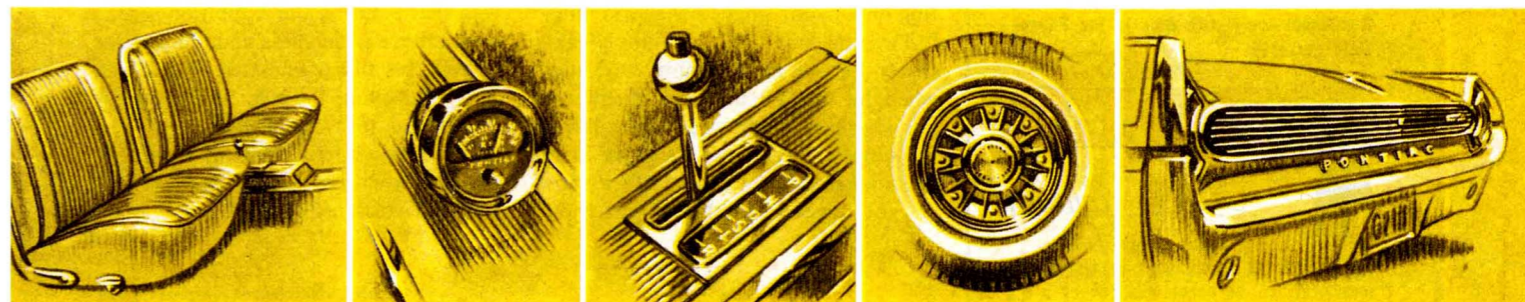




GP

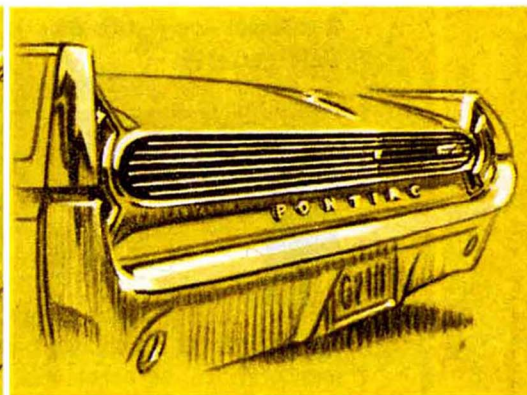
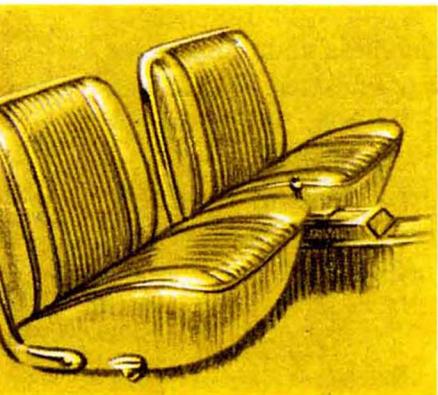


GRAND PRIX is the name for this new kind of Pontiac. It is a highly personal and specially designed car, added to the famous Wide-Track family. Measures just 4½ feet from road to roofline. Has grille and rear deck styling all its own. It's quick and nimble but much more civilized and comfortable than a sports car, with 303 h.p. V-8, 4-barrel carburetor, dual exhausts, center console, tachometer and performance axle. Aluminum wheels, 4-speed stick, Hydra-Matic are extra-cost options. Snug yourself down in one of its deep-cradling bucket seats, serenely surrounded by one of five solid-color interiors. Here's a car that's luxurious without being a stuffed shirt about it! Push the "go" pedal. Man, this is driving! This is Grand Prix. Who else but Pontiac could have built it? Who else but you could enjoy it so much? The Pontiac Grand Prix is at your Pontiac dealer's now.



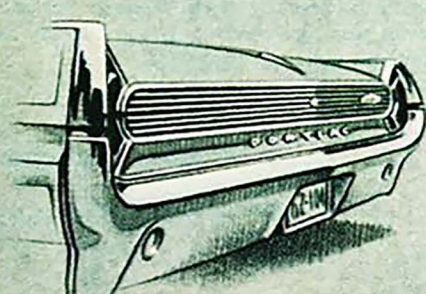
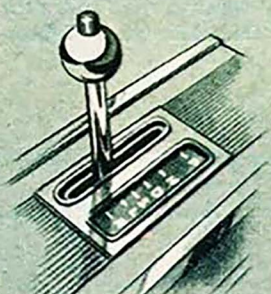
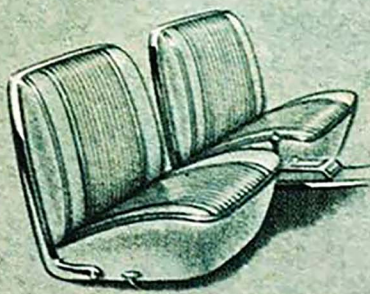


