



"Pure Pontiac!"

What it stands for and what it does not.
"Pure Pontiac!" stands for innovation.
The first Wide Treels side.

The first Wide-Track ride.

The first dent-resistant, chip-resistant, rustproof bumper.

The first hidden windshield wipers.
The first hidden radio antenna.
And a brand-new disappearing tailgate for station wagons.

What "Pure Pontiac!" does not stand for is riding along on somebody else's ideas. Or dressing up some tired old feature and calling it new. "Pure Pontiac!" stands for quality.
Hand-fitted seats. The best fabrics. Attention to detail.

What it does not stand for is anything less than a total dedication to craftsmanship.

"Pure Pontiac!" stands for specialization. We believe that automobiles should be built to tackle and master specific tasks. The GTO is a road car. The Firebird Formula 400 is a sports car. Our all-new GrandVille is a true luxury car at a sensible price.

Perhaps most important, though,

"Pure Pontiac!" stands for integrity. Integrity of good design. Like our 1971 Catalina. Integrity of sound engineering. Consider our new low-lead-fuel engines. And the integrity of the basic concept that Pontiac owners deserve to get their money's worth —and more.

To us, every Pontiac must be a distillation of all the good things that make up a car. And an avoidance of anything that might be otherwise.

To us, every Pontiac must be "Pure Pontiac!"

Or no Pontiac at all.

The First Grand Ville

It began as a challenge to automotive ingenuity.

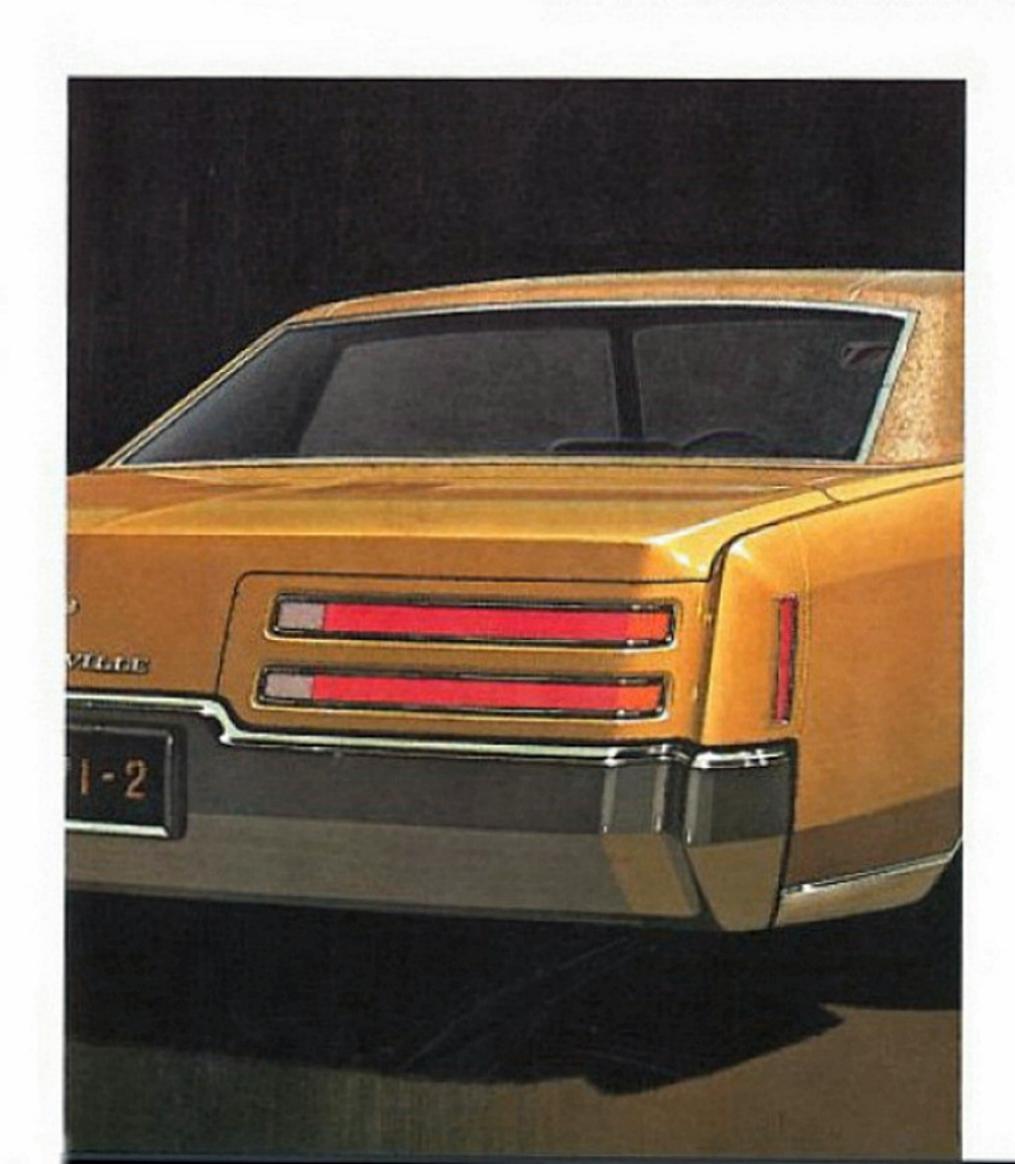
Build a new car—unlike any Pontiac that's ever come before it—and incorporate all the features traditionally linked with luxury cars.

Then, and this was the crucial part, price it the way Pontiacs have always been priced. Sensibly.

Well, Grand Ville is here. A completely new Pontiac that never existed before. And the first true luxury car at a sensible price.

Let's consider what we mean by "true luxury car." First of all, it has to look the part. Sizeable, without being ungainly. Clean, but not Spartan. Distinctive, yet without pretense. If you'll forgive a slight lack of humility, we think Grand Ville's exclusive new formal roof, honesty of line and overall presence amply fulfill these requirements.

Another criterion of the true luxury automobile has to be roominess. Grand Ville is unusually spacious. Through the shoulders. Above the head. As much rear-







GRAND VILLE HARDTOP COUPE



GRAND VILLE CONVERTIBLE

seat leg room in the 2-door hardtop as you'll find in most 4-doors.

Now, you'd expect any true luxury car to have an impressive roster of standard features. Grand Ville does not disappoint. The engine is a 455-cubic inch V.8

that develops 325 gross horsepower, 230 hp. net* Standard steering is variable-ratio power steering. And standard brakes are power brakes with discs in front

Something else that invariably separates a true luxury car from the pretenders is richness of interior. In Grand Ville's case there are two that do the job. The standard, which is most elegant. And the custom you can order, which is just this side of extravagance.

In the hardtop coupe and convertible, the front seat is the notch-back variety. In the 4-door hardtop, it's a full bench seat with a pulldown center armest

And these seats are unlike any you've ever sat in before. The cushion wires are completely surrounded by foam padding, while the seat backs are solid foam.

As you might imagine, the fabrics used in Grand Ville are unusually rich. In both the hardtop coupe and 4-door hardtop, there's a wide-pleat motif in knit nylon trimmed with color-matched Morrokide. In the convertible, seats are all.

In the convertible, seats are all-Morrokide. You can also order this interior for the hardtop coupe and 4-door hardtop. Grand as all this is however, it just

complements everything else. The new, heavily padded instrument panel with Carpathian burl elm vinyl accents, the 'for an explanation of gross and net figures.





loop-pile nylon-blend carpet, the assist straps above the front seats for easier exits. Even the trunk is attractively trimmed.

No matter how elegant Grand Ville's standard interior is, you still might prefer indulging in the added luxury of the Grand Ville Custom

Available only on the hardtop coupe and 4-door hardtop, the custom seats have smaller pleats with large tufted bolsters on the upper back areas. In addition to the Morrokide trim, two different fab-

rics are used. A fine jersey on the bolsters and an exclusive brocade in the pleated areas.

There are other unique appointments, too, when you order the custom interior. Cut-pile carpeting, a fold-down rear-seat armrest and rear-door cigarette lighters in the 4-door hardtop, rear-passenger assist straps on the backs of the front seats, special door trim pads and a 60/40 front seat you can specify.

One thing we haven't covered yet on Grand Ville is its sensational new ride. And it's probably because we've finally run out of superlatives. "Smoothest" is true, but not true enough. And "quietest" tells it, but doesn't tell it all

So while we're waiting for the wordsmiths to fashion a new adjective, we'll say we labored long and hard to find new ways to marry the body to the chassis for a truly luxurious ride. And came up with it.

And as for price, it's sensible, affordable. But then, why wouldn't it be? It's a Pontiac.

Pure Pontiac!

ible isions	Standard Axle Ratios	Available Axle Ratios
an-date)	No. of the last of	
	3.23:1	
a-matic	3.08:1	2.58:1 (1)
126.0"	128.0*	128.0"
		Convertible
224.2*	224.2*	224.2"
78.5*	79.5"	79.5*
		79.5*
78.5*	64.0*	79.5° 64.0°
78.5° 64.0°		79.5° 64.0° 64.0°
78.5" 84.0" 64.0"	64.0°	79.5" 64.0" 64.0" 53.8"
78.5° 64.0° 64.0° 54.2°	64.0° 64.0° 54.2°	79.5" 64.0" 64.0" 53.8" 42.6"
78.5" 64.0" 64.0" 54.2" 42.6"	64.0° 64.0° 54.2° 42.6°	79.5" 64.0" 64.0" 53.8"
	Hardtop Coupe 128.0"	Coupe Hardtop 126.0" 126.0"

71 Bonneville

Every year we build a better Bonneville. It's just that this year's all-new monocoque styling makes it more apparent.

