

**I wouldn't stand in the middle of the page if I were you...
It's a Pontiac GTO!**

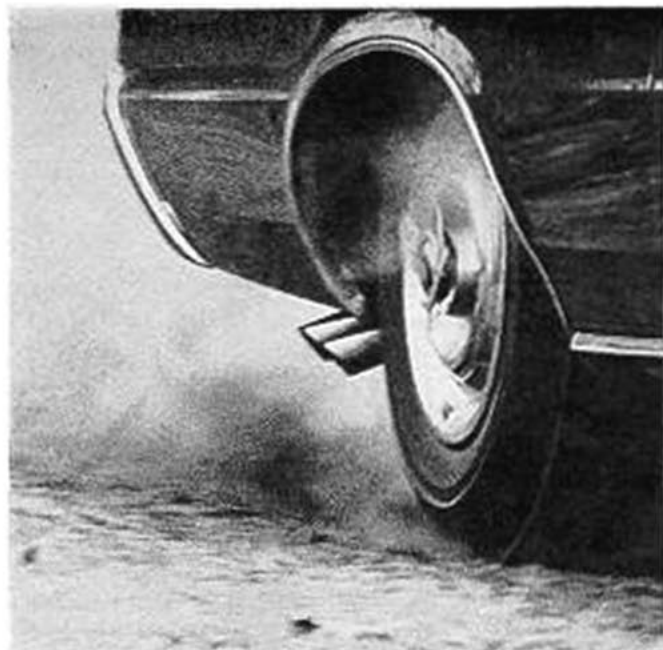
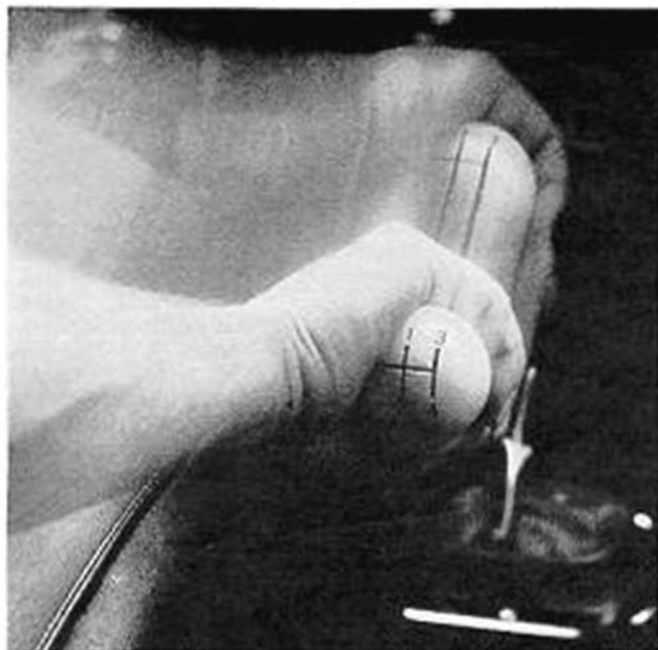
If you insist on reading at a time like this—that's a 6.5 litre Gran Turismo Omologato aimed right at you, 325 bhp @ 4800 rpm with 1-4BBL. It may have an optional 3-2BBL setup* with 348 bhp, look lively! As it goes by, notice the nylon red-circle tires and dual exhausts. Listen to the standard 3-speed trans-

mission with Hurst shifter going through the motions. Or, the fully synchronized 4-speed* on the floor. Or, the automatic*—you can't tell from here. It may even have a console*. Like every GTO, it has heavy-duty springs, shocks and stabilizer. Quick, get off the page!

*Optional at extra cost.

the GTO makers—Pontiac

PONTIAC MOTOR DIVISION • GENERAL MOTORS CORPORATION



GTO is for kicking up the kind of storm that others just talk up.

Standard Equipment: engine: 389-cu. in. Pontiac with 1-4BBL; bhp—325 @ 4800; torque—428 lb-ft @ 3200 rpm/dual-exhaust system/3-speed slick with Hurst shifter/heavy-duty clutch/heavy-duty springs, shocks, stabilizer bar/special 7.50 x 14 red-line high-speed nylon cord tires (rayon cord whitewalls optional at no extra cost)/14 x 6JK wide-rim wheels/high-capacity radiator / declutching fan / high-capacity battery (66 plate, 61 amp. hr.)/chromed air cleaner, rocker covers, oil filler cap/bucket seats/standard axle ratio 3.23:1 (3.08, 3.36*, 3.55* to 1 available on special order at no extra cost).