CONTAGIOUS NEW "CUSTOM" FROM PONTIAC! Coming out of the chute or going in for show, your sharpest entry for '62 is the Grand Prix! From a quarter mile off you can see it's one of a kind. Special grille and rear trim treatment set it apart. There's a minimum of brightwork. And that "channeled" look is real. (The Grand Prix sits a full inch lower.) A long, low whistle describes the interior. Five solid colors. High-wing buckets to make you feel like you belong. The console can take either Hydra-Matic or 4-speed stick shift controls (extra-cost options). (Also holds the standard "tach", so you can watch the engine wind.) Standard "G.P." engine is the fabulous 303 h.p. Trophy V-8 with four barrel carburetor and duals. Cam, lifters and special performance axle to match. There's no match for this one. Get close to a Grand Prix soon at your Pontiac dealer's. Pontiac Motor Division • General Motors Corporation.

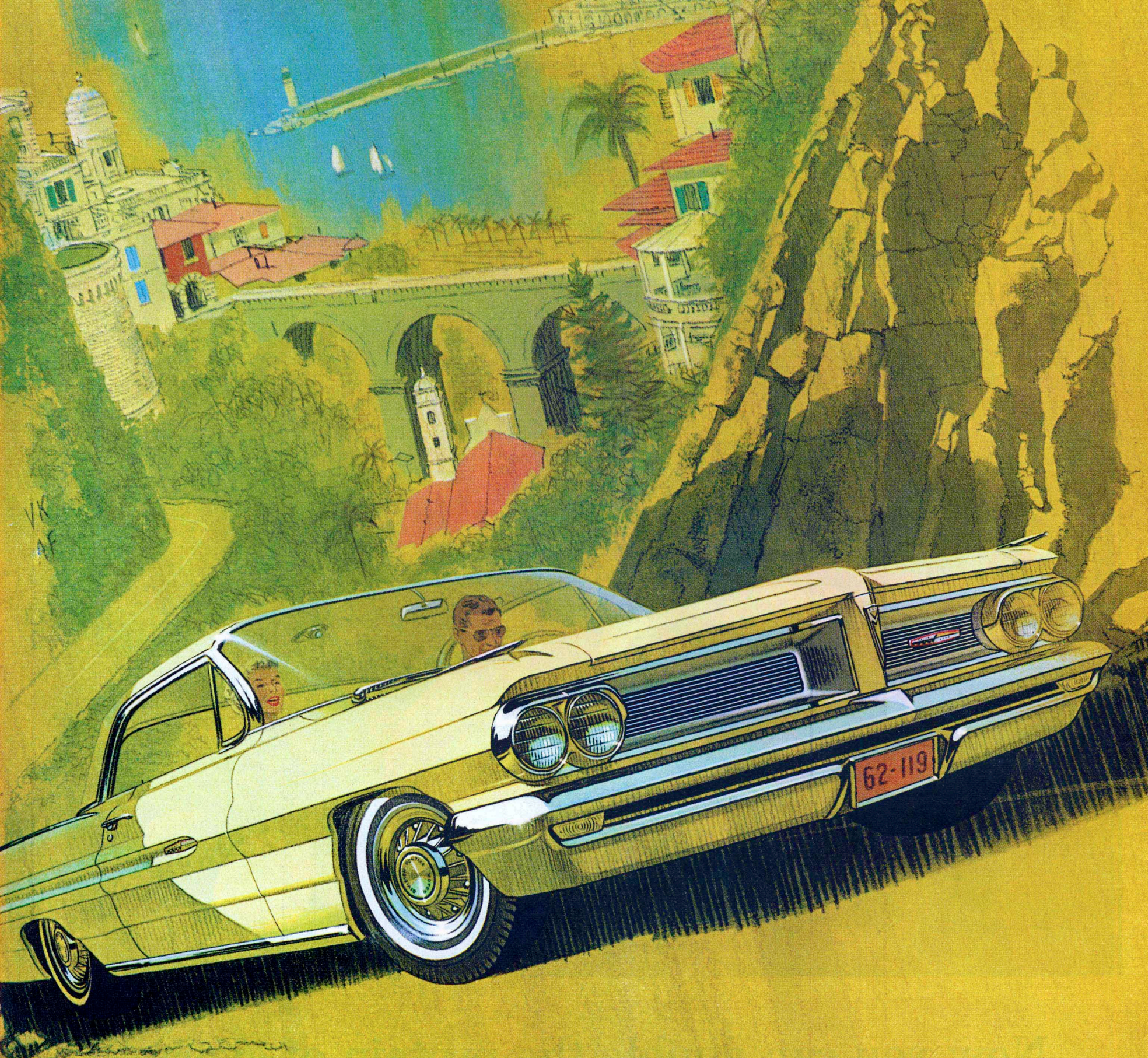




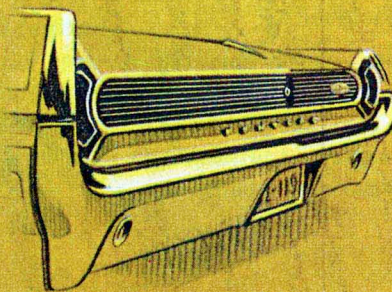
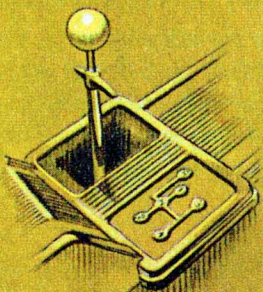
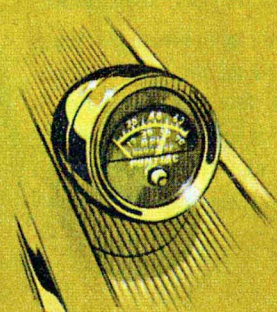
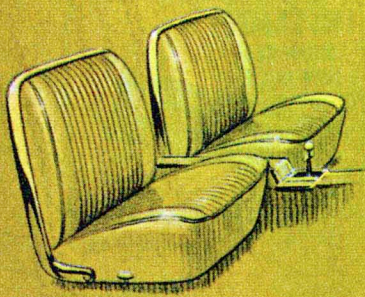