Monocoque? Right. An engineering term that simply means the sides, when viewed from the front or rear, look like parentheses (). And on the new Bonneville, that means great.

Of course, what's between those two curves can be pretty exciting, too. Like the

new 455-cubic-inch V-8 nestled under the

Big as it is, it runs on the new no-lead and low-lead fuels, plus on most regular gas-

olines. With no sacrifice in performance. Speaking of size, this year's Bonneville rides on a longer 126" wheelbase. And that means there'll be less bounce and jostle than ever.

Now there's no need to tell you that

Bonneville's a Wide-Track through and through. But for 1971 our new front suspension is nothing less than sensational. You point the car where you want to

go and it homes in like it was pulled on a string.

But when you want to turn, that's something altogether different. Because Bonneville comes with variable-ratio power steering. And that means the more











BONNEVILLE 4-DOOR SEDAN

you turn the wheel, the faster the steering gets.

Now Bonneville has always had a reputation for being quite the elegant automobile. No change. In fact, it's just a shade less elegant than our new Grand Ville.

For 1971 we've brought together a great new collection of fabrics plus a new grained vinyl that has all the look of imported pigskin.

Further inducements to see the Bonneville interior in person include the loop-pile nylon-blend carpet, the look of Castillian leather on the instrument panel, the custom cushion steering wheel and other special interior appointments.

Outside, Bonneville comes equipped

with deluxe wheel covers, bright-metal moldings for the wheel openings, roof drips and rocker panels, and new flush door handles have body-colored inserts

Well, there you have it, Bonneville lovers. A brief rundown of the features on this year's new model.

The better Bonneville for 1971. Pure Pontiac!

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 455-cuin. 2-bbl. 280 hp. gross* 190 hp. net	3-speed (heavy-duty)	3.23:1	
Compression ratio: 8.2:1	Turbo Hydra-metic	2.73:1	3.23:1
Available Engine			
V-8, 455-cuin. 4-bbl. 325 hp. gross* 230 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.58:1 (1) 3.23:1
	ning et figures, see footnate on back co	er e	
n explanation of gross and n		ear 4-door Hardtop	4-door Sedan
n explanation of gross and n Dimensions Wheelbase	et figures, see footnate on back or Hardtop Coupe 126.0"	4-door	
n explanation of gross and n Dimensions Wheelbase Overall Length	et figures, see footsete on back on Hardtop Coupe 126.0" 224.2"	4-door Hardtop	Sedan
n explenation of gross and n Dimensions Whaelbase Overall Length Overall Width	et figures, see footsete on back or Hardtop Coupe 126.0" 224.2" 79.5"	4-door Hardtop 126.0*	Sedan 126.0"
n explenation of gross and n Dimensions Wheelbase Overall Length Overall Writch Front Tread	et figures, see foomste on back op Handtop Coupe 126.0" 224.2" 79.5" 64.0"	4-door Hardtop 126.0* 224.2*	Sedan 128.0" 224.6"
n explanation of gross and n Dimensions Whatibase Overall Length Overall Width Front Tread	et figures, see footsete on back or Hardtop Coupe 126.0" 224.2" 79.5"	4-door Hardtop 126.0" 224.2" 79.5"	Sedan 128.0" 224.6" 79.5"
n explenation of gross and e Dimensions Wheelbase Overall Length Overall Width Front Traed Reer Treed Overall Height	et figures, see foomste on back op Handtop Coupe 126.0" 224.2" 79.5" 64.0"	4-door Hardtop 126.0" 224.2" 79.5" 64.0"	Sedan 128.0" 224.6" 79.5" 64.0"
n explanation of gross and a Dimensions Wheelbase Overall Length Overall Width Front Tread Rear Tread Overall Height Front Sear Leg Room (1)	et figures, see fromste en back op Coupe 126.0" 224.2" 79.5" 64.0" 64.0"	4-door Hardtop 126.0° 224.2° 78.5° 84.0°	Sedan 128.0" 224.6" 79.5" 64.0"
on explanation of grass and a Dimensions Wheelbase Overall Length Overall Width Front Tread Rear Tread Overall Hight Front Seat Leg Reon (1) Rear Seat Leg Roon (2)	et figures, see fromete on back op Ceupe 126,0" 224,2" 79,5" 64,0" 64,0"	4-door Hardtop 126.0" 224.2" 78.5" 84.0" 84.0" 54.4"	Sedan 128.0" 224.6" 79.5" 64.0" 64.0" 54.4"
Dimensions Wheelbose Overall Length Overall Width Front Tread Rear Tread Overall Height Front Seat Leg Beom (1)	et figures, see fromete on back on Hardtop Ceupe 128.0" 224.2" 79.5" 64.0" 64.0" 54.4"	4-door Hardtop 128.0* 224.2* 78.5* 84.0* 84.0* 54.4* 42.5*	Sedan 128.0" 224.6" 79.5" 64.0" 64.0" 54.4" 42.6"

'71 Catalina Brougham

Let's say you've always appreciated Catalina. You liked the value, the features, the Wide-Irack ride. Only trouble was, you kind of wished it were a bit more elegant.

Well, quit wishing and start ordering. Because for 1971 you've met your match.

New Catalina Brougham. The most luxurious and distinctive Catalina ever.

When we say luxurious, it's no exaggeration. What else could we call the exclu-

sive upholstery materials, wall-to-wall carpeting, custom cushion steering wheel and special interior trim with the look of Spanish leather.

Performance and exterior trim are also more luxurious on the new Brougham.

The engine is a big 400-cubic-inch V-8 that develops 265 gross horsepower, 185 hp. net.* Brakes are power (discs in front, drums in rear). Wheel openings have bright-metal moldings. Deluxe

wheel covers are standard. The door handles have body-colored inserts.

Forgetting Brougham's elegant side for a moment, let's get back to Catalina's traditional value.

As in all full-sized Pontiacs for 1971, the front fender corners are new. Tough, ding-resistant and designed for easy replacement. Disappearing windshield wipers are standard, along with Pontiacs famous hidden radio antenna. And if you "For an explanation of grows and religues, see Footnote on back cover."









hannened to notice the unusually thin appearance of the windshield pillars. that's an additional benefit from a new stronger and quieter roof construction

Going now to value-plus items Pontiac has a long list of great things you can order for your 1971 Catalina Brougham

Number one in many people's minds will be our new cassette tape player a really impressive breakthrough

Cassettes as you probably know are smaller than the standard cartridges yet since they store three times as much sound in the same volume of space

they're more convenient to carry around Fast forward and rewind are possible with cassettes and—perhaps most important - you can use your home-unit tanes or record your own from other sources

In addition to the new cassette player other sound systems are also available

A new 8-track stereo cartridge tane player integrated into one compact unit with an AM or AM/EM stereo radio, and a new 4-sneaker stereo system that blankets the listener with full rich sound

Incidentally the new Catalina Brougham is so identified by a bright emblem on the side of the roof. As with the rest of the car, it's handled with restraint and good taste

Puro Pontiac!

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 400-cuin. (1)			
2-bb1., 265 hp. grass* 185 hp. net	3-speed (heavy-duty)	3.23:1	
Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	3.23:1
Available Engines			
V-8, 400-euin. 4-bbl. 300 hp. grass* 200 hp. net Compression ratio: 8.2:1	Turbo Hydro-matic	3.08:1	2.56:1 3.23:1
V-B, 455-cuin. 2-bbl. 280 hp. gross* 190 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	2.56:1 (1) 3.08:1 3.23:1
V-8, 455-cuin. 4-bbl. 325 hp. gross* 230 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1
Not available with air condition or an explanation of gross and n	ning et figures, see footnote on back cov	ır	
Dimensions	Hardtop Coupe	4-Door Hardtop	4-Door Sedan
Wheelbase	123,5*	123.5"	123.5*
Overall Length	220.2"	220.2*	220.2*
Overall Width	79.5"	79.5*	79.5"
Front Tread	64.0"	64.0*	64.0"
Rear Tread	64.0"	64.0*	64.0"
Overall Height	54.3"	54.3*	54.3"
Front Seat Log Room (1)	42.6"	42.6*	42.6"
		38.5"	38.5"
Rear Seat Log Room (2)	35.5*		
	35.5° 38.0° 37.1°	38.3*	38.9"



'71 Catalina

We confidently claim the new 1971
Catalina as the value leader among fullsized American cars.

It's hard to believe that Catalina's great features aren't the proud possession of many more expensive cars.

The dramatically convex sides would certainly be welcome. As would be the new grille and rugged front bumper.

The seats are a revolutionary new design with integrally molded front cushions and backs of solid foam over steel.

On top of all this soft padding you'll find either a heavily embossed brocade trimmed with Morrokide, or fully expanded Morrokide. It depends on which of Catalina's four new models you select.

If it's the convertible like the one you see here, there's more good news. The top has a brand-new "inward-folding" mechanism that does away with the need for storage compartments at the ends of

the seat. About eight more inches of rear seat are now available.

No matter which Catalina you select, however, there's no getting away from such typically value-added features as the fully padded and well-instrumented dash with wood grain framing, thick-padded loop-pile carpet throughout, dual-speed, parallel-action windshield wipers, a new sound-deadening network you wouldn't believe and -oh, yes!—





CATALINA 4-DOOR HARDTOP



CATALINA HARDTOP COUPE



CATALINA 4-DOOR SEDAN

performance. Performance this year comes from a big 350-cubic-inch V-8 engine that develops some 250 gross horsepower, 165 hp. net.*

Like all Pontiac engines for 1971, Catalinas is designed to operate efficiently on the new no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, another benefit is longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular-grade gasoline with a research octane number of at least 91 may be used.

