



# Good dependable transportation.

One of the big hangups with sports cars has always been dependability. Seems like they spend more time in the shop than they do on the street. Pontiac thinks that's ridiculous. So we did something about it.

The 1972 Firebird Formula 455. It's one reliable piece of machinery. Capable of being driven in heavy traffic without developing a terminal case of fouled plugs. Starts even on cold, soggy mornings. In fact, you could probably drive it only on Sunday afternoons, and it would still work fine.

But don't get the wrong idea. It's no stone.

There's a 455 H.O. Ram-Air-inducted LS5 V-8 tucked under that scooped fiber-glass hood. Wobble-ground pistons. Moly rings. Big valves.

Most unstone-like performance.

Standard transmission is a close-ratio, Hurst-shifted 4-speed. Or you can order M40 Turbo Hydra-matic. Our toughest.

The Formula 455 also lets you choose

from two different suspensions. Standard is a heavy-duty suspension with firm springs, 1 1/8" front, 5/8" rear stabilizer bars and F70-14 tires.

The available suspension is identical to the one on the famous Firebird Trans Am. High-rate springs. High-resistance shocks. A thick 7/8" rear stabilizer bar. A super-thick 1 1/4" front bar. And F60-15 tires. Incredibly stable.

With a car of this caliber, you might expect even more. You get it. High-back buckets. Floor-mounted shifter. Soft-rim steering wheel. A well laid-out dash with every gauge and control easy to see and reach. And Pontiac's rust-proof, dent-resistant Endura front end.

Now, we admit that with all these sports car features, the Formula 455 might sound a little too exotic to be reliable.

But good dependable transportation doesn't have to be a dull, uninspired piece of machinery. Your Pontiac dealer can prove it. With the 1972 Firebird Formula 455.



Pontiac Motor Division

## Pontiac Firebird Formula 455

Buckle up for safety.