

Gentlemen, start your engines.



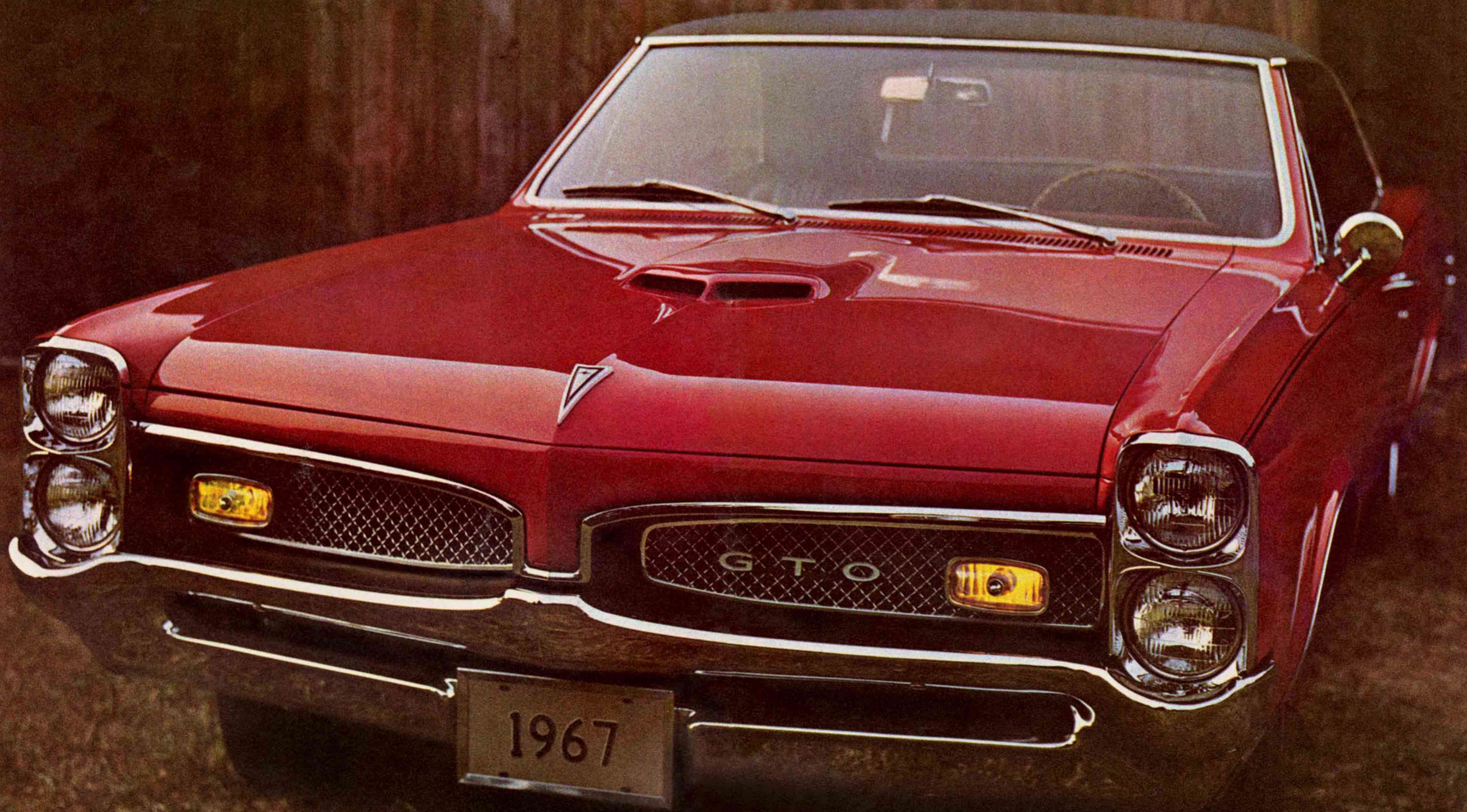
GTO/Sprint/2+2

The Great One

2 3

Pontiac GTO. The hardtop configuration. The ultimate driving machine.

Made for people who know what that means. Others are excused.



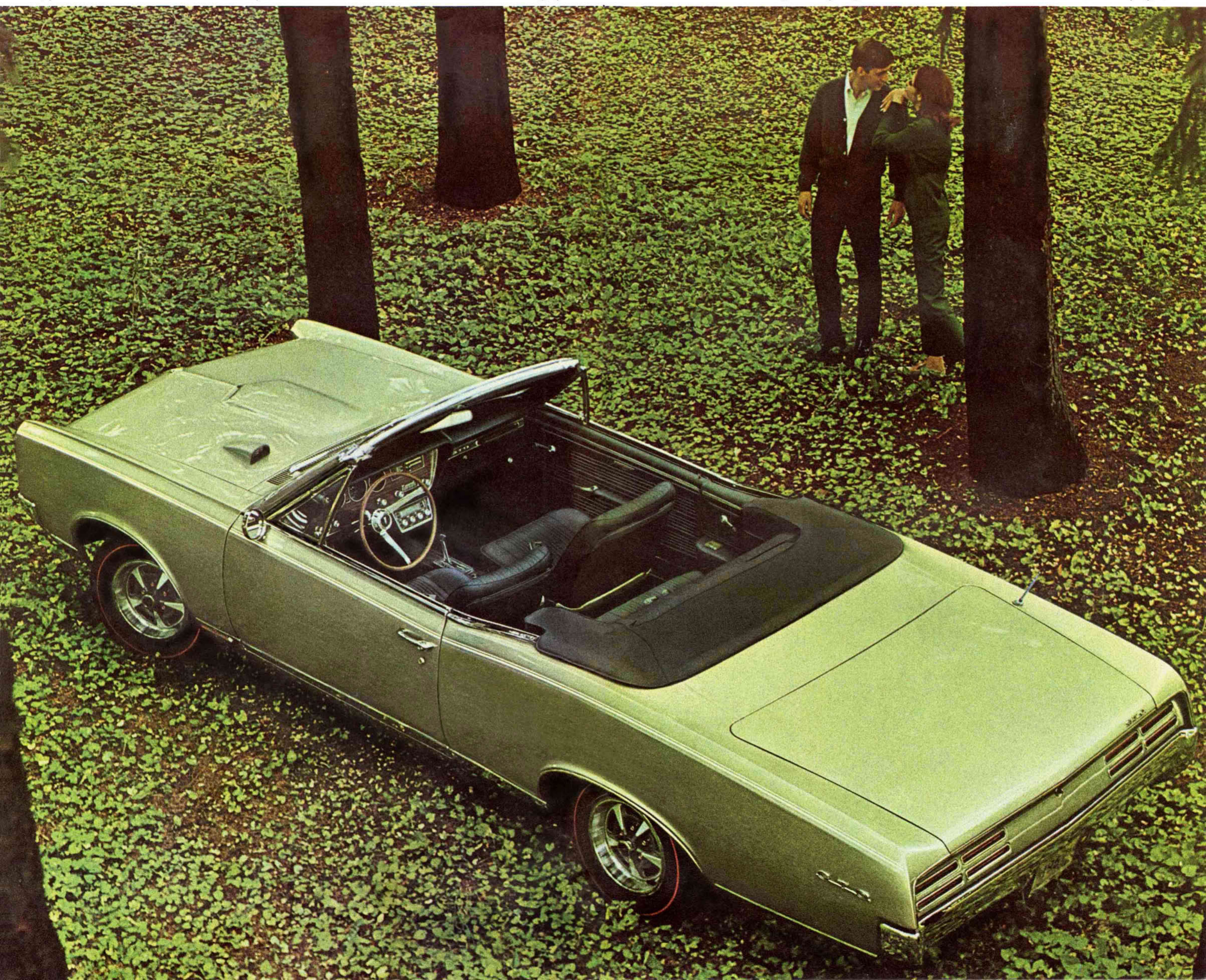
The GTO convertible. Wide-oval rubber with redlines is standard.