Speaking of efficiency, the new Catalina's instrument panel is designed so that any bulb can be changed in less than a minute without any special tools or wild contortions. Further, all instruments in Catalina's new dash arrangement, including the radio, have the same quick removal and replacement capability.

As you can see, we didn't stint a bit with our 1971 Catalina. We tried to serve up all the car possible while holding down the price.

But, then, that's always been the Pontiac way. And always will be.

*For an explanation of gross and net figures, see footnote on back cover.

Standard Engine	Available Transmissions	Standar Axle Rati		Available Axle Ratios
V-8, 350-cuin. (1) 2-bbl., 250 hp. gross*	3-speed (heavy-duty)	3.42:1		
165 hp. net	Automatic	3.08:1		3.42:1
Compression ratio: — 8.0:1	Turbo Hydra-matic	3.08:1	1000	3.42:1
Available Engines		7.000.000		
V-8, 400-cuin, 2-bbl, 265 hp. gross* 185 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1		3.08:1 3.23:1
V-8, 400-cuin. 4-bbl. 300 hp. gross* 200 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1		2.56:1 3.23:1 (1) 3.42:1 (1)
V-8, 455-cuin. 2-bbl. 280 hp. gross* 190 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1		2.56:1 3.08:1 3.23:1
V-8, 455-cuin. 4-bbl. 325 hp. gross* 230 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1		2.56:1 (1)
Not available with air condition or an explanation of gross and ne Dimensions	t figures, see footnote on bac Hardtop Coupe	4-door Hardtop	4-door Sedan	Con- vertible
Wheelbase	123.5"	123.5"	123.5"	123.5
Overall Length	220.2"	220.2"	220.2"	220.2*
Overall Width	79.5"	79.5"	79.5"	79.5
Front Tread	64.0"	64.0"	64.0"	64.0
Rear Tread	64.0"	64.0"	64.0"	64.0*
Overall Height	54.3*	54.3**	54.3"	53.7
Front Seat Leg Room (1)	42.6"	42.6"	42.6"	42.6'
Rear Seat Leg Room (2)	35.5*	38.5"	38.5"	35.5
Front Head Room (3)	38.0*	38.3"	38.9*	38.9
Rear Head Room (3)	37.1"	37.4"	38.0"	38.0



'71 Grand Prix

When the new Grand Prix was introduced in 1969, automotive critics hailed our luxury/sport as the new classic car.

Well, you don't tamper with a classic car. You refine it, maybe. Hone it.

It's just that we take our refining and honing very seriously.

We reworked the front end. Gave it a

more massive grille and a new protective two-tiered bumper.

We moved around back and carved out a new sculptured rear end.

All in all though, that's about the extent of our work on the exterior. With the rest of the car, however, that's a totally different story.

Right off we gave it variable-ratio power steering, power front disc brakes and a brand-new engine. A 400-cubic-inch V-8 that runs beautifully (and more cleanly) on regular or low-lead fuel.

You'll notice we used the word "cleanly." Well, another way we're helping to keep our air clean is through a new





evaporative emission system found on Grand Prix, as well as all other 1971 Pontiacs.

Briefly, it works like this. Any fumes given off from the carburetor float bowl or gasoline tank are collected and stored in a charcoal-filled canister until the engine is running, whereupon they're pulled into the carburetor and burned.

Now no engine amounts to much unless it's married to a transmission. And Grand Prix's is right in keeping with its image as a performance car gone luxurious. A heavy-duty 3-speed Muncie connected to a floor shifter.

Yes, it's on the floor. Cupped in a vinyl-

covered console that's flanked by two of the niftiest bucket seats this side of a 747.

Actually, that's probably the best way to describe the Grand Prix's interior. Cockpit-like.

In front there's a wraparound instrument panel that puts every gauge, control and switch almost in your lap. The soft-





rim steering wheel even feels like a command pilots.

You see what seems to be an acre of leather sprinkled around. Only it's a new grained vinyl that you almost expect to squeal, it looks so much like pigskin.

If an all-leather look doesn't appeal to you, though, you can choose a classic herringbone fabric trimmed in Morrokide.

And if bucket seats aren't for you, either, you can have a notch-back front seat.

What we've just described applies to our "J" Model Grand Prix. But there's an "SJ" Model that could also fit your plans.

It has a 455-cubic-inch V-8, Turbo Hydra-matic transmission, special rally gauges and clock in an engine-turned instrument panel trim plate, right-hand and left-hand body-colored outside mirrors (left-hand, remote-controlled), door courtesy lamps, vinyl accent stripes and a new maintenance-free battery that delivers 35% more power, and never needs water

1971 Pontiac Grand Prix.

Another classic example of what Pure Pontiac! stands for.

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratio	
V-8, 400-cuin. 4-bbl. 300 hp. cross*	3-speed (heavy-duty)	3.23:1		
255 hp. net	4-speed	3.23:1		
Compression ratio:	Turbo Hydra-matic	3.08:1	3.23:1	
Available Engine		ALCO CONTRACTOR		
V-8, 455-cuin. 4-bbl. 325 bp. gross* 260 bp. net Compression ratio: 8.2:1	Turbo Hydra-masic	3.07:1		
Dimensions		ACCUMENT OF	Hardtop Coupe	
Wheelbase			118.0"	
Overall Length			212.9*	
Overall Width			76.4"	
Front Tread			62.0*	
Rear Tread			60.0"	
Overall Height			52.0°	
Front Seat Leg Room (1)	CONTRACTOR OF THE PARTY OF		42.4"	
Rear Seat Leg Room (2)			31.6"	
Front Head Room (3)			37.5"	
Rear Head Room (3)		NO. OF THE RESERVE	36.5"	



71 Firebird Trans Am

If you've had the pleasure of driving our ultimate sports car—the new Trans Am—you know there's nothing quite like it on the road.

If you haven't, you have our condolences and these few words to hold you over until you do

Engine: a 455-CID H.O. V-8 that'll give you its all. Rear-facing shaker hood with a hinged door that opens when you trod the accelerator

Transmission: Floor-mounted fully

synchronized 3-speed Muncie.

Aerodynamics: An air dam under the front bumper. A spoiler at each wheel. Air extractors on the front fenders. A rear spoiler. They all work. Really work. At turnpike speeds.

Suspension: heavy-duty shocks and springs. 1-1/4" front stabilizer bar, 7/8" rear one.

Handling: variable-ratio power steering with ultra-quick gearing, 14" Formula steering wheel, F60—15 bias-belted tires. Safe-T-Track differential, power brakes front discs, rear drums.

Instrumentation: voltmeter, oil pressure gauge, water temperature gauge, tachometer that redlines at high noon.

As we said, words don't really cut it with Trans Am. But if you get the picture, move on down to your Pontiac dealer's today.

And discover what a real car can do on the meanest, nastiest, toughest stretch of road you can find.



Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ration
V-8, 455-cuin. H.O.	3-speed (heavy-duty)	3.42:1	3.73:1 (1)
4-bbl., 335 hp. grass* 305 hp. net Compression ratio:	4-speed (heavy-duty, close-ratio)	3.42:1	3.73:1 (1)
8.4:1	Turbo Hydra-matic	3.42:1 3.08:1 (2)	

(1) Not available with air conditioning (2) With air conditioning *For an explanation of grass and net figures, see feetnote on back cover

Dimensions, Front tread, 61.7", reor tread, 60.4". All other dimensions same as Formula Firebirds, page 29.



71 Formula Firebirds

There are as many kinds of roads as there are roads. Some are straight. Some climb up and down. Some meander. And it's because of this that we developed three new Formula Firebirds for 1971. So you can get exactly the kind of car you want for exactly the kind of roads you drive.

Above everything else, the Formula Firebirds are road cars. The big difference among them is simply one of engine output.

The Formula 350 has 350 cubic inches

of displacement, the Formula 400 has 400, and the Formula 455 has—well, you guessed it.

Of course, the new Formula Firebirds have much in common. Like engine compartment extractors that relieve airpressure buildup under the hood, special high-rate springs, big stabilizer bars fore and aft, a make-sense instrument setup and, of course, Firebird's amazing protective Endura bumper.

Now you might think that with three

distinct Formula Firebirds, we'd curtail some of the options available. Not so, Vou can get a Trans Am suspension on any of them, a 455-cubic-inch Ram Air H.O. V-8 with functional, forward-mounted hood scoops, special wheels (including our brand-new honeycomb design) and a new rear console with ashtray, armrest and seat belt buckle holders.

1971 Formula Firebirds. Road cars, each and every one of them.

And all Pure Pontiac!

