

It's bad enough that we made our tiger look the way it does outside. Very luxury-car. But then we had to go repeat the feat inside, too. With bucket seats and center-armrest bench seats and even a reclining seat you can order. And wall-to-wall carpets, seat belts front and back (be sure to use them) and all the other soft

touches that make a LeMans a LeMans . . . and the other low-priced cars very embarrassed.

We even made the inside of the engine compartment impressive. With a shiny new 165-hp-on-regular-gas overhead cam six. A 165-hp overhead cam six is a six that thinks it's a V-8 until it comes to saving gas. Or you

can order a 207-hp Sprint interpretation with a special sports suspension and striping as part of the package. Or a 250- or 285-hp V-8.

You say you're looking for a low-priced car? Buy a LeMans (any of the four sleek models will do) and very quickly remove the price sticker. No one will ever know.

Pontiac Le Mans.

**Now you know
why all the other low-
priced cars look low-priced.**





The new Tempest Custom Convertible with Sprint package.

Pontiac Motor Division

Save \$9,000.

You don't believe it? Raise the hood and a shiny new 207-hp overhead cam six glares back at you—the kind immortalized by European sports machines. Get behind the wheel, buckle the belt (they're standard front and rear), and you're enveloped in luxury that looks like it came out of an Italian carrozzeria. Drive it and suddenly you think you've got hold of something

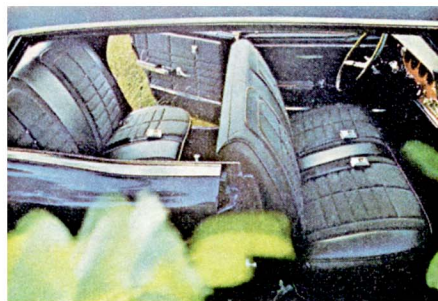
that took twelve thousand dollars and six months waiting to get. Then gape in pure astonishment at the price tag. Our new Sprint package: high-rpm OHC engine, fully synchronized 3-speed on the floor, special suspension, emblems and sports striping. It's available on any Tempest or Le Mans except station wagons. Your Pontiac dealer has one.

OHC SPRINT BY PONTIAC 

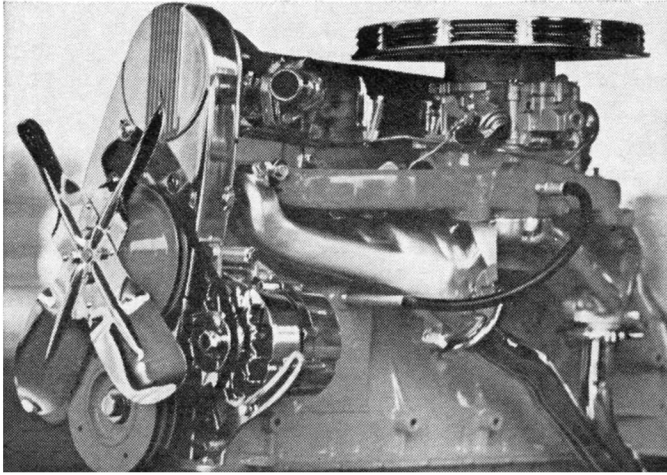
We're so much in the habit of one-upping everybody else that once in a while we even one-up ourselves. Like this year. After designing that delectable 1966 Le Mans down there, we designed an extraordinary new 165-hp overhead cam six (like the ones in many European sports machines) and made it standard in all Tempests and Le Mans. You can

even order a 207-hp version in a sports package which includes special suspension, distinctive emblems, and sports striping. Or one of our 250 or 285-hp V-8s. And we've added a host of safety items this year, like front and rear seat belts. (Be sure to use them.) With sweet inducements like these, how can you resist buying a Le Mans? You can't.

Does anything this sleek and luxurious really need a revolutionary new overhead cam six? No. We just like it better that way.



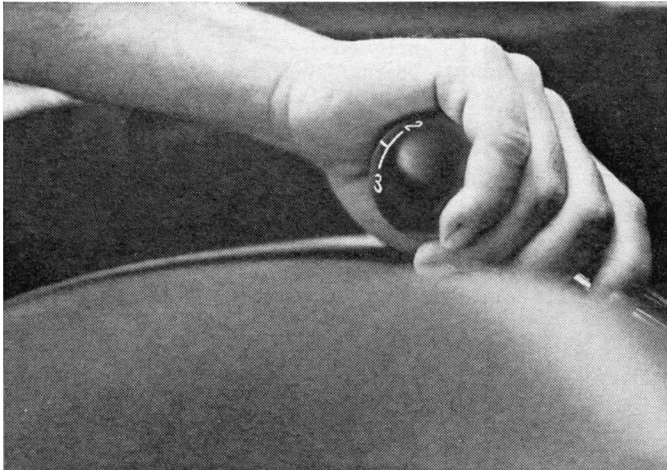
Want all this in a car
but don't have \$12,000?