The Rally II wheels cost extra, but not as much as you think. Interiors are plush. As usual. Walnut styled dash. Carpeting. All-Morrokide buckets in blue, turquoise, gold, black, parchment or red. Or notch-back front seat with center armrest. Flexible assist grip.

Shown is an eight-track stereo tape player. Extra cost.

The console you see is also extra cost with Turbo Hydra-Matic.

But slathered with walnut grain styling. Find out about the hood-mounted tach on page 9.



The GTO sports coupe. Seen departing with extra-cost cordova top and Rally I wheels.

The pinstripes along each flank are standard.

Backup lights, side-view mirror, aforementioned wide-oval redline tires are also standard.



GTO Features

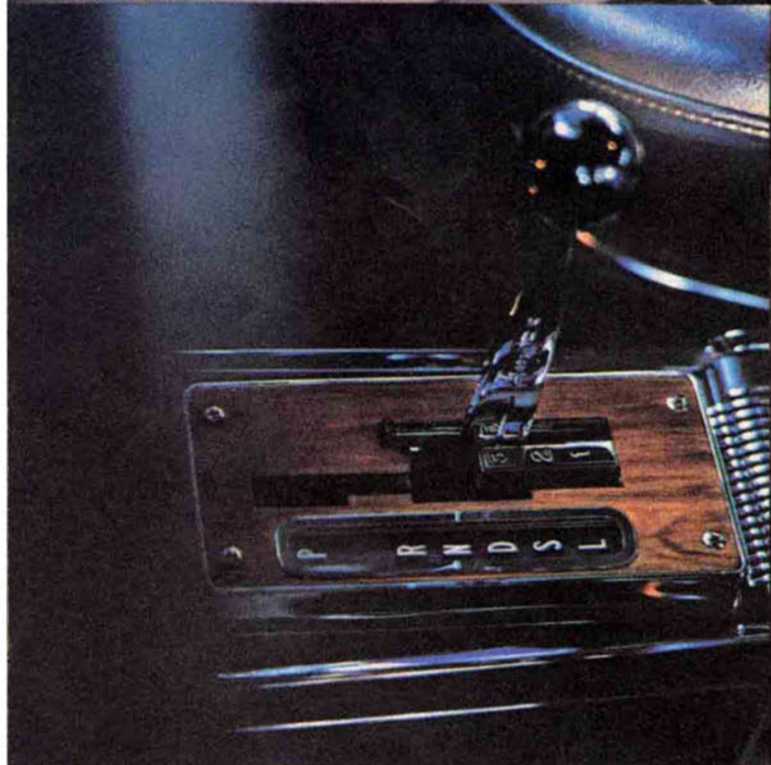
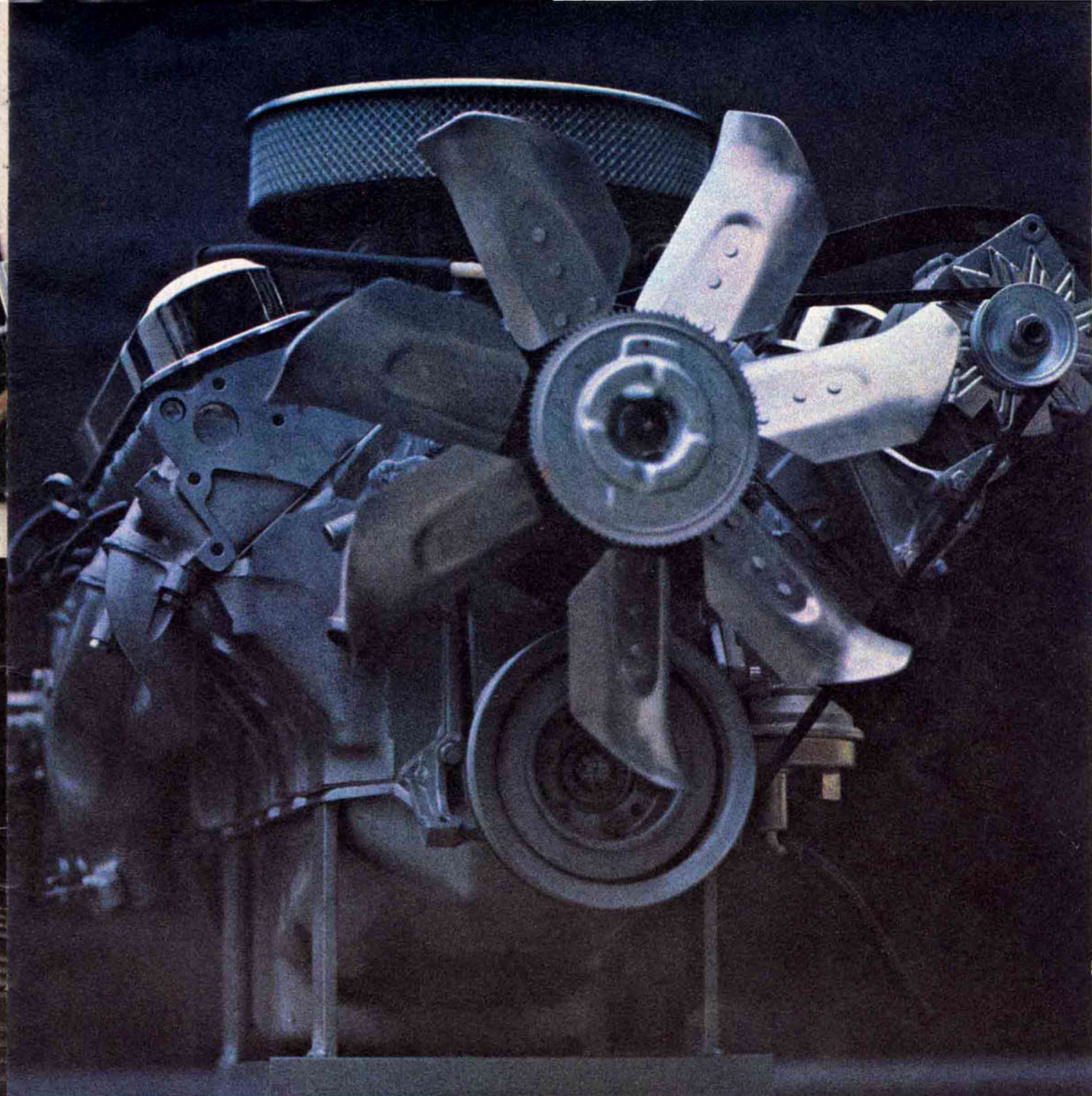
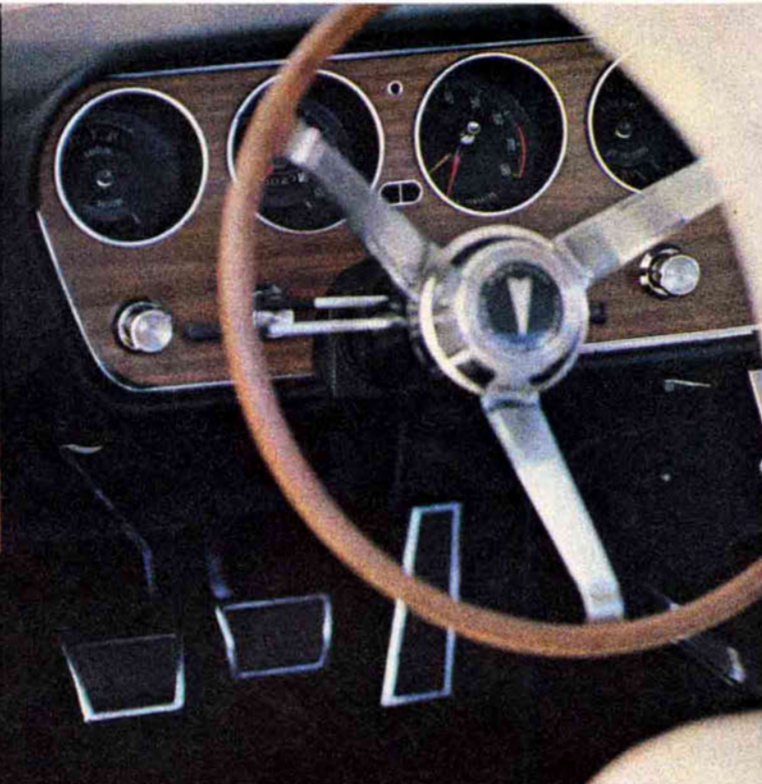
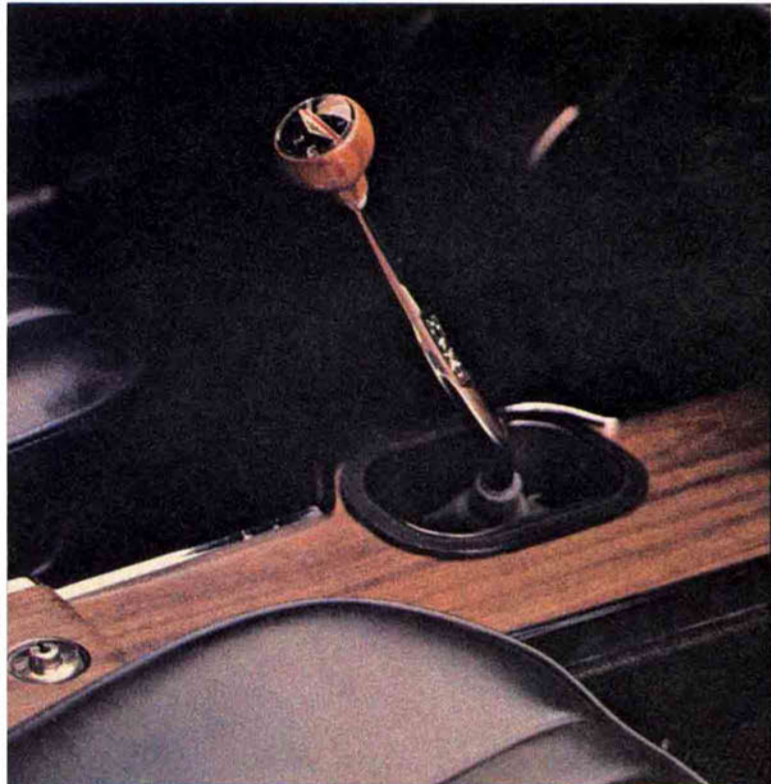
8

Our hood-mounted tach option. You don't know what shifting is unless you have one. Dealer installed.