FIREBIRD FORMULA 350 Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8. 350-cu-in. 2-bbl	3-speed (standard)	3.42:1	
250 hp. gross*	3-speed (heavy-duty)	3.42:1	255 CF 11
180 hp. net	4-speed (wide-ratio)	3.42:1	
Compression ratio : 8.0:1	Automatic	2.73:1	3.08:1
	Turbo Hydra-matic	2.73:1	3.08:1
FIREBIRD FORMULA 400 Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 400-cuin. 4-bbl. 300 hp. gross*	3-speed (heavy-duty, standard)	3.42:1	3.73:1 (1)
250 hp. net	4-speed (wide-ratio)	3.42:1	3.73:1 (1)
Compression ratio:	4-speed (close-ratio)	3.73:1 (1)	AND AND ADDRESS OF
	Turbo Hydra-metic	3.08:1	3.42:1
FIREBIRD FORMULA 455 Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 455-cuin. 4-bbl. 325 hp. gross* 255 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.42:1 3.08:1 (2)	
Available Engine	The second second	July 19 May 17 Sept 19	
V-8, 455-cuin. H.O.	4-speed (close-ratio)	3.42:1	
4-bb1., 335 hp. gress* — 305 hp. net Compression ratio: 8.4:1	Turbo Hydra-matic	3.42:1 3.08:1 (2)	3.73:1 (1)
Not available with air condition an explanation of gross and ne	ing (2) With air conditioning figures, see footnote on back co	over	
	Formula 350	Formula 400	Formula 455
Dimensions			
Dimensions Wheelbase	108.0*	108.0"	108.0*
Wheelbase Overall Length		108.0" 191.6"	109.0° 191.6°
Wheelbase Overall Length Overall Width	108.0* 191.6* 73.4*	191.6* 73.4*	191.6" 73.4"
Wheelbase Overall Length Overall Width Front Tread	108.0* 191.6* 73.4* 61.6*	191.6* 73.4* 61.6*	191.6" 73.4" 61.6"
Wheelbase Overall Length Overall Width Front Tread Rear Tread	108.0* 191.6* 73.4* 61.6* 60.3*	191.6" 73.4" 61.6" 60.3"	191,6" 73,4" 61,6" 60,3"
Wheelbase Overall Length Overall Width Front Tread Rear Tread Overall Height	108,0** 191,6** 73,4** 61,6** 60,3** 50,4**	191.6* 73.4* 61.6*	191.6" 73.4" 61.6"
Wheelbase Overall Length Overall Width Front Tread Rear Tread Overall Height Front Seat Leg Room (1)	188.0" 191.6" 73.4" 61.6" 60.3" 50.4" 43.6"	191.6" 73.4" 61.6" 60.3" 50.4" 43.8"	191.6" 73.4" 61.6" 60.3" 50.4" 43.8"
Wheelbase Overall Length Overall Width Front Tread Rear Tread Overall Height	108,0** 191,6** 73,4** 61,6** 60,3** 50,4**	191.6* 73.4* 61.6* 60.3* 50.4*	191.6" 73.4" 61.6" 60.3" 50.4"



'71 Firebird Esprit

The idea of a sports-car-cum-luxury-car may seem impossible, but we took great pains with the new Esprit to prove that performance and the good life can be a beautiful mercer.

Take performance first. Esprit totes a standard 350-cubic-inch V-8 that develops 250 gross horsepower, 165 hp. net* Should you crave more action, simply order the 400-cubic-inch V-8.

Performance is fine, but it's not worth much without good handling. But this is a new Firebird, right? So the standard suspension has a hefty .938"-diameter front stabilizer that keeps the car flat as a manhole cover to the road. The steerings wilds Front disc brakes are standard

Moving on to Esprit's cushier attributes, we find wall-to-wall loop-pile carpeting, a beautifully worked instrument panel with flame-chestnut grained vinyl inserts, new front bucket seats in a special kitt-vinyl and bucket-tyne seats in back

Now these rear seats were responsible

for a very fortuitous advancement. The space between them let us increase the height of the drive tunnel, allowing the suspension more room to move up. And this resulted in a softer, more cushioned ride without sacrificing cornering ability.

As we said, the notion that a luxury car can't double as a performance car is as antiquated as solid tires and acetylene headlamps.

1971 Firebird Esprit.

*For an explanation of more and not finance one features on buildings



Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratio
V-B, 350-cuin. 2-bbl. 250 hp. gross* 165 hp. net	3-speed 3-speed (heavy-duty) 4-speed (wide-ratio)	3.42:1	
Compression ratio:	Automatic	2.73:1	
8.0:1	Turbo Hydra-matic	2.73:1	3.08:1
Available Engine			
V-8, 400-cuin. 2-bbl. 265 hp. gross* 180 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	3.08:1

*For an explanation of gross and net figures, see footnote on back cover





'71 Firebird

To many minds the idea of a "basic" Firebird is totally alien. Nevertheless, that's what we call it, if only because it's the least expensive Firebird we offer.

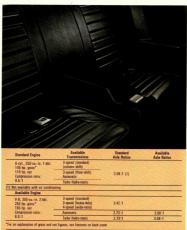
That's right. Our least expensive. Yet you still get Firebird's fantastic sports car lines, a double-roof construction for greater strength and quiet and the Endura front bumper.

Let's spend a few extra seconds on this last marvel. No matter how often people see it, they find it hard to believe that Endura isn't painted metal—like a roof or a fender. It looks like it, sure, but it's actually a resilient, man-made substance that resists dents, dings and chipping. It won't even rust.

What else comes standard on Firebird? Bigger doors make entrances and exits far easier to negotiate, 250-cubic-inch engine, front disc brakes, bucket seats, carpeting, hidden radio antenna, wood grain vinyl dash—well, room forbids.

Of course, if the basic Firebird is too basic, you can dress it up nine ways to Sunday, Simply order from among the following: a vinyl-covered front console, a new vinyl-covered console for the rear, variable-ratio powersteering, sports-styled mirrors, tachometer (hood- or instrument-panel-mounted), a padded Formula steering wheel, a rally gauge cluster.

Basic Firebird? Yes. But not really.





71 GTO

If ever a car were born for the road, it's Pontiac's new GTO. Sure, it's a fine city car too. But get one out where the gophers begin and there's just no way to beat it

Where else except in GTO would you get a 400-CID V-8, dual exhausts, high-rate springs, thick front and rear stabilizer bars, firm shocks and Wide-Track—all standard?

And if you want a little extra behind that great new Endura front bumper, two new 455-cubic-inch V-8's are available.

Both have four-barrel carburetion.

And one can be ordered with a nifty airinduction system that rams air into the carburetor from efficient new forwardmounted hood scoops. It's called Ram Air.

Now you might think these engines would perform like turtles on the low-lead gas they use.

Quite the contrary. In fact, extensive testing has proved they actually outperform their predecessors.

Since not everyone thinks alike about transmissions, we've served up four to choose from. The standard floor-mounted 3-speed. Which is heavy-duty, by the way.

Two 4-speeds (close- and wide-ratios).

And Turbo Hydra-matic. Check the specifications at the end of this section for engine availability.

Okay, you've got a bunch of car now. But a great road car has to be more. It has to be comfortable—enough, say, to take you through a 500-mile day without grinding off all your nerve endings.

Answer: GTO's interior. With most vinyl seats, a person con-

With most vinyl seats, a person contends with the elements. When it's cold, goose bumps. When it's hot, you squirm a lot.











But GTO has a special knit vinyl in the body-contact areas that actually breathes.

CTO's comfort quotient comes from other things, too. The deep wall-to-wall carpet. Thick padding. Upper-level ventilation. It goes on and on

Maybe you never thought about it before, but the way a car handles has a lot to do with how refreshed—or how beat—you are after X number of hours on the road

If the wheel is sloppy, you get fatigued

trying to keep the car constantly pointed in the right direction. If the steering is too heavy, you plain get armweary. Answer? GTO, of course, with variable-ratio power steering you can order

On straight turnpikes you get precise handling and a solid feel of the road. But if you're winding up a snaky byway or pulling off often, the steering gets faster the further you turn the wheel

As you know, comfort can also be a state of mind. Which is precisely why we make a number of intriguing items avail-

able to keep you unbored.

If you're an rpm reader, a hoodmounted or dash-mounted tach.

If gauges get you, a special Rally

Gauge Cluster with clock.
Radios? AM. AM/FM. AM/FM with

Radios? AM. AM/FM. AM/FM with FM stereo multiplex. And rear-seat speaker.

Stereo tape player. And on GTO its conveniently placed in the front of the center console you can specify.

Well, that's it, sports fans. GTO. What are you waiting for?

Standard Engine	Available Transmissions	Standard Axle Retios	Available Axle Ratios
V-8, 400-cuin. 4-bbl. 300 hp. gross* 255 hp. net	3-speed (heavy-duty, standard)	3.55:1 3.23:1/(1)	3.23:1 (3) 3.55:1
	4-speed (wide-ratio)	3.90:1 (2,3 4.33:1 (2,3	
Compression ratio:	4-speed (close-ratio)	3.90:1 (3)	4.33:1 (2,3
8.2:1	Turbo Hydra-matic	3,55:1 3.23:1 (1)	3.08:1 3.55:1
Available Engines			
V-8, 455-cu,-in, 4-bbt. 325 bp. gross 260 bp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.31 :1 3.07:1 (1)	7
V-8, 455-cuin. H.O.	3-speed (heavy-duty)	3.55:1 3.31:1 (1)	
4-bbl., 335 hp. gross* - 310 hp. net	4-speed (close-ratio)	3,55:1 3,31:1 (1)	
Compression ratio: 8.4:1	Turba Hydra-matic	3.55:1 3.07:1 (1)	
) Standard with air conditioning or an explanation of gross and no	(2) Special order (3) Not a t figures, see footnote on back	veilable with air conditionin cover	
Dimensions	Hardtop Coupe		Convertible
Wheelbase	12000	112.0"	112.0*
Overall Leagth	Charles U. Carry	203,3"	203.3*
Overall Width	THE PART OF THE PA	76.7*	78.7*
Front Tread		61.0*	61.0*
Rear Tread	AND A STATE OF	80.0"	60.0*
Overall Height	CHAIN TOWN	52.0*	52.3*
Front Seat Log Room (1)	CALL TO A CONTRACTOR	42.4"	42.4*
Rear Seat Leg Room (2)		31.6"	31.6"
		37.7*	38.5"
Front Head Room (3)			



The '71 Judge

A word of advice to the demure and meek.