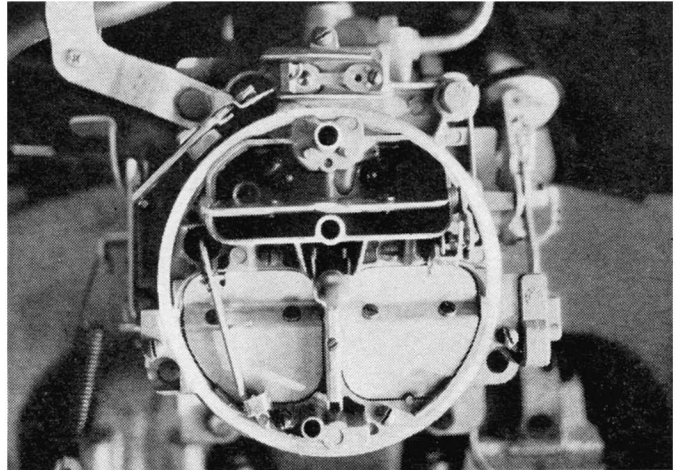
A lightweight OHC 6 that delivers 207 hp at 5200 rpm.



A suspension set up for drivers instead of steerers.

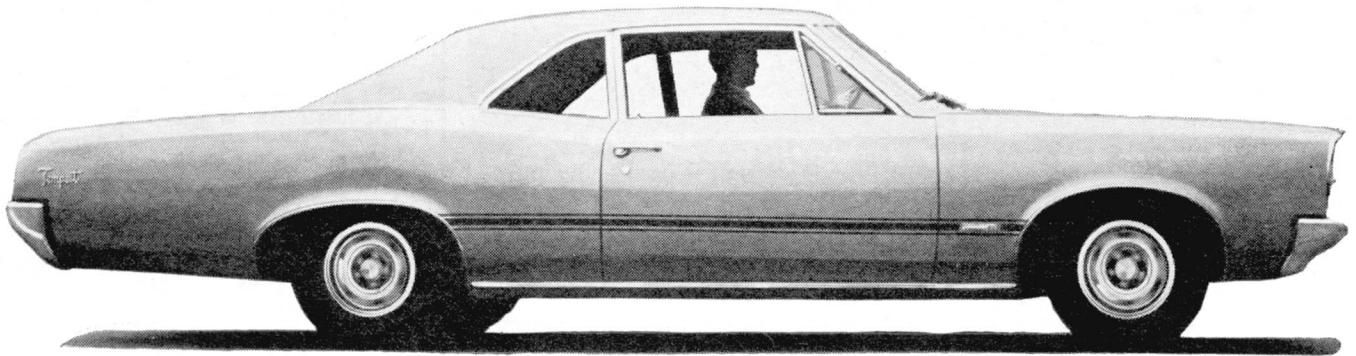


An all-synchro floor shift that doesn't cost extra.



The unique 4-BBL Quadrajet you've been reading about.