You can order the Rally cluster: special fuel gauge, battery light, speedo, tach, oil pressure and water temperature gauges. Energy absorbing steering wheel and column are standard safety features. The wheel is our extra-cost sports job that looks like wood.

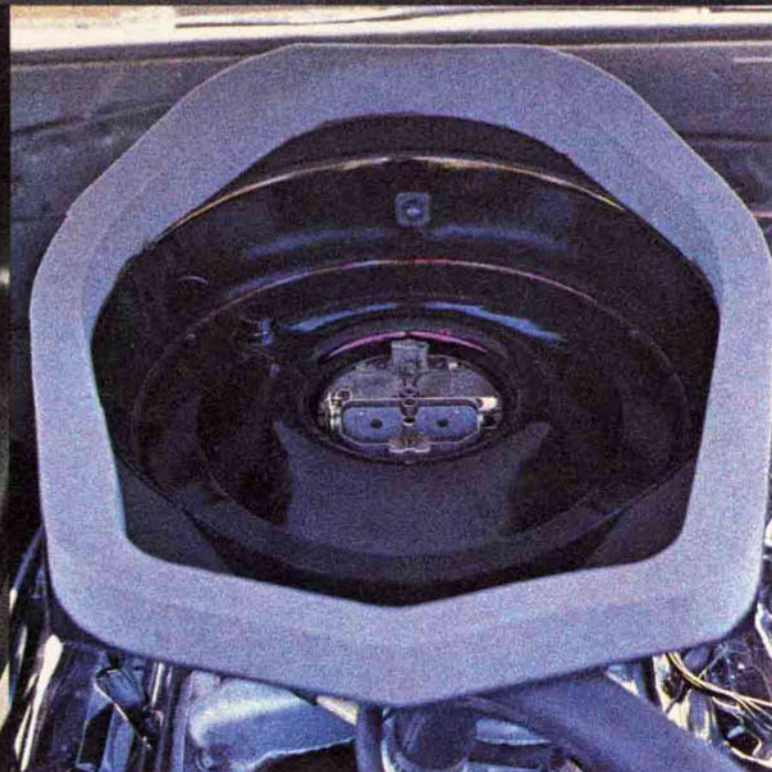
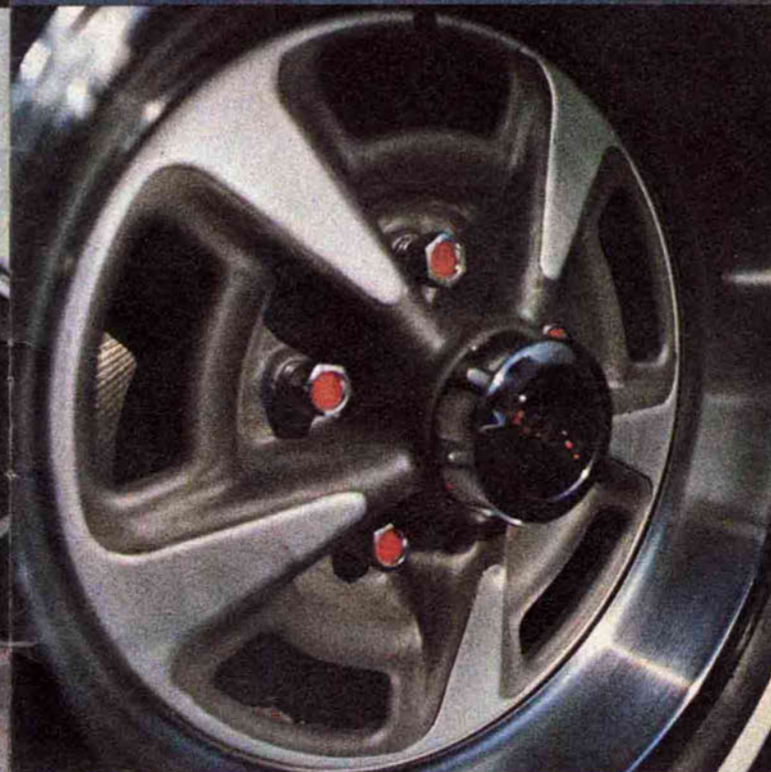
The extra-cost 4-speed with Hurst shifter and extra-cost customized wood shift knob. An all-synchro heavy-duty 3-speed is available. Also extra cost.

A 400 cubic inch 335-hp 4-bbl is standard with chrome air cleaner and rocker covers. You can order a 255-hp 2-bbl only with Turbo Hydra-Matic. It runs on regular gas. Or you can order the 360-hp Quadra-Power 400 shown. New heads. New combustion chamber design. Bigger intake and exhaust valves. New valve location. Enlarged ports. New intake manifold with smoother, more efficient runners. New free-flow header type exhaust manifold. New Quadrajets 4-bbl carburetor. Our new Capacitor Discharge ignition system is available on all premium fuel engines (except cars with AM-FM radios). The higher the rpm, the hotter the spark. See page 22 for horsepower and torque figures.



The standard Hurst quadrant when you order a floor-mounted 3-speed Turbo Hydra-Matic with console. Use it normally in the left slot. Lock it in the right slot for manual stick-shift control.

The notch-back front bench seat with center armrest at center right is yours at no extra cost. In black or parchment only.



The heavy-duty rear axle assembly. A must for any sports-type driving. Extra cost. Mandatory with 3.90 and 4.33 rear axles. You can order a limited slip differential and a slew of axle ratios. See page 22.

Front wheel disc brakes cost extra and include power. Any wheel cover or wheel option will work. Rally II is shown.

You can add the Ram Air induction hood scoop and new high output cam and valve springs to the Quadra-Power 400 for better top end breathing.

The Great Impostor

10 11

The Overhead Cam Six Sprint that goes around acting like an eight. And looks like a European sports machine. Low front end weight. Superb handling. High rpm. Strictly for sports car aficionados.

This is the Le Mans hardtop with Sprint option.

Sports striping on all coupes. (You can get a four-door without stripes.)

High compression OHC 6. Firm front shocks and springs. Heavy-duty stabilizer bar.