Unless you're ready to change your image, pass over this section. What you see here is an extrovert's car. Something for the movers. Our very special GTO—The ludge.

Its credentials are impressive. A hefty 455-CID H.O. V-8 that develops 335 gross horsepower, 310 hp. net.*

An air-induction system that takes in oxygen from those front-mounted scoops and tamps it down the mouth of a big 4-bbl. carburetor.

A T-handle shifter for the heavy-duty 3-speed transmission.

On the outside, The Judge demon-

strably reinforces our assertion that it isn't for sensitive types.

Special Rally II mag-type wheels. Blacked-out grille. Wild fender stripes. A full-width reardeck air spoiler. And some strategically placed good words about our most brazen GTO—"455 H.O." and "The ludge."

*For an explanation of gross and net figures, see footnote on back cover.



Standard Engine	Available Transmissions	Standard Axle Ratios	
V-8, 455-cuin. H.O.	3-speed (heavy-duty, standard)	3.55:1 3,31:1 (1)	
4-bb1., 335 hp. gress*	4-speed (close-ratio)	3.55:1 3,31:1 (1)	
310 hp. net Compression ratio: 8.4:1	Turbo Hydra-matic	3.55:1 3.07:1 (1)	
1) Standard with air conditioning		2.07.1 [1]	

*For an explanation of gross and net figures, see footnote on back cover

Dimensions, Same as GTO, page 37.

'71 LeMans Sport

As far as Pontiac's concerned, any car labeled "Sport" better be prepared to live up to the name.

The new 1971 LeMans Sport does like it coined the word. Except for our own GTO, we can't think of a sportier intermediate.

For one thing, we could've offered just a couple of engines. But no. We've sprung with six of them—all the way from a surprisingly alert 250-cu.-in. six to the biggest engine Pontiac offers.

A 455-CID H.O. V-8 that turns out 335 gross horsepower, 310 hp. net.*

Something else to think about. You can now do something to your LeWans Sport that's never been possible before. You can specify a new Endura styling option that integrates a special grille and fender louvers with the GTO bumper, hood, parking light and headlight

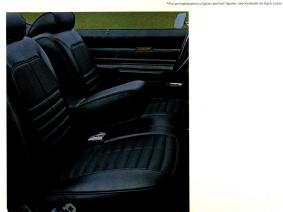
arrangement.

Now this is not to minimize the superblooks of the new LeMans Sport, From

front to rear it looks like a study in contemporary sculpture. The lines are dynamic, seemingly in motion even when the car is still. The grille is Pure Pontiac! Rugged. Exciting.

If the 1971 LeMans Sport has an exterior that lives up to its name, so too the all-new interiors.

You can take your pick of either Strato-bucket seats or a new notch-back bench for both hardtop coupe and convertible. If you take delivery on the 4-door





hardton, you'll get the notch-back

And these seats are something to behold—as well as be held in. They're handfitted in expanded Morrokide and horizontally pleated knit vinyl in a wide relection of colors.

Other tasty features of the new LeMans Sport interior include wall-to-wall carpeting, flame-chestnut vinyl trim on the instrument panel, bright-metal pedal trim plates, rocker-type accessory switches and a thickly padded instrument panel. Now it should be quite obvious after all this that the 1971 LeMans Sport has a whole lot going for it. But since some people can't leave great enough alone, we have available an enormous range of gear to make a LeMans Sport exclusively theirs.

In wheels and wheel covers, there's our new custom and wire-wheel covers, Rally II wheels and new honeycomb wheels.

In transmissions, there are six you can

choose from—depending on engine selected. Regular- and heavy-duty 3-speeds, two 4-speeds (wide- or close-ratio), automatic and Turbo Hydra-matic.

There are all kinds of other things you can get, too. Special instrumentation. Heavier suspension. Air conditioning.

In fact, you can even get a bug deflector for the grille of your new LeMans Sport at your Pontiac dealers.

But you wouldn't, would you?

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
L-6, 250-cuin. 1-bbl.	3-speed (standard)	3.23:1	
145 hp. gross* 110 hp. net	Automatic	3.08:1 (3)	3.23:1 (3)
Compression ratio: 8.5:1	Turbo Hydra-matic	3.08:1 3.23:1 (1)	2.78:1 (3) 3.23:1 (3)
Available Engines	1		
V-8, 350-cuin, 2-bbl. 250 hp. gross* 165 hp. net Compression ratio: 8.0:1	3-speed 3-speed (heavy-duty)	3.23:1	3.08:1 3.55:1 (2)
	4-speed (wide-ratio)	3.23:1	3.08:1
	Autematic	2.78:1	
	Turbo Hydra-matic	2.56:1 2.78:1 (1)	3.08:1
V-8, 400-cuin. 2-bbl. 265 hp. gross* 180 hp. net Compression ratio: 8.2:1	Turbo Hydro-matic	2.78:1	3.08:1
V-8. 400-cuin. 4-bbl.	3-speed (heavy-duty, standard)	3,55:1	3.90:1 (2,3
300 hp. gross*	4-speed (mide-ratio)		4.33:1 (2.3
200 hp. net Compression ratio:	4-speed (close-ratio)	3.90:1 (3)	
8.2:1	Turbo Hydra-matic	3.23:1	3.08:1 3.55:1
V-8, 455-cuin. 4-bbl. 325 bp. gross* 260 bp. net Compression ratio: 8.2:1	Turbo Hydro-matic	3.31:1 3.07:1 (1)	
V-8. 455-cuin. H.O.	3-speed (heavy-duty)	3.42:1 3.31:1 (1)	
4-bbl., 335 hp. grass*	4-speed (close-ratio)	3.55:1 3.31:1 (1)	
310 hp. net Compression ratio : 8.4:1	Turbo Hydra-matic	3.55:1 3.07:1 (1)	

(1) Standard with air conditioning (2) Special order (3) Not available with air conditioning

Dimensions	Hardtop Coupe Convertible	4-door Hardtop	
Wheelbase	112.0"	116.0"	
Overall Length	202.8"	206.8"	
Overall Width	78.7*	76.7*	
Front Treed	61.0*	61.0*	
Rear Tread	60.0"	60.0*	
Overall Height	52.0*(1)	52.6*	
Front Seat Log Room (2)	42.4*	42.5*	
Rear Seat Leg Room (3)	31.6"	34.8*	
Front Head Room (4)	37.7"(5)	38.1*	
Base Hand Bases (A)	36 3*(6)	37.1"	

(1) Convertible 52.3" (2) Maximum effective (3) Minimum effective (4) Seat depressed (5) Convertible 38.5" (6) Convertible 36.5"







'71 LeMans

Some people have the idea that a mid-size car is either a big car made smaller or a small car made bigger.

Not so. As far as we're concerned, as much engineering and styling time goes into our mid-size models as it would into, say, our new Grand Ville.

In fact, one glance at the 1971 LeMans beautifully illustrates our belief that even a modestly priced and economical Pontiac can have a sporty and distinctive look.

And what looks! From that great new front end clear through to the exhaust pipe, it's just one great sweep of glass and steel.

There's no gingerbread to clutter up the lines. Even the windshield wipers and radio antenna are concealed to keep the design pure.

Okay. Looks great, you say, but what

about performance? To put it bluntly, LeMans comes prepared. This year there are five V-8\$ you can order in addition to the standard six. With two automatic transmissions, two 4-speeds and a heavyduty 3-speed besides the standard, column-shifted 3-speed.

And, naturally, since LeMans is one of the Wide-Track family, the ride is almost glasslike, the handling quick and sure.





Open a door and you won't believe such a luxurious interior could come in such a modestly priced car.

But it does. In your choice of all-vinyl or cloth-and-vinyl upholstery. With wall-to-wall loop-pile carpeting, day-night rearview mirror and flame-chestnut vinyl trim on the dash

For personal expression in the new LeMans, you can go as overboard as you

L.S. 250.es .in 1.MI

like—in a number of different areas

Be you a trailer fan, there are special rear-axle ratios you can order. A trailer harness. Heavy-duty springs. Radiators and such

Should you have small children, power door locks are available for added security, convenience and peace of mind.

3-mand (standard)

curity, convenience and peace of mind.

And if it's simply the good life that

Standard Avia Patio

3 23-1

appeals to you, surround yourself with stereo sound, via radio or tape cassettes.

To sum up, then, on the 1971 LeMans, just associate these key words.

Distinctive body style. Great looks. Performance. Wide-Track. Luxury. Good price. Plenty of custom features.

Oh, yes. There are two other words that describe LeMans very nicely.