Pontiac's Grand Prix—the personally styled car with the power personality! This new member of the Wide-Track family measures just 4½ feet from road to roofline. Has its own unique grille and rear deck styling. And here's what comes with the custom-equipped, high-voltage Grand Prix: a 303 h.p. Trophy V-8 with 4-barrel carburetor and dual exhausts, tachometer, center console, bucket seats (choice of 5 solid color interiors), performance axle. Aluminum wheels, four-speed floor shift, Hydra-Matic are extra-cost options. If you like driving, get your hands on this one fast. Grand Prix is the name. Your Pontiac dealer's is the place!



GP



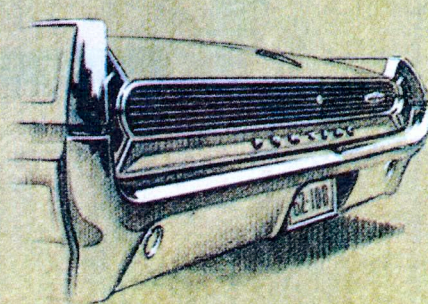
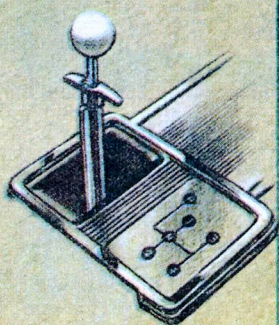
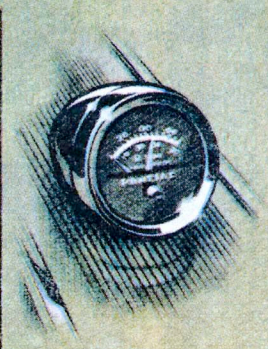
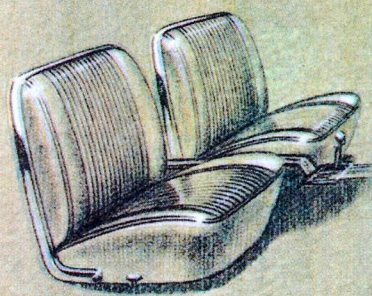
This beauty eats mountains for breakfast—Pontiac Grand Prix! Point the G.P. uphill, and you find its 303 h.p. Trophy V-8 flattens towering grades almost casually. (And by paying a bit more, you can pick from engines ranging way on up in horsepower.) The custom-styled G.P. doesn't just look like a finely honed piece of road machinery—it is, in fact, the real article. Let's tick off some of the reasons: Deep-cradling bucket seats, center console with tach, plus floor-mounted Hydra-Matic and four-speed stick as extra-cost options. And the G.P., you'll be happy to know, has Pontiac's road-wedded Wide-Track. See your Pontiac dealer—the G.P. man. Pontiac Motor Division, General Motors Corporation.