See specs for details. The red plastic fender liners are extra cost.



The Tempest Custom in Sprint trim.

All Tempests may be equipped with the Sprint option. Hood-mounted tach and wide-oval redline tires are extra cost, as are the Rally I wheels. All are highly desirable.

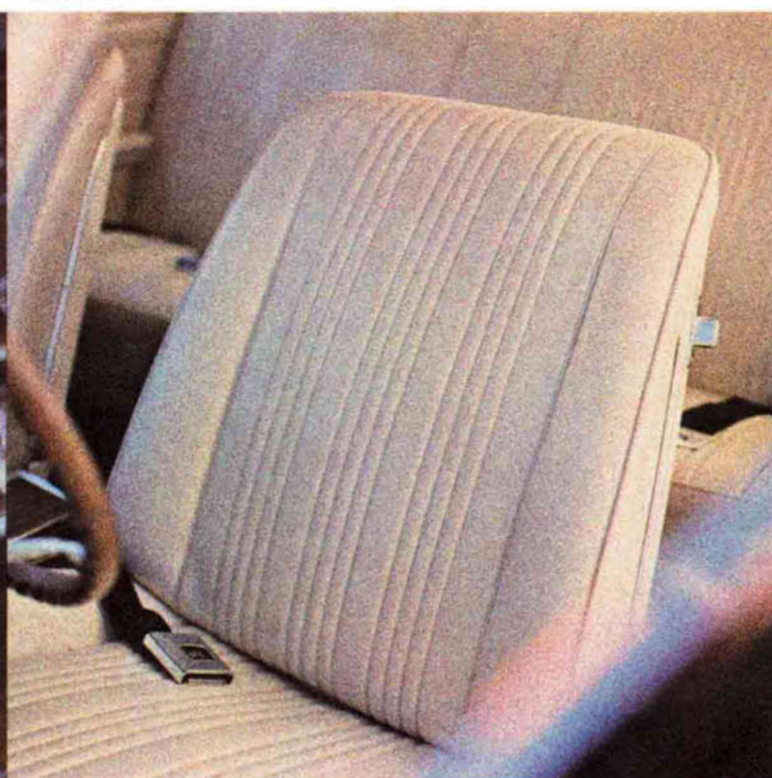
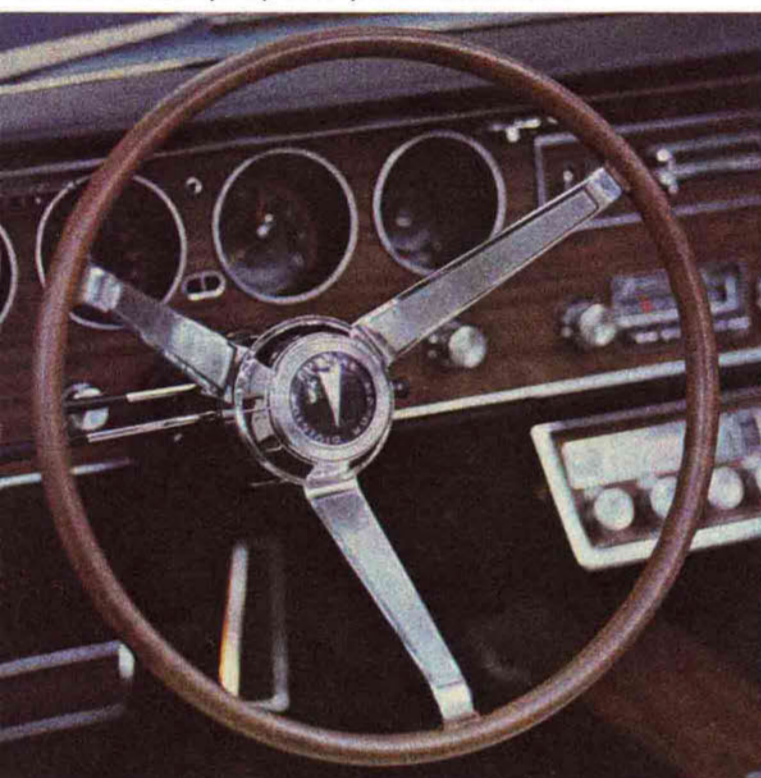


Sprint Features

14 15

The extra-cost rally cluster (fuel, battery light, speedo, tach, oil pressure and water temperature). The wheel is fake wood (only nicer) and extra cost.

The Le Mans interior. All Morrokide buckets or notch-back bench. Front seat safety latches are standard on all 2-doors. As are front seat belt retractors and seat belts for front and rear seats.