Compression ratio:	Turbo Hydra-matic	3.08:1	2.78:1 (3)
8.5:1	raco nyaé-man	3.23:1 (1) 3.23:1 (3)
Available Engines	3-speed		3.08:1
V-8, 350-cuin. 2-bbl.	3-speed (heavy-duty)	3.23:1	3.55:1 (2)
250 hp. gross* 165 hp. net	4-speed (wide-ratio)	3.23:1	3.08:1
Compression ratio:	Automatic	2.78:1	
8.0:1	Turbo Hydra-metic	3.56:1 2.78:1 (3.08:1
V-8, 400-cu,-in, 2-bbl, 265 hp. gress* 180 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.78:1	3.08:1
V-8, 400-cuin, 4-bbl.	3-speed (heavy-duty, standard)	3.55:1 3.31	:1 (1) 3.90:1 (2.3
300 hp. gross* 200 hp. net	4-speed (wide-ratio)	3.55:1 3.23	:1 (1)
Compression ratio:	4-speed (close-ratio)	3.90:1 (4.33:1 (2,3
8.2:1	Turbo Hydra-matic	3.23:1	3.08:1 3.55:1
V-8, 455-cu,-in, 4-bbl. 325 hp. gross* 260 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1 (n /
V-8, 455-cein, H.O. (4) 4-bbl., 335 hp. gross*	3-speed (heavy-duty) 4-speed (close-ratio)		:1 (1) :1 (1)
310 hp. net Compression ratio : 8.4:1	Turbo Hydra-matic	3.55:1 3.07:1 (1	
Standard with air conditioning Not available on station wagen	rt .		ditioning
or an explanation of grass and n Dimensions		Coupe dtop Coupe	4-door Hardtop 4-door Sedan
or an explanation of gross and n Dimensions Wheelbase		dtop Coupe 112.0"	4-door Sedan 116.0*
or an explanation of gross and n Dimensions Wheelbase Overall Length		112.0" 202.8"	4-door Sedan 116.0" 206.8"
or an explanation of gross and n Dimensions Wheelbase Overall Leagth Overall Width		dtop Coupe 112.0" 202.8" 76,7"	4-door Sedan 116.0* 206.8* 78.7*
or an explanation of gross and n Dimensions Wheelbase Overall Length Overall Width Front Tread		112.0" 202.8" 76.7" 61.0"	4-door Sedan 116.0" 206.8" 78.7" 61.0"
or an explanation of gross and n Dimensions Wheelbase Overall Length Overall Width Froat Tread Rear Tread		112.0" 202.8" 76.7" 61.0"	4-door Sedan 116.0° 206.6° 76.7° 61.0°
or an explanation of gross and n Dimensions Wheelbase Overall Length Overall Width Front Trend Rest Trend Overall Height		112.0" 202.8" 76.7" 61.0" 52.0"	4-door Sedan 116.0° 206.8° 78.7° 61.0° 60.0° 52.6°
or an explanation of gross and n Dimensions Wheelbase Overall Length Overall Width Front Tread Rest Tread Overall Height Front Seat Leg Room (1)		dtep Coupe 112.0" 202.8" 76.7" 61.0" 80.0" 52.0" 42.4"	4-door Sedan 116.0" 208.8" 76.7" 61.0" 60.0" 52.6" 42.5"
or an explanation of gross and n Dimensions Wheelbase Overall Length Overall Width Froat Tread Reser Tread Overall Height Froat Seat Leg Room (1) Rear Seat Leg Room (2)		dtep Coupe 112.0" 202.8" 76.7" 61.0" 80.0" 52.0" 42.4" 31.6"	4-door Sedan 118.0" 208.8" 78.7" 61.0" 50.0" 52.6" 42.5" 34.8"
or an explanation of gross and n Dimensions Wheelbase Overall Length Overall Width Front Tread Rest Tread Overall Height Front Seat Leg Room (1)		dtep Coupe 112.0" 202.8" 76.7" 61.0" 80.0" 52.0" 42.4"	4-door Sedan 116.0" 208.8" 76.7" 61.0" 60.0" 52.6" 42.5"

′71 T-37

Everybody who builds cars has a "least expensive series." Pontiac is no exception, though we treat ours slightly differently.

We don't sluff it off somewhere. Or apologize for it. Reason: the T-37 is as much a Wide-Tracker as any other Pontiac.

It just doesn't cost as much.
As you can see, T-37 has looks to
spare. What's more, they'll stay in style

for many, many years to come.

Since the T-37 is all-Pontiac, it has side-guard beams in the doors, Cargo-guard (a steel barrier that helps prevent loose objects from entering the passenger area from the trunk in case of a sudden stop), even a hidden radio antenna.

The T-37 has new front fender side markers that flash with the turn signals,

dual master cylinder brake system, selfadjusting brakes, windshield washers, dual-speed wipers, energy absorbing steering column and all the other safety features you'll find on any Pontiac.

Getting down to the T-37s individual traits, let's mosey around inside for a minute.

Nice things have happened. The





interiors are all new with patterned cloth and vinyl upholstery, black-grained instrument panel and vinyl floor covering. (If you like, there's an all-vinyl seating arrangement available.)

As far as power's concerned, T-37 is not to be outdone.

There's the standard six and five V-8's available. And should you decide to get

one of these V-8s on either the coupe or hardtop coupe, you can turn your T-37 into a GT-37—one of the niftiest looking cars ever to set tire to pavement.

The GT-37 includes the following: GTO dual exhausts that extend through the panel under the rear bumper. Floor-mounted heavy-duty three-speed transmission with grained-vinyl shift knob. Special Rally II wheels with G70—14" white-letter tires. Hood hold-down pins with cables. Vinyl body stripes and GT-37 identification emblazoned on the front fender and rear deck.

What we've tried to put across here is that there's no such thing as a second-class Pontiac.

The T-37 is Pure Pontiac!

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
L-6, 250-cuin, 1-bbl.	3-speed (standard)	3.23:1	
145 hp. gross*	Automatic	3.08:1 (3)	3.23:1 (3)
Compression ratio: 8.5:1	Turbo Hydra-matic	3.08:1 3.23:1 (1)	2.78:1 (3) 3.23:1 (3)
Available Engines			
V-8, 350-cuin. 2-bbl. 250 hp. gross*	3-speed (heavy-duty)	3.23:1	3.08:1 3.55:1 (2)
165 hp. net	4-speed (wide-ratio)	3.23:1	3.08:1
Compression ratio:	Automatic	2.78:1	3.08:1
8.0:1	Turbo Hydra-matic	3.56:1 2.78:1 (1)	3.05.1
V-8, 400-cuin. 2-bbl. 265 hp. grass* 180 hp. net Compression ratio: 8.2:1	Turbo Hydra-matic	2.78:1	3.08:1
V-8, 400-cuin. 4-bbl.	3-speed (heavy-duty, standard)	3.55:1 3.23:1 (1)	3.90:1 (2,
300 hp. gross* 200 hp. net	4-speed (wide-ratio)	3.55:1 3.23:1 (1)	4.33:1 (2.
Compression ratio:	4-speed (close-ratio)	3.90:1 (3)	
8.2:1	Turbo Hydra-matic	3.23:1	3.08:1 3.55:1
V-8, 455-cuin, 4-bbl. 325 hp. gross* 280 hp. net Compression ratio; 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1 (1)	
V-8, 455-cuin. H.O.	3-speed (wide-ratio)	3.55:1 3.31:1 (1)	NO ALLES
4-bbl., 335 hp. gross* 310 ha. net	4-speed (close-ratio)	3,55:1 3,31:1 (1)	
Compression ratio: 8.4:1	Turbo Hydra-matic	3.55:1 3.07:1 (1)	



T-37 4-DOOR SEDAN



'71 Station Wagons

As a rule, the introduction of a new station wagon generates about as much electricity as a blown fuse. After all, the function of a wagon is fairly utilitarian: to transport large items—or a lot of little items—from one point to another.

Well, the day of the dull wagon is over. Presenting Grand Safari and Safari. Two brand-new Pontiac names for two exciting all-new cars.

What's so special about them? For one thing, our new disappearing tailgate. Flick a switch or turn the key and the

window retracts into the roof. Then, either manually or through a power unit you can order, the tailgate slides into the floor.

Directing your attention to the Grand Safari 3-seat Station Wagon you see here, kindly notice the new simulated wood paneling you can order for the outside. It actually takes on a hint of the body color, so there's no great clash between the two. With a green car, it looks like limed oak. With sold like honey made!

Now if you'll look closely you'll see

that the third seat faces forward this year, We turned it around to provide more comfort and to let everyone have a forward view (great for big families at drives in provies)

The new Grand Safari and Safari wagons have undergone other important rear-end changes. For one, the new chassis has a leaf-spring suspension

Since a wagon is heavier in the rear than other cars, it has a tendency for more sideways motion in the back. But with their greater lateral strength, these











new leaf springs curb that inclination and provide superb handling.

The other big change for these wagons has to do with aerodynamics. The new rounded shape makes a dust deflector unnecessary since the natural flow of air helps keep the window clean.

As you may have guessed, the Grand Safari is more grand that the Safari.

It carries a 455-CID 2-bbl. V-8. Or you can avail yourself of the 455-CID 4-bbl.

Inside, the Grand Safari is appointed with all-Morrokide upholstery. It has a pull-down front-seat armers, wall-towall carpet, bright-metal seat-end protectors and a carpeted load floor. Cargo capacity, excluding the hidden storage compartment, is a big 102.3 cubic feet.

The new Safari Station Wagons are also well-appointed. You get a 350-cubic-inch V-8. Or you can order one of two 400- or two 455-CID V-8s

Inside, Safari is beautifully outfitted

in a new grained-vinyl upholstery material that looks just like pigskin, nylon-blend carpet, padded instrument panel with wood grain vinyl inserts, soft-rim steering wheel and a host of other value-packed features.

For the complete story of our new

Grand Safari and Safari wagons, pick up our 1971 Station Wagon Catalog from your Pontiac dealers showroom.

And see why even station wagons can be Pure Pontiac!





If you can do with a little less hauling capacity (86.3 cubic feet against 102.3 in the Grand Safari and Safari), the LeMans 2- and 3-seat wagons could be exactly what you have in mind

They're good looking (especially with the wood grain vinyl side paneling you can order), functional (especially with the new standard two-way tailgate) and they're Pontiacs (which is all a lot of neonle have to know)

What's more, LeMans Station Wagons are uncommonly practical. Power front disc brakes. A 250-cubic-inch six that puts out plenty of power while delivering great gas mileage. The seats are all-vinyl, so they clean up quickly with just a few swipes of a damp sponge.