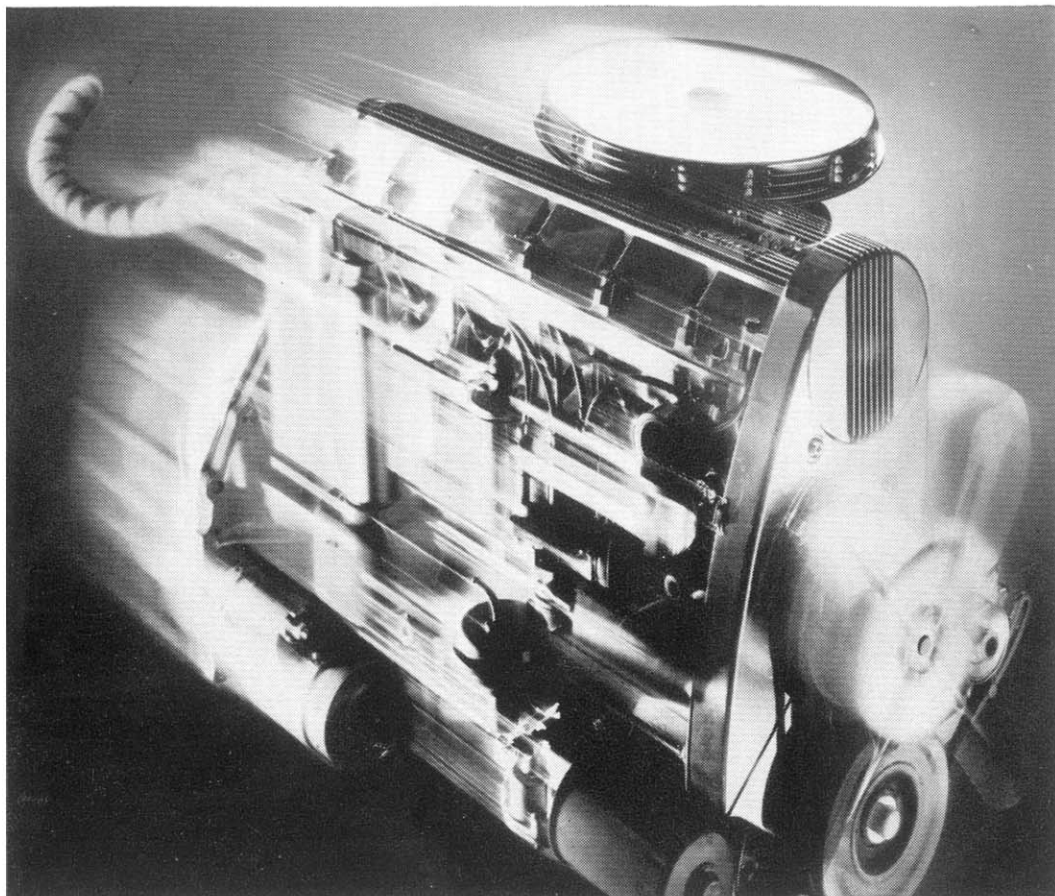
We can make you a package deal.



Our new sports package. It's everything you see up there and more, at American-style prices. This is the package the package comes in: all-new Tempest Custom (above), Tempest or bucket-seated Le Mans*. Don't have \$12,000? Drive a sports package by Pontiac. You'll swear those emblems had prancing tigers on them. *except station wagons

Wide-Track Pontiac/'66

Pontiac Motor Division • General Motors Corporation



Pontiac Motor Division

Our OHC 6 is no ordinary six. Obviously.

And the special Sprint version of it is no ordinary OHC 6 either.

You know that the minute its chromed low-restriction air cleaner, 4-BBL pot and split exhaust manifold blink back at you from underhood.

But our OHC Sprint didn't come by its performance just by tacking on options. To begin with, it has its camshaft up over the valves, like the great European road machines have them. And drives the shaft with a revolutionary, glass fiber, reinforced, neoprene belt, instead of with the heavy noisy chain that every other OHC engine has.

All that not only shaves the pounds off, it does away with enough moving parts to develop its rated 207 horsepower at 5,200 rpm's.

Besides which, the OHC 6 is just an all-around

tougher engine. With heavy-duty valve springs. High performance bearings. Block-stiffening skirts around the crank, and a camshaft drive-belt which will outlast practically anything in the car but the driver.

We splashed a little glory elsewhere in the Sprint, too: a tighter, tougher suspension underneath. A three-speed, all-synchro floorshifter within. And, on the sides of 2-door models, a set of swaggering sports stripes. (The standard Pontiac safety items, like front and rear belts and such, go without saying.)

If you think all this sounds like an unusual animal, you ought to drive one. You can find the OHC Sprint option on Pontiac Tempests and Pontiac LeMans. And those you can find at your Pontiac dealers.

OHC Sprint by Pontiac





Pontiac Motor Division

Son of GTO.

How can a six be anything like our famous GTO tiger? Easy. Our six is no ordinary six. It's an overhead cam six—the same kind of engine that powers Europe's expensive Grand Touring cars.

What's more, we're not talking about our standard OHC six. We're talking about our Sprint version. It develops 207 hp and breathes through a Quadrajet 4-bbl. Which is one of the reasons why our Sprint performs the way it does and still gets all those miles from a gallon of premium gas.

Sprint is a package you can order on Tempest, Tempest Custom or Le Mans. Along with the

bigger engine, you get a chromed low-restriction air cleaner, dressy cam cover, all-synchro 3-speed with a Hurst floor shifter, sports striping and special emblems. Plus Pontiac's standard safety package that includes 2-speed wipers and windshield washers to help clear your way ahead.

Sum total? A six that acts like an eight while still saving like a six. All in a package you can buy for way this side of \$3,000.

Test drive a Sprint at your Pontiac dealer's and we'll bet you'll agree with us. That the Sprint really is a son of a GTO.

OHC 6 Sprint by Pontiac

GM



Pontiac Motor Division • General Motors Corporation

GeeTO Tiger, Jr.