GP
Grand Prix



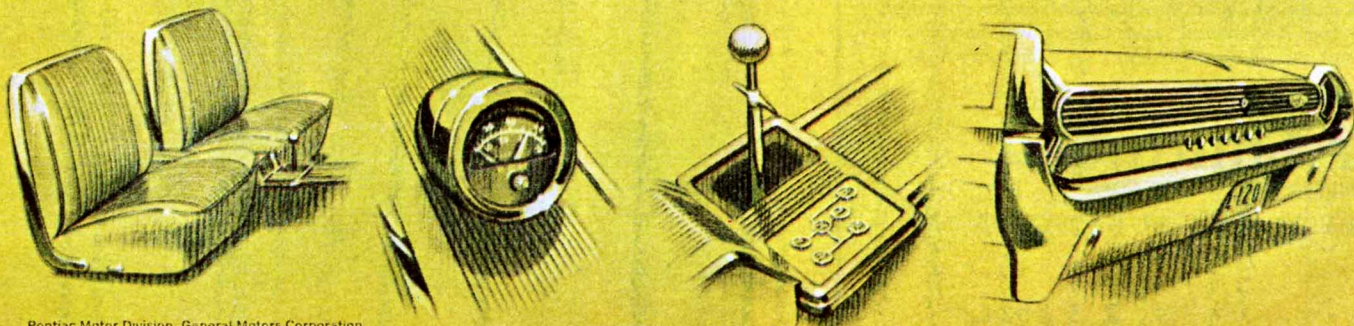
Performance is its business — Pontiac Grand Prix is its name! Meet the latest wonder in the Wide-Track clan: Pontiac Grand Prix. Its hustle comes from a storming 303 h.p. Trophy V-8 with 4-barrel carburetion and dual exhausts and performance axle to back it up. Deep-cradling bucket seats put you next to a central control console, and the tachometer sits right in front of you. Extra-cost options: aluminum wheels, 4-speed gearbox, Hydra-Matic. And it's all wrapped in GP beauty, from special grille to custom rear deck. Want a taste of Grand Prix ginger? Ask your Pontiac dealer for the keys — you'll never want to give them up! Pontiac Motor Division • General Motors Corporation.