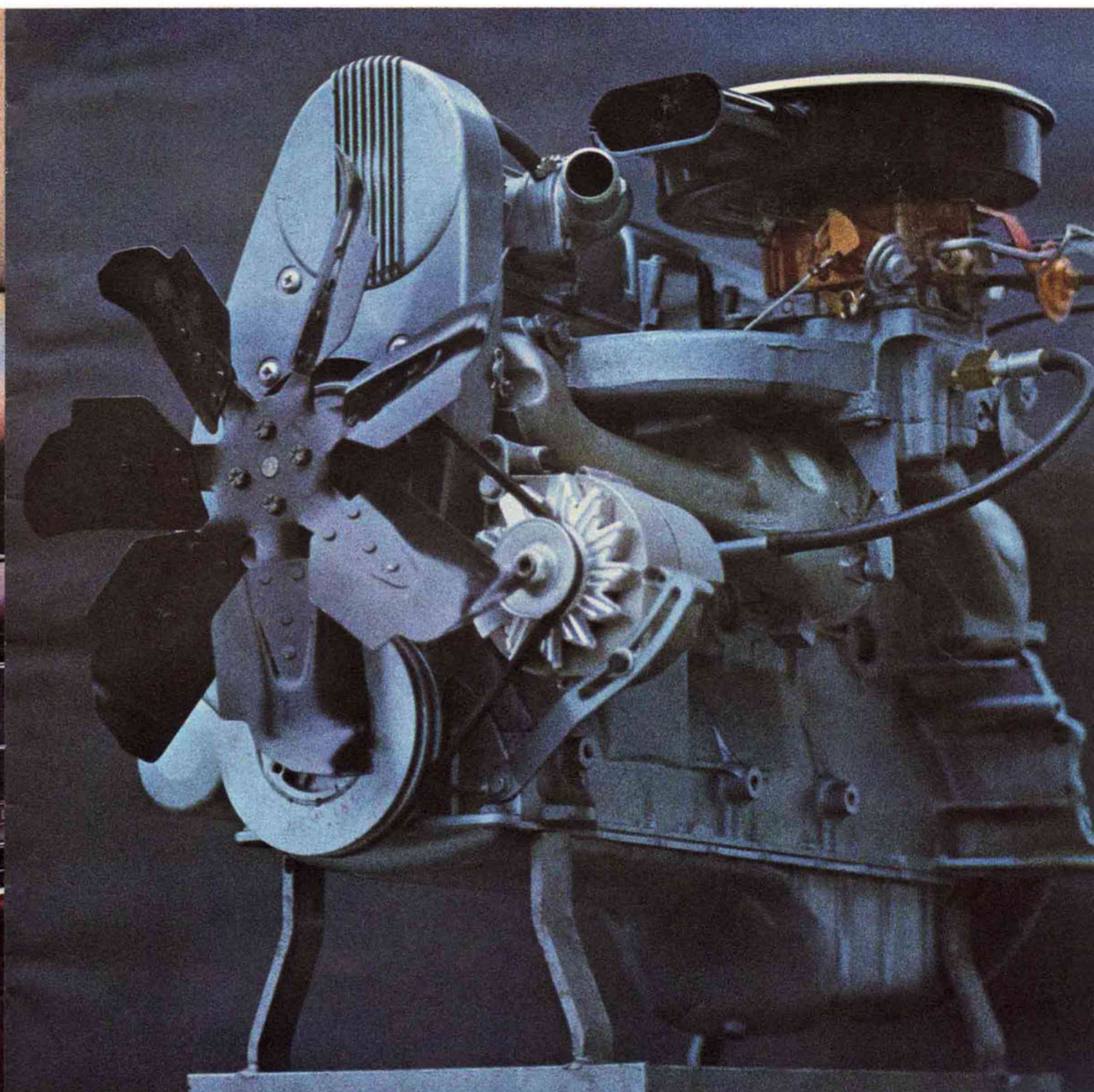


Rally II wheels cost only a fraction of what you'd expect them to. Stripes are standard on coupes.

At center right is what the instrument panel in a Tempest Custom looks like with extra-cost Rally clock.



Our eight-track stereo option. Shown is a 4-speed with Hurst shifter and console. Extra cost. An all-synchro 3-speed with Hurst shifter is standard.



The heart of the Great Impostor: a 215-hp Overhead Cam Six with a 4-bbl Quadrajets carburetor. The cam is belt driven for smoothness and quietness—and impervious to oil for long life. High-lift cam. High rpm harmonic balancer. Large valves. Heavy-duty valve springs, clutch assembly. (What else is there?)



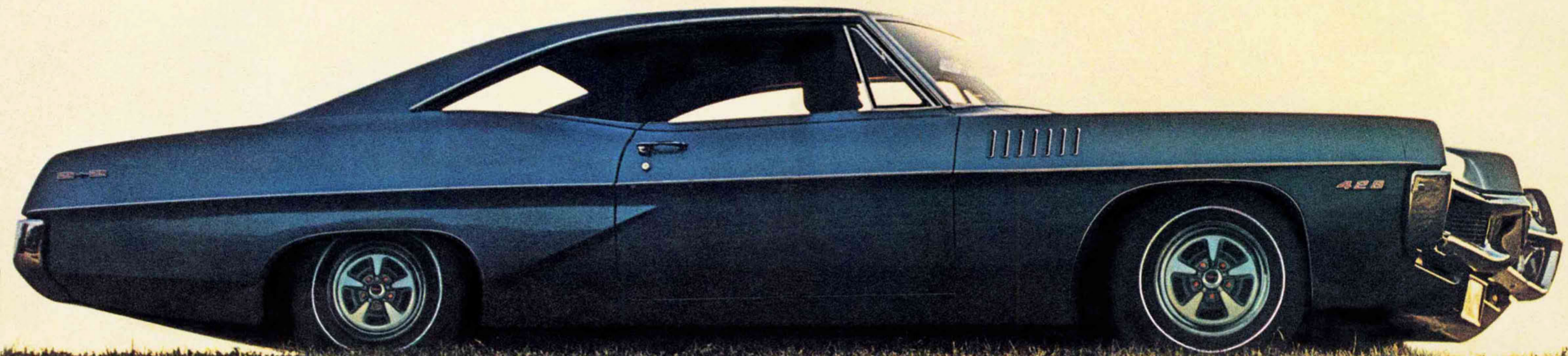
The Rally I steel wheel hiding a disc brake. (Take our word for it.) Both are extra cost.

Big Brother

16 17

*Pontiac 2+2 hardtop coupe. 428 cubic inches of powerplant
under a sleek new fastback that's going even while it's standing still.*

Everything you see is standard except the extra-cost Rally II wheels and whitewall tires.



The fantastic 2+2 convertible.

With fender skirts (extra-cost) and standard deluxe wheel discs.

Cornering lamps

in front of the front wheels are extra cost, too. So are the headrests and hood-mounted tach.