And, of course, a LeMans Station Wagon is completely equipped with all of Pontiacs occupant-protection, accidentprevention and anti-theft features, a complete list of which you'll find on the back cover (along with a shopper's guide to all of our great Wide-Track Pontiacs for 1971).

So, look. If you have need of a smaller wagon (you'll notice we didn't say "small"), check into the new LeMans Station Wagon today.

And turn a need into a want.

Dimensions	Grand Safari and Safari	LeMans
Cargo volume (co. ft.)	102.3	83.6
Inderfloor compartment 2-seat (cu. ft.)	2.9	10.0
Inderfloor compartment 3-seat (cu. ft.)	2.9	5.6
ength (inches)	からない 世中中年本をよる	工程的下下的5.在66
op of front soutback to closed tailgate	92.3	79.9
op of second seatback to closed tailgate	55.6	46.8
rent seet at floor to closed tailgate	100.5	90.9
rent seet at floor to end of open tailgate	106.5	117.1
econd seat at floor to end of closed tailgate	64.8	59.1
econd seat at floor to end of open tailgate	70.4	85.0
Vidth (inches)	THE RESERVE TO THE	24 A SACO DI GARA
faximum width of cargo space at floor	64.2	59.5
finimum distance between wheelhouses at floor	48.8	44.5
lear-end opening width at floor	50.2	50.0
lear-end opening width at belt	43.5	48.6
leight (inches)		EVISTA PALA
feoimum height	30,2	31.5
faximum height at rear opening (tailgate open)	28.5	28.6
Setform height of load floor (curb weight)	22.3	22.0

1971 Equipment For Each Model

2-door Hardtop, 4-door Hardtop, Convertible ENGINE-TRANSMISSION-CHASSIS TIRES: 4-bbl. 455cu.-in, V-B . Heavy-duty 3-speed manual column-shift transmission . H7A....15 black sidewall tires . Variable-

AVAILABLE TRANSMISSION: Turbo Hydra-matis INTERIOR; Cleth and Morrokide or expanded Morrokide . Notch-back bench seat (hardtop coups and convert

. Custom cushion steering wheel . Electric clock . Pedal trim plates - Trunk lamp - Rear-door dome lamp switches . Integral molded-foam front-seat cushion and solid foam back . Nylon-blend loop-pile carpet . Ashtray Jamo . Center-flow ventilation . Instrument panel courtesy lamp . Glove box lamp . Two rearquarter interior lamps (convertible only) - Roof rail

GRAND VILLE CUSTOM INTERIOR Available on 2-door and 4-door Hardtons only. Special Issury cleth and repanded Mercekids or all Morrokide trim . Fold.down rear accreet for 4-dags hardtop . Cut-pile carpoting . Special door trim pads . Rear-passenger assist straps on rear of front seats . Rear-seat digerette lighters on 4-door hardtop EXTERIOR: Formal roof - Deluxe wheel covers - Belt reveal moldings . Wheel opening moldings . Bright and drin moldines . Raducaland insure in cornida windshield wipers . Bright rocker panel moldings . Hood rear-edge moldings

2-door Hardtop, 4-door Hardtop, 4-door Sedan ENGINE - TRANSMISSION - CHASSIS - TIRES: 2-bbl. 455 cu .in V.R . Herry duty 3 speed manual column. shift transmission . H78-15 black sidewall tires . Variable-ratio power steering . Power brakes with front discs and rear drums

AVAILABLE ENGINE: 4-bbl, 455-cu.-in, V-B AVAILABLE TRANSMISSION: Turbo Hydra-matis INTERIOR: Integral molded-foam front-seat cushion and solid foam back . Nylon-blend loop-pile carpet . Cloth and Morrokide or expanded Morrokide . Wood orain appearance instrument panel . Ashtray lamp . Center-flow ventilation . Instrument panel courters

Jamo - Glove box Jamo - Pedal trim plates - Trunk Jamo . Foam rear-seat padding on 4-door sedan . Electric clock . Custom cushion steering wheel EXTERIOR: Side-window reveal moldinos (4-door sedan caly) . Wheel coening moldings . Deluxe wheel covers . Bright roof drip molding . Body-colored inserts in estride door handles . Dual-streed parallel-action

concealed windshield winers . Bright rocker name moldings - Hood rear-edge moldings

Catalina Brougham 2-door Hardtop, 4-door Hardtop, 4-door Sedan ENGINE - TRANSMISSION - CHASSIS - TIRES: 2-bbl. 400-cu.-in. V-8 . Heavy-duty 3-speed manual column shift transmission . H78-15 black sidewall tires . Power brakes with front discs and rear drums

AVAILABLE ENGINES: 4-bbl. 400-cu.-in. V-8. 2-bbl 455-cu.-in. V-8, 4-bbl. 455-cu.-in. V-8 AVAILABLE TRANSMISSION: Turbo Hydra-matin INTERIOR: Special luxury interior trim (in cloth and

Morrokide or all-Morrokide) . Nylon-blend loog-pile carpet . Custom cushion steering wheel . Electric clark . Carrillian leather annearance instrument nazel inserts . Fears reor-seat padding on 4-door sedan · Ashtray lamp · Center-flow ventilation · Glove box

EXTERIOR: "Brougham" nameplate on sail panel -Wheel opening moldings . Deluse wheel covers . Bright roof drig molding . Body-colored inserts in outside door handles . Dual-speed parallel-action concealed windshield wipers . Bright rocker panel moldings - Hood rear-edge moldings

2-door Hardtop, 4-door Sedan, 4-door Hardtop FINGINE - TRANSMISSION - CHASSIS - TIRES: 2-bbl.

350-cu.-in, V-8 . Heavy-duty 3-speed manual columnshift transmission . G78-15 black sidewall tires (2-door hardtop, 4-door sedan) . H78-15 black sidewall tires (4-door hardton, convertible) . Power AVAILABLE ENGINES: 2-bbl. 400-cu.-in. V-8, 4-bbl.

400-cu.-in. V-8. 2-bbl. 455-cu.-in. V-8. 4-bbl. AVAILABLE TRANSMISSIONS: Turbo Hydra-matic INTERIOR: Rear-quarter interior lamps (convenible

only) . Integral molded-foam front-seat cushion and solid feam back . Nylon-blend leep-pile carpeting . Cloth and Morrekide (2-door hardtop, 4-door sedan, 4-door hardtop) or expanded Morrokide (convertible) · Wood grain appearance instrument panel · Deluxe steering wheel . Center-flow ventilation . Glove box

EXTERIOR: Dual-speed parallel-action concealed windshield wipers . Bright rocker panel moldings . Hood rear-edge moldings . Standard hubcags . Roof drip moldings (2- and 4-door hardton models only)

Grand Prix 2-door Hardtop Coupe

ENGINE - TRANSMISSION - CHASSIS - TIRES: 4-bbl 400-cu.-in. V-8 . Power-Flex fan with variable-pitch blades . Heavy-duty 3-speed marked transmission with floor shifter . Variable-ratio power steering . G78 -14 black sidewall tires . 7-inch-wide safety wheel rims . Power brokes with front discs and rear downs AVAILABLE ENGINE: 4-bbl. 455-cu.-in. V-8 AVAILABLE TRANSMISSIONS: Turbo Hydra-matic.

. Cloth and Morrokide or all-Morrokide trim . Ashtray in right-hand front-door anmrest . Carpeted lower-door panels . Safety rear armrests with ashtrays . Nylon blend loop-pile carpet . Foam front- and rear-seat nadding . Concelle (with burket coats only) . Pedal leather assessment annious on instrument cased (model "J" only) . Upper-level ventilation system . Courtesy lamps - Glove box lamp

EXTERIOR: Concealed windshield wipers - Wheel opening moldings . Conventional roof drip moldings . Belt reveal and hood rear-edge moldings . Deluxe

ENGINE - TRANSMISSION - CHASSIS - TIRES: 4-bbl.

455-cu.-in. H.O. V-8 . Heavy-duty 3-speed trans mission with floor shifter . Performance dual exhausts with chrome extensions . Special air cleaner and rear-facing cold-air intake in bood, controlled by throttle . Power-Flex fan . F60-15 white-lettered tires • Variable-ratio power steering • Safe-T-Track differential • Handling package (11/4" front stabilizer bar and 34" rear stabilizer bar, firm control shocks, higher rate rear springs) . Dual horns . Power brakes with freet discs and rear drams AVAILABLE TRANSMISSIONS: Turbo Hydra-matic,

4-speed manual (close-ratio) INTERIOR: Virel bucket seats . Rally gauges . Clock and instrument panel tachameter . Formula steering

EXTERIOR: Endura front bumper . Right-hand and lefthand body-colored outside mirrors (left-hand, remotecontrolled) . Special honeycomb wheels . Functional front fender air extractors . Rear deck-lid spoiler . Black textured grille with bright moldings - Front air sogiler . Rear wheel opening air spoilers . Special

windshield wipers

ENGINE - TRANSMISSION - CHASSIS - TIRES: 2-bbl 350-cu -in V-B 2-bbt 400-cu -in V-B 4-bbt 455 cu.-in. V-8 and 4-bbl. 455-cu.-in. H.O. V-8 (special order) . Heavy-duty 3-speed transmission with floor shifter . Performance dual exhausts with chrome extensions . Power-Flex fan (400 and 455 only) • F70-14 black sidewall tires • Dual horns • Front disc, rear drum brakes . Hendling package (11%)

front stabilizer bar, %" rear stabilizer bar, firm con-AVAILABLE TRANSMISSIONS: Turbo Hydra-matic. INTERIOR: Vinvl bucket seats . Custom cushion steer

ing wheel . Flame-chestnut wood grain appearance EXTERIOR: Right-hand and left-hand body-colored outside mirrors (left-hand, remote-controlled) . Endura front bumper . Fiberglass bood with dual simulated air scoops . Black textured grille with bright moldings . Standard hubcaps . Narrow rocker panel moldings . Formula 350/400/455 identification . "Firebird" emblem on front bumper and deck lid

ENGINE . TRANSMISSION . CHASSIS . TIRES : 2.661 350-cu.-in. V-B . 3-speed manual floor-shift transmission . F78-14 black sidewall times . Real barns AVAILABLE ENGINE: 2-bbl, 400-cu.-in, V-8

AVAILABLE TRANSMISSIONS: Turbo Hydra-matic, automatic, 4-speed and 3-speed H.D. INTERIOR: Custom trim with knit vinyl upholstery · Custom cushion steering wheel · Trunk mat · Wood grain appearance instrument pane EXTERIOR: Bright roof drip moldings . Wheel opening moldings . Concealed windshield wipers . Right-hand and left-hand body-colored outside mirrors (left-hand remote-controlled) . Endura front bumper . Bright mille moldines . Wide sucker panel muldines . 'Firebird" emblem on front bumper and deck lid .