GP
Grand Prix

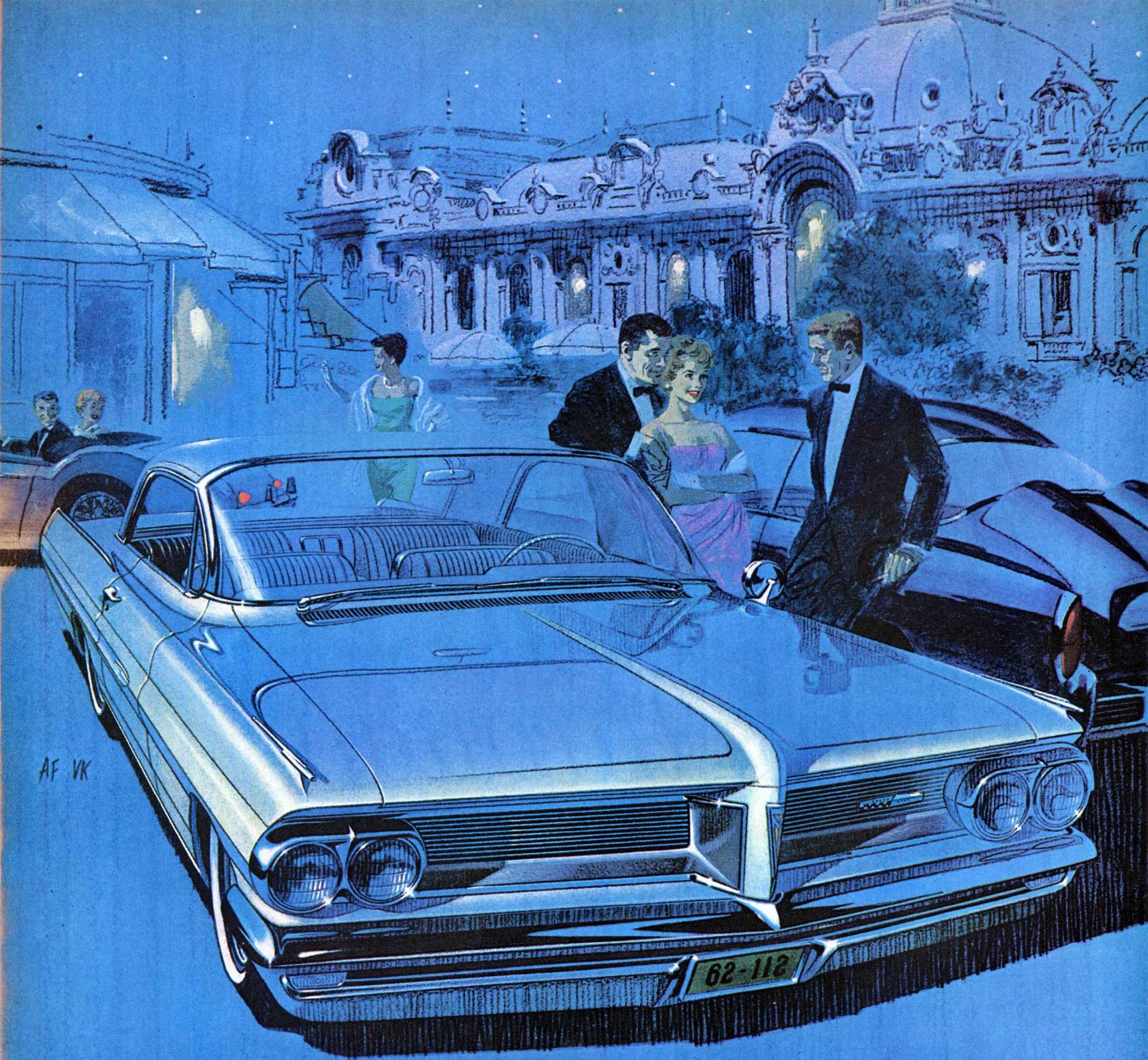


Civilized, well-mannered—but a tiger at heart! For all its soft-spoken elegance, Pontiac's GP harbors a well-nigh irresistible urge to get this show on the road. You can spot clues to that attitude all over the place: special front and rear deck treatment, snug bucket seats, center control console, tach (floor-mounted Hydra-Matic, four-speed gearbox, and the vinyl coated fabric roof covering shown above, are extra-cost options). But where this stinger does its real talking is under the hood, with a lusty 303 hp Trophy V-8. (It's standard equipment, so you can imagine what the extra-cost engine options put out.) Wide-Track goes along with the package, naturally. Check with your Pontiac dealer—you'll soon be as much of a GP enthusiast as he is.

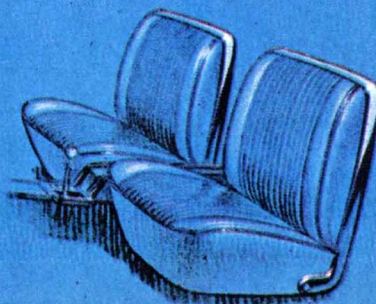
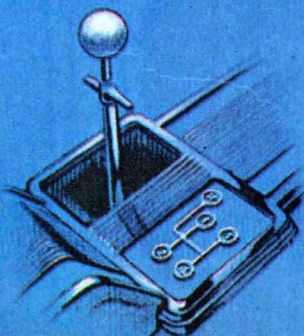
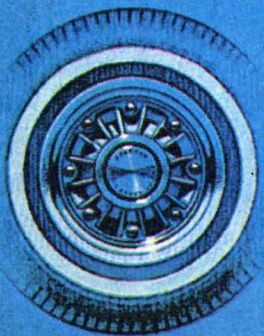


GP

GRAND PRIX BY PONTIAC



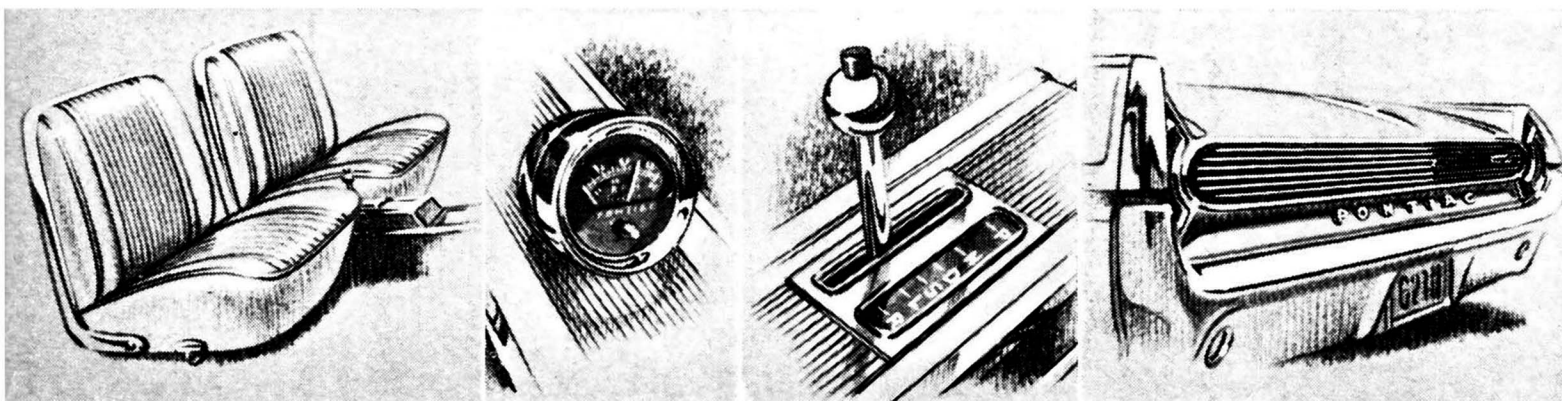
Pontiac Grand Prix—born to the road and looks it! Get acquainted with Pontiac's thoroughly desirable GP. Under the hood: a lusty 303 h.p. Trophy V-8 with 4-barrel carburetion. And dual exhausts and lively rear axle for extra kick. Tucked between the handsome bucket seats: a control console that puts the tach right under your eyes and the shift knob right under your hand. Four-speed floor stick and Hydra-Matic optional at extra cost. And you enjoy the winning road manners of Wide-Track. All packaged in distinctive GP styling. Sound good so far? You should drive it! Your Pontiac dealer's the man. Get with him. Pontiac Motor Division • General Motors Corp.



GP
Grand Prix

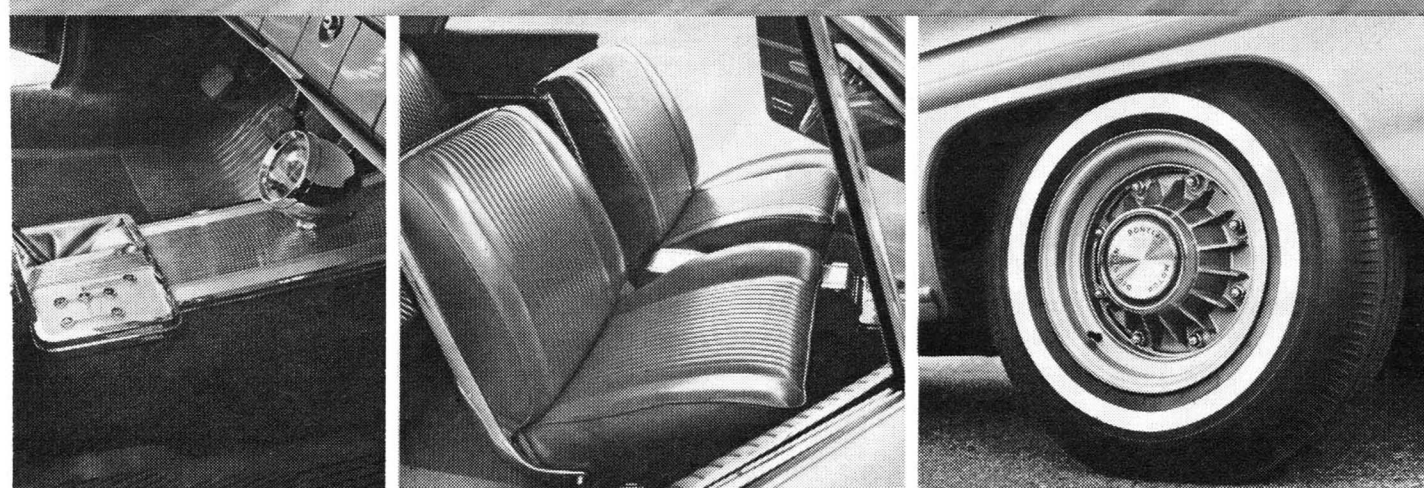


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Grand Prix: pulse-quickener from Pontiac. You don't just *drive* a Grand Prix, you know. It's too much road machine for that. You climb in that bucket seat and go out and *live*. Its 303 h.p. Trophy V-8 puts a mile behind you quicker than you can say Stirling Moss. (For some extra money, you can pick from engines ranging way on up in horsepower.) We'd suggest you gear the GP with the extra-cost four-speed box. The stick is mounted on the center console, tucked between the buckets. The tach is there, too. (A floor-mounted Hydra-Matic is optional at extra cost.) The GP sports its own individual grille and rear deck treatment, but it shares in Pontiac's Wide-Track. And that, as you well know, makes it about the most roadworthy car going. So look: get yourself down to your Pontiac dealer's for a check-out of Pontiac's GP. Take a twenty-minute drive, and see if what we say isn't true. Only understated. Pontiac Motor Division • General Motors Corporation.

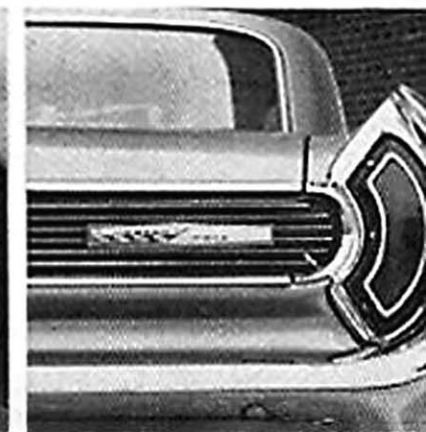
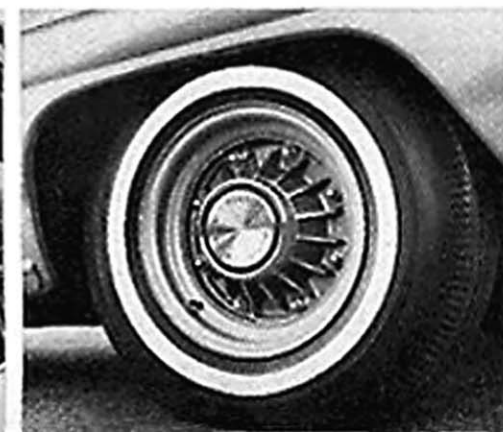
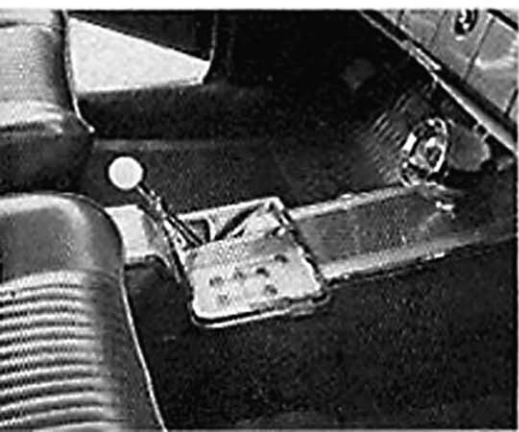


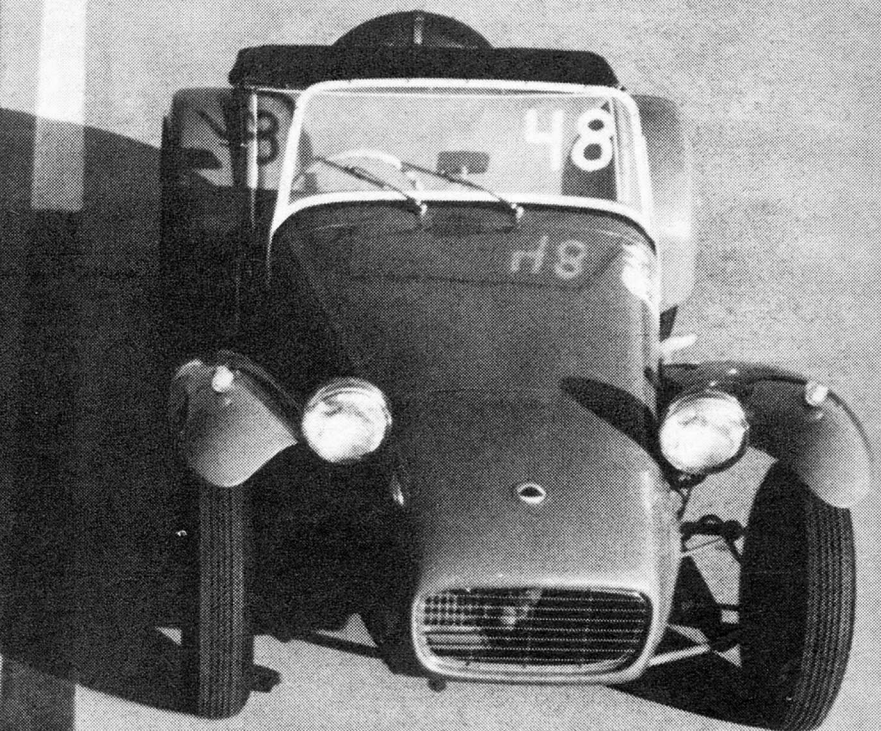
GP



Pontiac Grand Prix—Swingin' easy chair. Before the purists in our audience have a chance to sneer, we shall freely admit that the GP is not a sports car. It doesn't pretend to be, and doesn't want to be, a sports car. Nor, we hasten to add, is it any ordinary family car. What it is is a happy marriage of the élan of a sports car and the relaxed pleasure of a touring car. Its spirit comes rushing out from a 303-hp Trophy V-8 (standard equipment), through one of a variety of gearboxes (three-speed standard; four-speed stick and Hydra-Matic optional at extra cost), and finally reaches the road via a performance rear axle. Inside? Nothing but comfort. Big, deep-cradling bucket seats . . . a center control console complete with tach . . . in short, the soft, soft life. So there's no reason in the world to put up with a lump of a car just because you have a family to chauffeur around. Or because you like your creature comforts. Settle yourself in a GP before another ten miles go by. Your Pontiac dealer's the man with the keys. Check with him! Pontiac Motor Division, General Motors Corporation.

GP

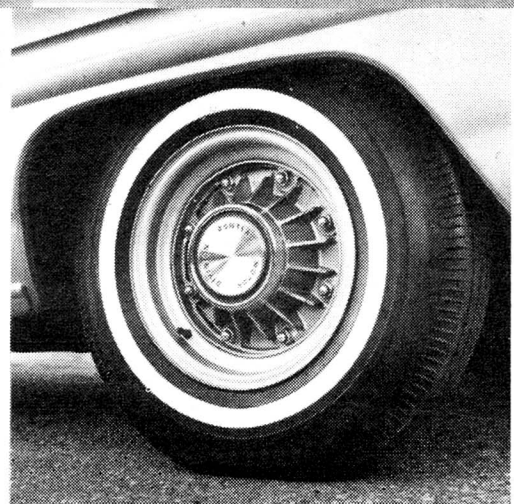
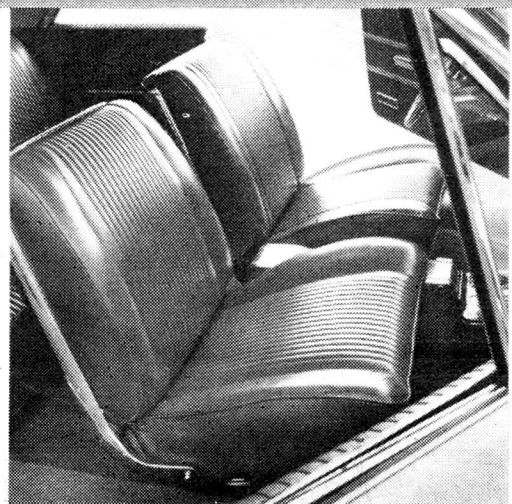
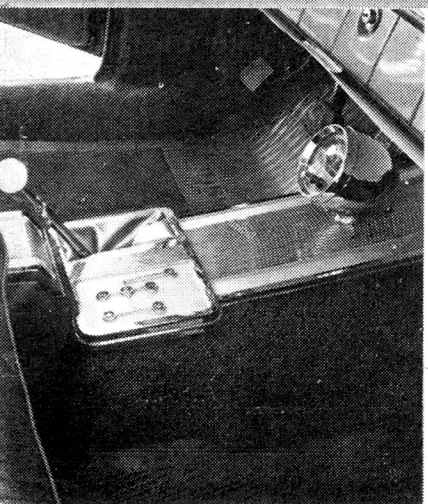




Fraternal Twins

Hold on ■ We're not claiming that a Pontiac Grand Prix can corner or brake or maneuver with a full-blooded competition sports car. We know better ■ But then a sports car can't carry you and your family and belongings in superlative comfort, either ■ What we do say is this: each of these cars has its own definite purpose—and each serves its purpose admirably. And we further submit that the Pontiac's purpose is fully as genuine, fully as enjoyable as the sports car's ■ The Pontiac Grand Prix is a machine made for the public roads, for driving to and from your diverse destinations—in comfort and with a liberal salting of the driving joys so many cars seem to be neglecting. Its ride blots out flaws in the road like no stiffly-sprung sports car ever could. Its trunk could practically hold a whole Formula I car. The bucket seats, the tach, the close-to-hand floor-mounted gearshift* and all the rest of the distinctive GP touches are there to bring you a little closer to the ultimate compromise between utter ease and sports-car roadability ■ So we say that the competition sports car and the Pontiac Grand Prix have one vital thing in common: they both have a big wide wonderful job to do, and do it they do. And we don't think there's another car in the world that can come close to the Pontiac Grand Prix for its purpose. At any price ■ Are you with us? Pontiac Motor Division • General Motors Corporation.

*Hydra-Matic or 4-speed stick optional at extra cost



GP
GRAND PRIX BY PONTIAC