2+2 Features

20 21

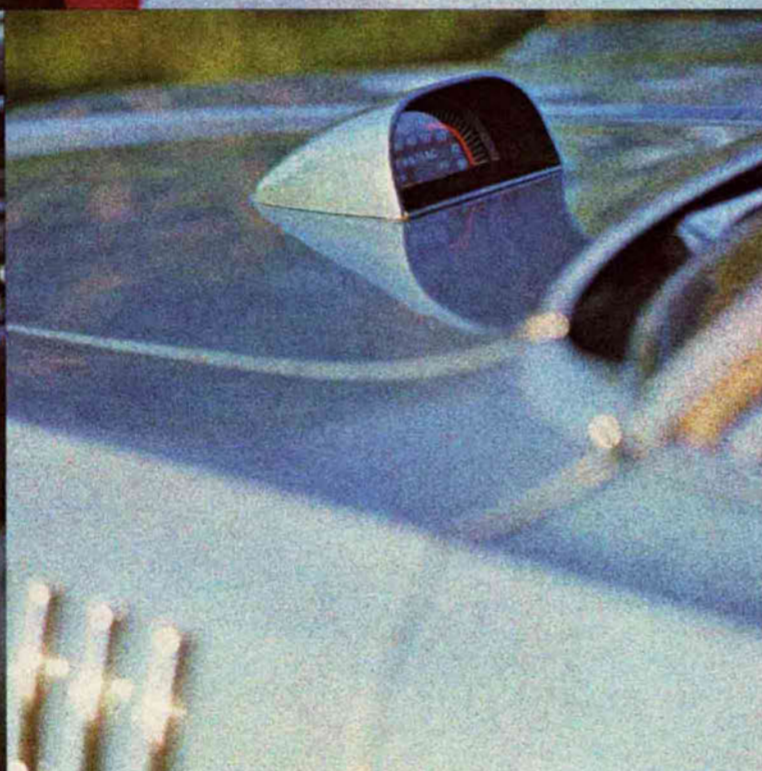
An all-synchro 3-speed with Hurst shifter is standard. A 4-speed is extra cost but the Hurst shifter comes with it. Or you can order Turbo Hydra-Matic. Consoles are available with all.

The extra-cost gauge cluster consists of four gauges to the left and right of the speedo (water temperature, oil pressure, fuel, ammeter).

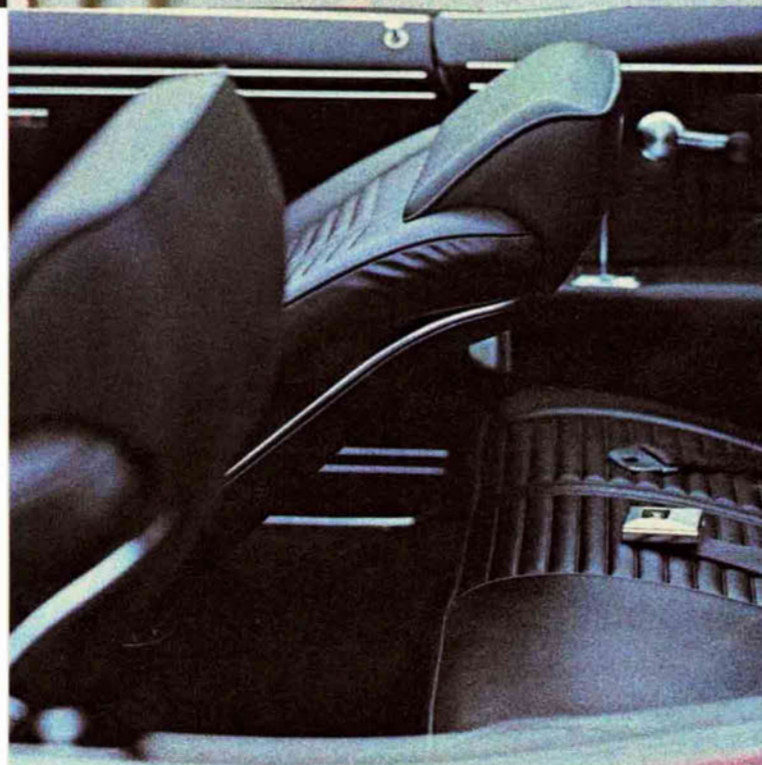
A 360-hp 4-bbl 428 is standard on all 2+2s. Chromed air cleaner, rocker arm covers. The 376-hp Quadra-Power 428 is extra cost. Quadrajets 4-bbl. New heads. New combustion chamber design. Bigger intake and exhaust valves. New valve location. Enlarged ports. New intake manifold with smoother, more efficient runners. New free-flow header-type exhaust manifold. Our new Capacitor Discharge ignition system can be ordered on both engines—the higher the rpm, the hotter the spark.