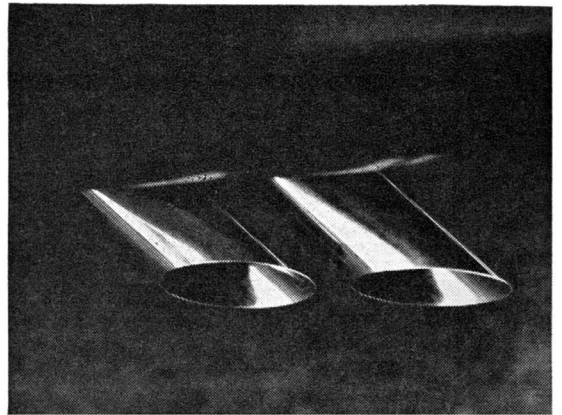
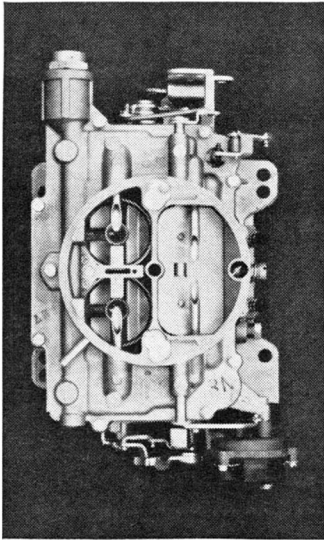
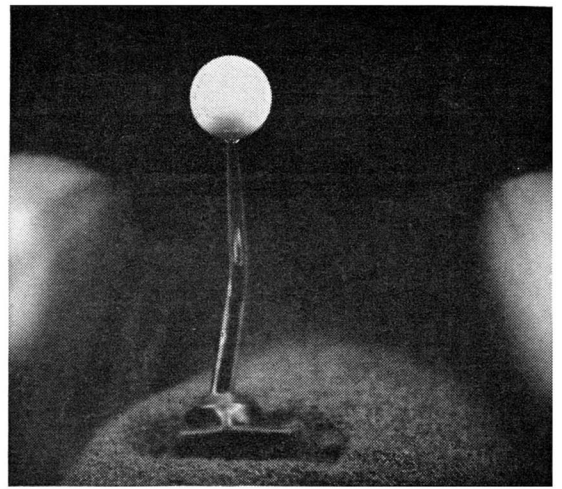
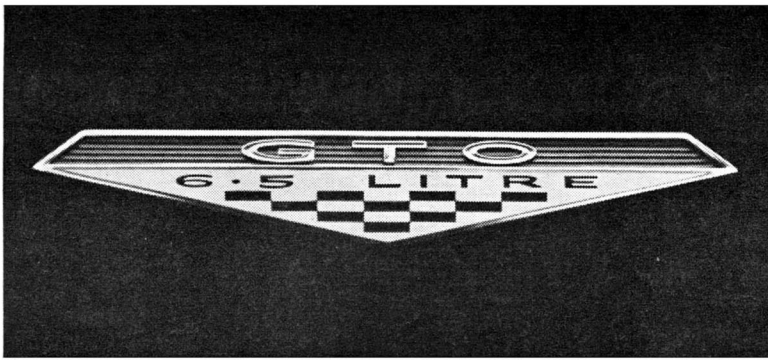
And some of our extra-cost Performance Options: engine: 389-cu. in. Pontiac with 3-2BBL (Code #809); bhp—348 @ 4900;

*Available only with heavy-duty options at slight additional charge.

torque—428 lb-ft @ 3600; 3.55:1 axle ratio standard with this engine option/4-speed with Hurst shifter (gear ratios 2.56:1, 1.91:1, 1.48:1, 1.00:1, and 2.64:1 reverse)/2-speed automatic with 2.20:1 torque converter/Safe-T-Track limited-slip differential (Code #701)/3.90:1 axle ratio available on special order with metallic brake linings, heavy-duty radiator and Safe-T-Track/handling kit—20:1 quick steering and extra-firm-control heavy-duty shocks (Code #612)/high-performance full transistor (breakerless) ignition (Code #671)/tachometer (Code #452)/custom sports steering wheel (Code #524)/exhaust splitters (Dealer installed)/wire wheel discs (Dealer installed)/ custom wheel discs, with spinner and brake cooling holes (Code #521)/console (Code #601).

the GTO makers—Pontiac

PONTIAC MOTOR DIVISION • GENERAL MOTORS CORPORATION



***For the man who wouldn't mind riding a tiger
if someone'd only put wheels on it—Pontiac GTO***

This piece of machinery is something our Engineering Department slipped a motherly big Pontiac 389-incher into and named the GTO.

It comes in hardtop, sports coupe and convertible form, based on the Le Mans—only sleekened down some and fitted with a special set of red-circle high-performance tires.

The looks you can see for yourself. The big deal is under the hood: 325 bhp at 4800 rpm and 428 lb-ft of torque at 3200 rpm. That's just the standard 4BBL engine. There's also a version with 348 bhp* at 4900 rpm and 428 lb-ft of torque at 3600 rpm.

*optional at extra cost.

This one does deep-breathing exercises through a 3-2BBL setup. Both make bad-tempered noises through dual pipes. As illustrated above, pairs of exhaust splitters on each flank, just behind the rear wheels, are available dealer installed*.

A 3-speed transmission is standard, stirred by a Hurst shifter on the floor. Extra-cost variations include an automatic with shift on the column . . . an all-synchro 4-speed on the floor . . . or a choice of any one of them sprouting out of a console.

Give yourself a blast of tonic. Sample one of these here big pussycats.

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