

Standard plumbing: 421 4-BBL, 338 hp. Duals, straight-through mufflers, low-restriction resonators. Chromed low-restriction air cleaner, rocker covers, oil filter cap. 3.08, 3.23 or 3.42 rear axles, all-synchro 3-speed with Hurst. Heavy-duty suspension, buckets, carpeting. Front and rear seat belts an enthusiast will use and appreciate. *Extra-cost plumbing:* 421 Tri-Power, 356 and

376 hp. 4-speed with Hurst, Turbo Hydra-Matic. Extra-large diameter exhaust system, extra-heavy-duty suspension. Transistorized ignition, oil pressure and water temperature gauges, tach. Limited-slip. Heavy-duty radiator, oil cooler and battery, aluminum wheel hubs and drums, 3.73 and 4.11 rear axles and all the other items you'll see in our special GTO/2+2 performance catalog.

Pontiac 2+2. Listen! Did you hear something growl just then?



Pontiac Motor Division • General Motors Corporation

The tiger scores again!

It's dramatically fresh and new, but still very, very Pontiac. That's written all over it, from the no-doubt-about-it new front end to the trimly tailored rear. (Did you think for one minute that we'd leave out the unique Pontiac styling character you like so well? Never!) Another nice thing about the '66 Pontiacs is that there are more of them—3 new

super-sumptuous Broughams and 4 Venturas. And of course for you other Pontiac lovers we've got a bright new Grand Prix, new Catalinas, new Star Chief Executives—all with new Wide-Track ride and improved cat-quick handling. But you'll discover those things when you slip behind the wheel and turn one of our new '66 tigers loose.

...and again!

You're looking at the newest thing in tigers. Sleek, lean-muscled new style. New power that starts with a revolutionary new kind of six and ranges through four V-8's. Crisp curves shape the new silhouette, and the sports coupe sports a new kind of smartly recessed rear window. Pontiac's revolutionary overhead cam six acts more like a V-8,

looks like no six you ever saw, and still remembers that saving is what six buyers buy sixes for. Delivers 165 hp, (or you can specify the sports package which includes the 207-hp version). And it's standard on all Tempests, Tempest Customs and Le Mans. V-8's? Up to 360 hp in the GTO. See all the '66 tigers in tiger country.

Wide-Track Pontiac/'66

The formidable 2+2, also available as a hardtop.



The ultimate tiger: GTO—also in sports coupe and convertible configurations.



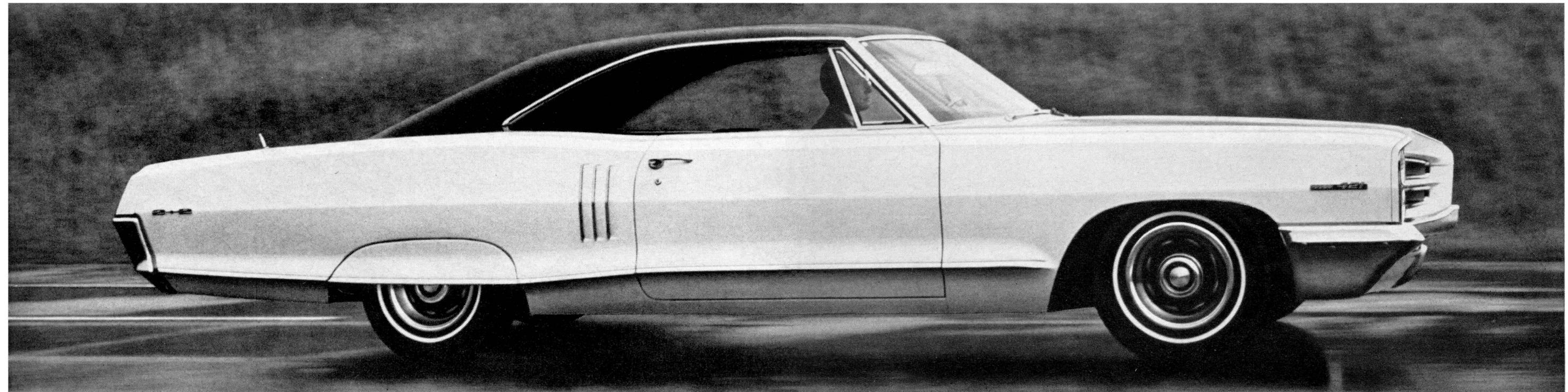
Our 1966 version of the double whammy.

That heroic time-machine you see on top is the new *Gran Turismo Omologato*, otherwise known as the redoubtable Pontiac GTO or GeeTO Tiger. Under its hood is a 335-hp engine with quad carburetion that delivers torque as if the supply were limitless—431 lb.-ft. at 3200 rpm. There's a 360-hp variation on the same theme with carburetion by the three deuces. Standard box is a 3-speed all-synchro column shift. Heavy-duty 3-speed or four-speed are available, both with Hurst floor shifter. New buckets are practically wraparound. Suspension? Heavy-duty, of course. Options? You name it, we've got it. Probably chromed.

Right underneath the GTO is its illustrious counterpart, the Pontiac 2+2. Its standard 421-cubic inch engine delivers 338 hp and 459 lb.-ft. of torque out of a four barrel. You can specify up to 376 hp with a tri-carb just by marking the right square on the order blank. Like the GTO, air cleaner and rocker covers are chromed, body pinstriped. Inside there are enveloping new buckets, carpeting, an all-synchro 3-speed floor shifter.

And don't forget that we practically invented performance options. For the last word, go to your Pontiac dealer's and wangle the GTO/2+2 catalog. It's in there.

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The tiger scores again! Wide-Track Pontiac/'66