ENGINE - TRANSMISSION - CHASSIS - TIRES: 1-bbl. 250-cu.-in. six • 3-speed manual column-shift transmission • E78-14 black sidewall tires • Front disc.

AVAILABLE ENGINE: 2-bbl. 350-cu.-in. V-B AVAILABLE TRANSMISSIONS: Turbo Hydra-matic. automatic, 3-speed floor shift INTERIOR: Vinyl bucket seats . Wood grain appearance EXTERIOR: Endura front bumper . Bright crille moldings . "Firebird" nameplate on front fender . Standard bobcaes . Namow rocker gazel moldings

FIRERIRO CUSTOM INTERIOR Standard on Fencit, qualitable on Formula and Trave Are. Knit viryl or cloth bucket seets . Distinctive door trim nanels . Instrument nanel assist strans about clour box door . Perforated headlining . Additional sound door handles . Formed rubber trunk mat . Rear-seat

Hardtoo Coupe and Convertible ENGINE - TRANSMISSION - CHASSIS - TIRES: 4-bbl.

mission with floor shifter . Dual exhausts with extensions through valance namel . Power-Flex fan . 116" front stabilizer har . Rear stabilizer har . Highrate springs and shocks . G70-14 black sidewall tires AVAILABLE ENGINES: 4-bbl. 455-cu.-in. V-R. 4-bbl. AVAILABLE TRANSMISSIONS: Turbo Hydra-matic

4-speed manual (close- and wide-ratio) INTERIOR: Knit vinyl front bucket seats or notch-back bench seats . Nylon-blend loop-pile carpet . Safety rear armrests with ashtrays . Pedal trim plates . Ashrray and glove box lamps . Courtesy lamps (convertible) . Custom cushion steering wheel . Engine-EXTERIOR: Dual-speed parallel-action wipers . Hood

rear-edge moldings . Concealed windshield wipers . Roof drip moldings (hardson coune only) . Rocker panel molding . Exclusive from end with Endura front burnoer . Special hood with forward-mounted simulated air-intake sceees . GTO identification

LeMans Sport Hardten Couns, Convertible, A.deer Hardten ENGINE - TRANSMISSION - CHASSIS - TIRES: 1-bbl.

250-cu.-in. six . 3-speed menual column-shift transmission . F78-14 black sidewall tires . Manual AVAILABLE ENGINES: 2-bbl. 350-cu.-in, V-8, 2-bbl. 400-cu.-in. V-8, 4-bbl, 400-cu.-in, V-8, 4-bbl, 455-cu.-in. V-8, 4-bbl, 455-cu.-in, H.O. V-8 AVAILARI F TRANSMISSIONS: Turbo Hydra-matic. automatic, 4-speed manual (close- and wide-ratio),

heavy-duty 3-speed manual (V-8's only) INTERIOR: Knit vinyl front bucket seats or notch-back bench seat on hardtop coupe and convertible . Knit vinvl bench seat on 4-door hardtop . Pedal trim plates · Ashtray and glove box lamps · Courtesy lamps (convertible) . Carpeted lower door panels . Custom cushion steering wheel . Nylon-blend loop-pile carpet

· Safety rear armrests with integral ashtrays · Wood grain appearance instrument penel EXTERIOR: Wheel opening moldings . Roof drip moldings on hardtop coupe and 4-door hardtop . Front

vest windows on 4-door hardton . Concealed windshield wipers . Rocker panel moldings

2-deer Coupe, Hardtop Coupe, 4-deor Sedan, 4-door Hardtop, 2-seat Station Wagon, 3-seat Station Wagos

ENGINE - TRANSMISSION - CHASSIS - TIRES: 1-bbl. 250-cu,-in, six . 3-speed manual column-shift transmission • F78-14 black sidewall tires • Manual drum brakes (power front disc on station wacons AVAILABLE ENGINES: 2-bbl. 350-cu.-in. V-B. 2-bbl 400-cu.-in, V-8, 4-bbl, 400-cu.-in, V-8, 4-bbl, 455. cu.-in. V-8. 4-bbl. 455-cu.-in. H.O. V-8 (not available on station wascons)

AVAILABLE TRANSMISSIONS: Turbo Hydra-matic, "Esprit" nameplate on roof sail panel . Belt reveal sutomatic, 4-speed (clase- and wide-ratio), heavyand heed reor-edge moldings . Standard hubcops with duty 3-speed manual (V-8's only) INTERIOR: Beach seats in all-Merrekide or cloth and Merrakide (cloth and vinyl not available on station wacons) . Nylon-blend loop-pile carpet . Safety rear armrests with integral ashtrays . Wood grain agpoarance instrument panel . Deluxe steering wheel EXTERIOR: Concealed windshield wipers . Side-win-

dow reveal moldings on coupe, 4-door sedan and station wagons . Roof drip molding on hardtop coupe and 4-door hardtop . Front vent windows on coupe, 4-door sedan, 4-door hardtop and station wagons - Rocker panel molding - Hood rear-edge moldings · 2-way tailgate · LeMans identification

Coupe, Hardtop Coupe, 4-door Sedan ENGINE - TRANSMISSION - CHASSIS - TIRES: 1-bbl. 250,co .in sir . 3.coand reasonal column shift trace mission . E78-14 black sidewall tires . Manual AVAILABLE ENGINES: 2-bbl. 350-cu.-in. V-B. 2-bbl.

400-cu.-in, V-8, 4-bb1, 400-cu.-in, V-8, 4-bb1, 455cu.-in, V-8, 4-bbl, 455-cu.-in, H.O. V-8 AVAILABLE TRANSMISSIONS: Turbo Hydra-matic. automatic, 4-speed manual (close- and wide-ratio), INTERIOR: Cloth and Morrokide bench seets . Vinyl floor covering . Deluxe steering wheel . Honer-level ventilation on hardtop coupe . Black grained instrument namel . Boor-operated dome light switches EXTERIOR: Chrome-edged vent windows on coupe and 4-door sedan . Conventional roof drip moldings . Windshield and rear-window reveal moldings . Dualspeed parallel-action wipers

2-seat Station Wagen, 3-seat Station Wagen, ENGINE - TRANSMISSION - CHASSIS - TIRES: 2-bbl. 455-cu.-in. V-8 . Heavy-duty 3-speed manual column shift transmission . Variable-ratio power steering .

AVAILABLE ENGINE: 4-bbl. 455-cu.-in. V-8 INTERIOR: Integral molded-foam front-seat cushion and solid fearn back . Fold-down front-seat center senrest . Expanded Morrokide trim . Nylon-blend loonnile carnet (also on load-floor area) . Wood orain appearance instrument panel . Ashtray lamp . Centerflow ventilation . Instrument panel courtesy lamp . Glove bex lamp . Pedal trim plates . Electric clock · Distan cushion steering wheel

EXTERIOR: Side window reveal moldings . Righthand outside mirror . Power teilgate window . Forwardfacing third seat in 3-seat wagen . Split back second seat in 3-seat wagon . Disappearing tailoate . Wheel opening moldings . Deluxe wheel covers . Bright roof drip molding . Body-colored inserts in outside door handles . Dual-speed parallel-action concealed windshield wipers . Bright rocker panel moldings . Hood rear-edge moldings

2-seat Station Wagon, 3-seat Station Wagon. ENGINE - TRANSMISSION - CHASSIS - TIRES: 2-bbl. 350-cu.-in, V-8 . Heavy-duty 3-speed manual columnshift transmission . L78-15 black sidewall tires . AVAILABLE ENGINES: 2-bbl. 400-cu.-in, V-8, 4-bbl. 400-cu.-in, V-8, 2-bbl. 455-cu.-in, V-8, 4-bbl. 455-cu,-in, V-8 AVAILABLE TRANSMISSIONS: Turbo Hydra-matic,

INTERIOR: Integral molded-foam front-seat cushion and solid form back . Expanded Morrekide trim . Nylonblend loop-sile carset . Wood erain appearance instrumeet panel . Deluxe steering wheel . Ashtray lamp . Center-flow ventilation . Glove box large . Viral covering over cargo area

EXTERIOR: Dual-speed parallel-action concealed windshield wipers . Bright rocker panel moldings · Hood rear-edge moldings · Standard hubcaps · Righthand outside mirror - Power tailigate window - Forwardfacing third seat in 3-seat wagon . Split-back second seat in 3-seat wagon . