



**If our new Firebird 400 is too much car for you,
try our new Firebird HO,
Firebird Sprint,
Firebird 326,
and Firebird. In that order.**

Taking on a Firebird 400 is awe-inspiring even if you're prepared for what happens when you connect 400 chromed cubic inches to a heavy-duty 3-speed and couch it in special suspension.

(You can even order wide- or close-ratio 4-speed, 3-speed Turbo Hydra-Matic and Ram Air!)

So we designed the Firebird HO. Our light heavyweight. Its 326 cubes lay out 285 hp in prolific abundance. Via four barrels. Dual exhausts announce its coming. A sassy sport stripe on each flank says: *It's here.*

Our Firebird Sprint is for people who've found

Europe wanting. Features: 215-hp, 4-BBL Overhead Cam Six. Split manifold. Exotic exhaust note. 3-speed floor shift. Road-hugging sports suspension. Much arrogance.

Even our cool ones speak with authority: Firebird 326 is a regular-gas, 250-hp V-8. And Firebird is a 165-hp Overhead Cam Six—the only one without wide-ovals. All have GM's standard safety package. Now all you have to do is decide which Firebird is for you.



Pontiac's Magnificent Five are here!



Pontiac Motor Division

After this, you'll never go back to driving whatever you're driving.

If you can stop drooling for a moment, we'd like to tell you what's propelling that Firebird 400 in the picture. What it is, is 400 cubes of chromed V-8. And what it puts out is 325 hp. (Even without our extra-cost Ram Air package, that makes those dual scoops functional.)

The point being, that Pontiac Firebird 400 was designed for heroic driving.

To assist you in this noble venture, the 400 comes with a heavy-duty 3-speed floor shift, extra sticky sus-

pension and a set of duals that announce your coming like the brass section of the New York Philharmonic.

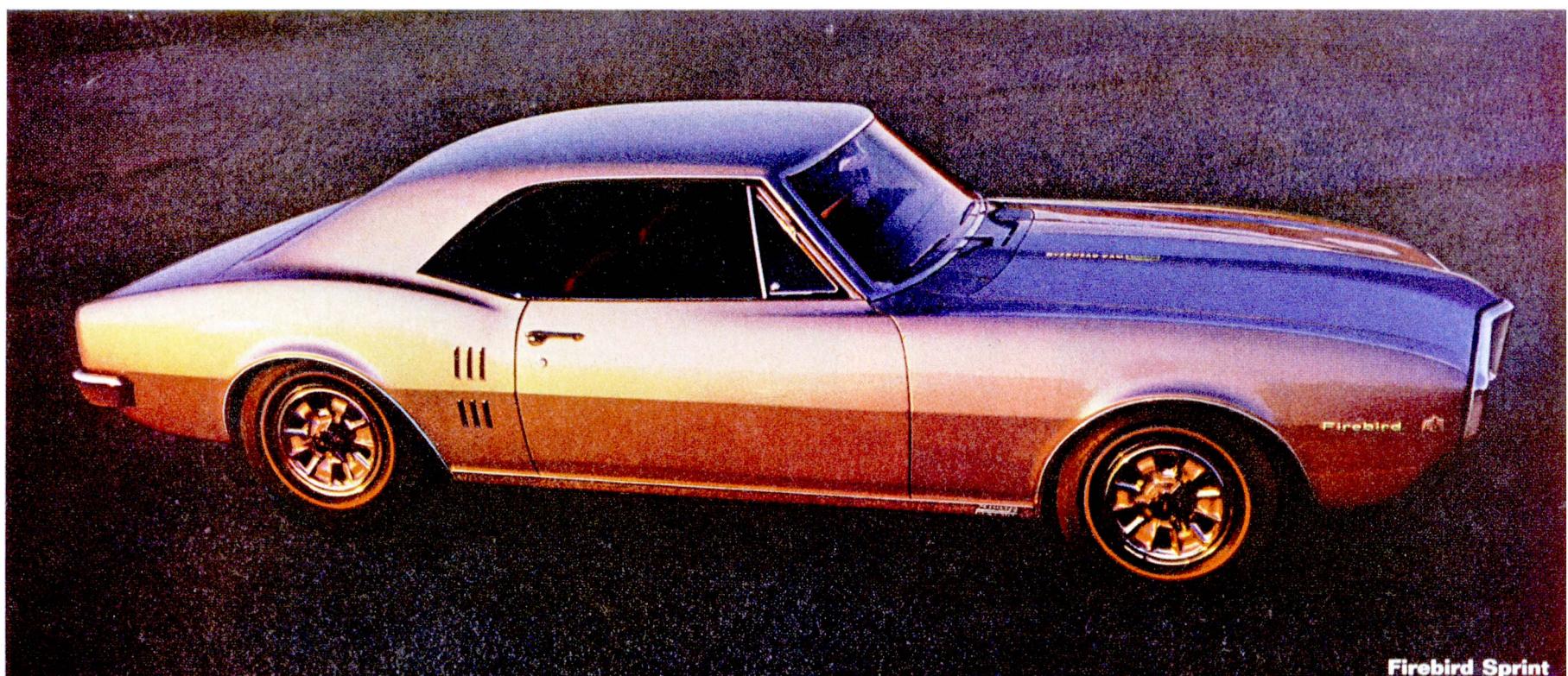
Taken as she comes, Firebird 400 is a lot of machine, but you can order things like a 4-speed (or our stupendous 1-2-3 Turbo Hydra-Matic), mag-type steel wheels, special Koni adjustable shocks and a hood-mounted tach. Naturally, the GM safety package is standard.

Of course, if the 400 is too much car for you, there are four other Firebirds to choose from. Lucky you.

Firebird 400. One of Pontiac's Magnificent Five.

Picture this. We'll send you six 24" x 13 3/4" full-color pictures of Firebird 400, Pontiac 2 + 2, GTO and OHC Sprint, plus complete specs and decals. Send 25¢ (35¢ outside USA) to '67 Wide-Tracks, P.O. Box 880B, 196 Wide-Track Blvd., Pontiac, Mich. 48056. Include your ZIP code.

**You'd expect Pontiac
to come up with a nifty new sports car like this.**



Firebird Sprint



Firebird



Firebird HO



Firebird 326



Firebird 400

Pontiac Motor Division

But did you expect five?

When you think about it, no single sports car can satisfy everybody. We thought about it. So now you have five choices. All excellent.

You say you want an economical fun car? Try *Firebird*, and swing with our regular-gas 165-hp Overhead Cam Six. You say you lean toward a family sportster? Lean on *Firebird 326* and you'll be moved by a 326 cubic inch V-8 that delivers 250 hp (yes, 250!) on regular.

Ah, you say, but the real you is a European-style road machine. Good. That's why we invented *Firebird Sprint*: special suspension, 3-speed floor

shift and a 215-hp version of the Overhead Cam. Our light heavyweight is entitled *Firebird HO*. It entitles you to things like dual exhausts, sports striping and a potent 285-hp V-8. And if you're looking for the ultimate in heroic driving, you'll find it in *Firebird 400*, with 400 cubes of chromed V-8 that put out 325 hp with no sweat.

All share the same superb styling and interiors. And, of course, all come with the complete GM safety package. You say you're glad we think of everybody? Somebody has to.

The Magnificent Five are here!