The toughest kid on the block now has a mean little brother. Identifying characteristics are stripes on the flanks and an exhaust note just this side of shattering glass. Motive power is that exotic new plumbing, the Pontiac OHC Six. The 10.5-to-1, 207-hp edition that eats air through a Quadrajet 4-BBL and spits

out rpm's by the thousands. Shake a moist hand with our new OHC Sports package. Available on any Tempest or LeMans, except wagons.

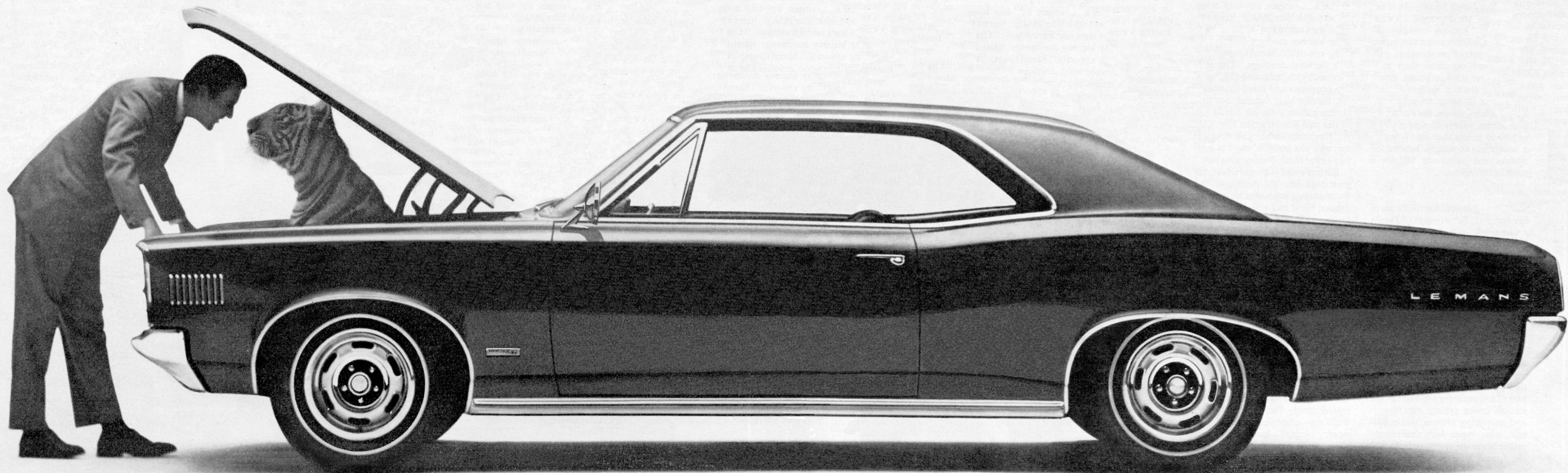
The little tiger weighs in at a couple hundred pounds and comparable dollars less than our GTO. (Most of that weight comes off the front end, so you can imagine the delightful repercussions in the handling department.) Sports striping, special emblems, heavy-duty suspension and an all-synchro 3-speed with Hurst

Like our new OHC Six? Get a set of five full-color action shots of it and the other famous Wide-Track Tigers—all suitable for framing. See details below.

come with the package. Ditto chromed air cleaner, Sunday-dress cam cover and split exhaust manifold. And you can lovingly apply a 4-speed stick, sports steering wheel, slotted rally wheels with red brake drums and all that beauty. (You can forget asking for safety items like front and rear seat belts. They're yours without asking this year.) It's all written down in the GTO/2+2 family album. Available at your corner Pontiac store.

Pontiac will send you a set of five, ready-to-frame, 26" x 11½" full-color reproductions of the famous GTO, 2+2, and new OHC Six in action just like you see above—plus a full set of factory specs on all three, plus five GTO emblem decals. Send 25¢ (35¢ outside USA) to: Wide-Track Tigers, P.O. Box 888F, 196 Wide-Track Blvd., Pontiac, Mich. 48053. (No stamps please.)

3 Wide-Track Tigers—2+2, GTO and OHC Six



Pontiac Motor Division • General Motors Corporation

Have you met our new overhead cam 6?

You will find, staring you in the face, a lean and lithe six that looks like no six you ever saw. It carries its camshaft up over the valves like the famous European sports ma-

chines it was modeled after. Which is why we call it an overhead cam six. And it delivers 165 horsepower. On regular gas. And less of it. Which is why we call it revo-

lutionary. Look for it in all Tempests and Le Mans. It's standard equipment. (Or you can order the 207-hp version with the special sports package.) And, incidentally,

a lot of other things are standard on your new Pontiac that help make driving safer and more enjoyable, like front and rear seat belts. (Be sure to use them.)

Everything's new in tiger country. Wide-Track Pontiac/'66