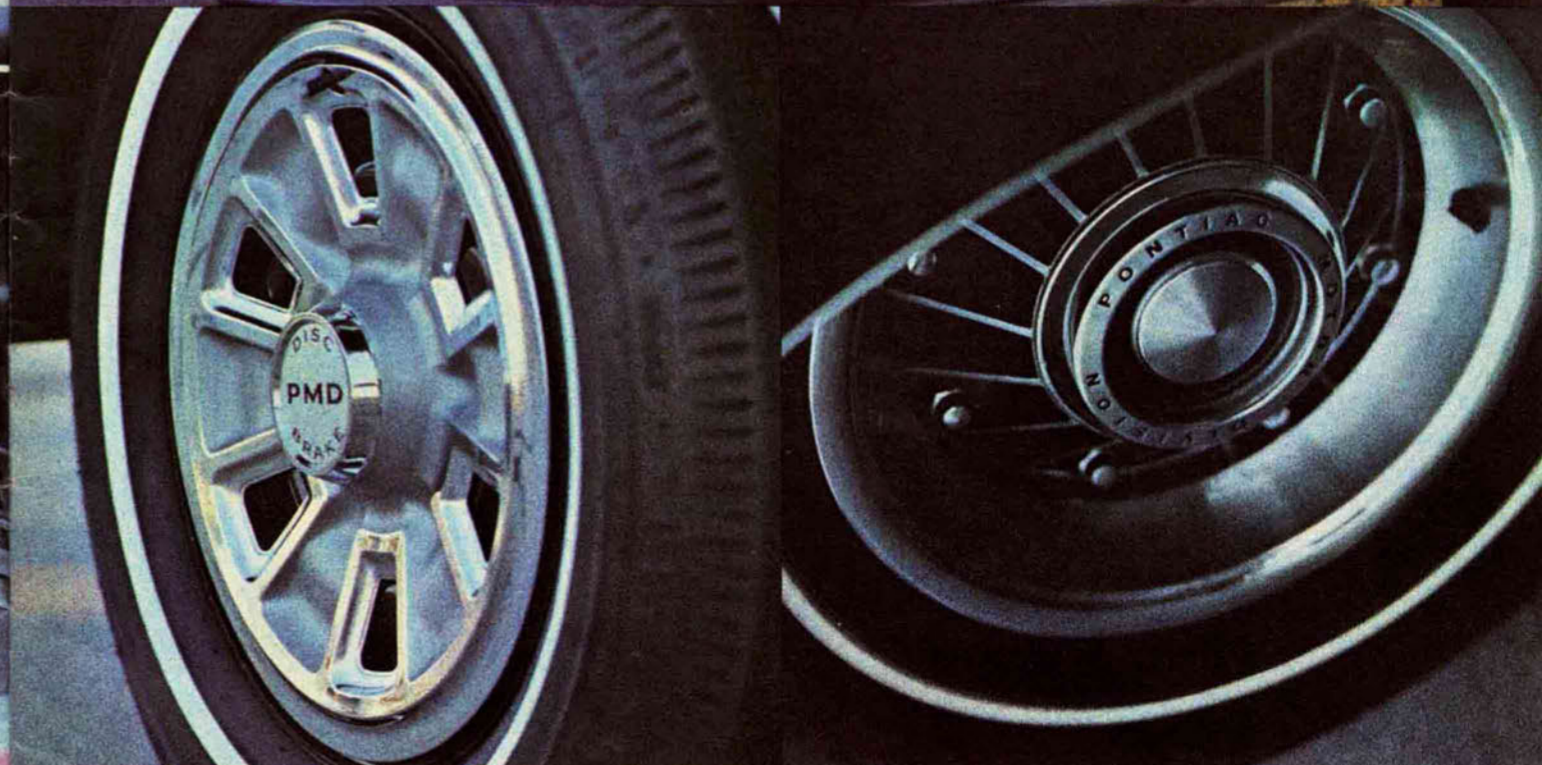
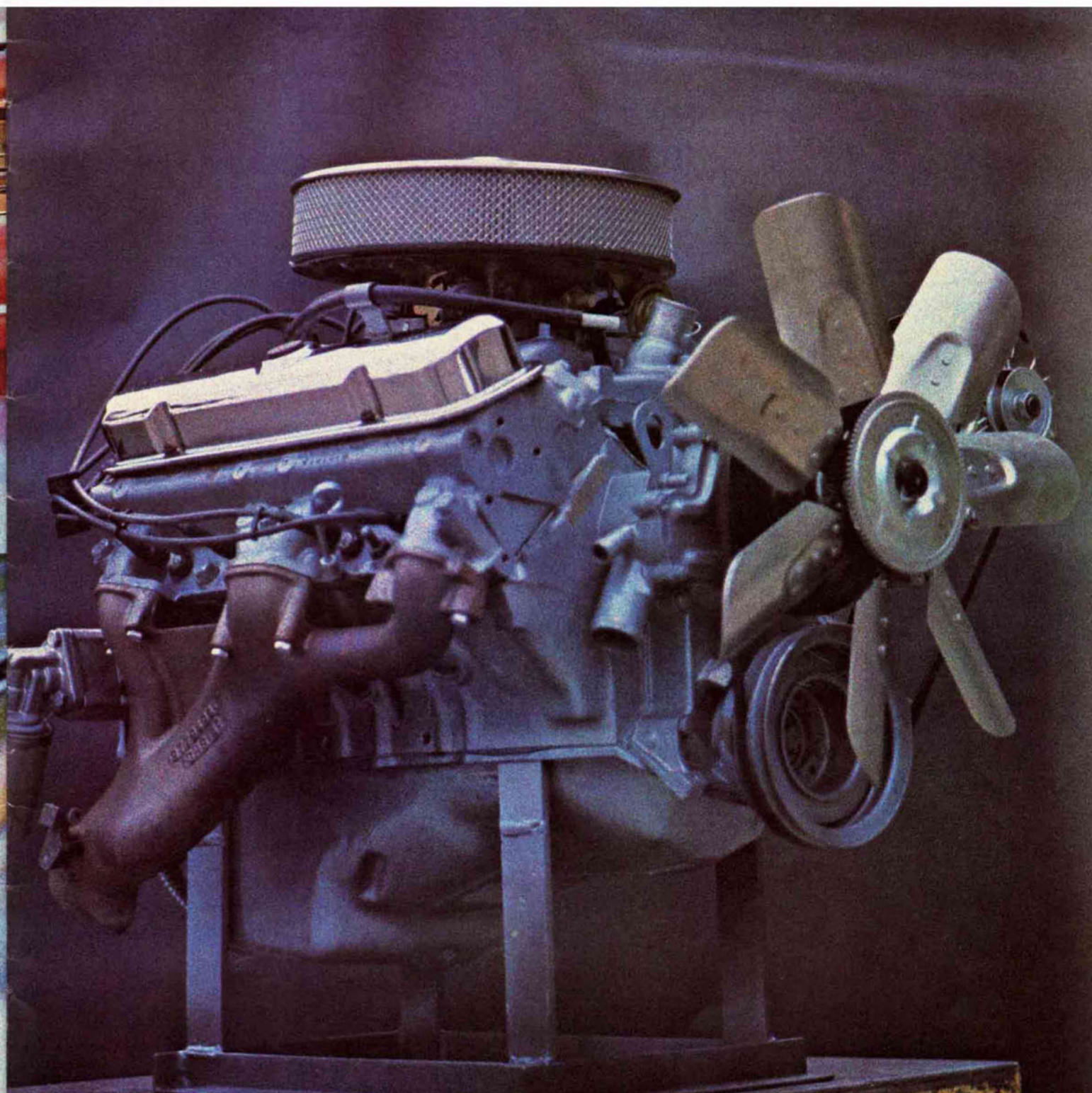
The simulated wood sports wheel is extra cost.



The hood-mounted tach option at center right. If you don't get one you'll never forgive yourself. Dealer installed.



The standard interior in black, red, blue or parchment. Buckets. Carpeting. Reclining seat and headrests are extra cost. Life can be beautiful.



You can order front wheel disc brakes on your 2+2. However, since they come with 15-inch wheels, you get this special wheel disc.

Our famous aluminum brake drum with integral hub. Extra cost. Good things go on forever.

