3.73:1

PONTIAC MOTOR DIVISION • GENERAL MOTORS CORPORATION

NOTICE: All options noted herein, including whitewall tires, special Custom Trim, radios and heaters, illustrated on some models, are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire.

Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, materials, equipment, specifications, prices and models—and also to discontinue models. The right is also reserved to change any specifications, parts, or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change.



TEMPEST

DESIGNED, ENGINEERED AND BUILT
BY THE PERFORMANCE SPECIALISTS OF PONTIAC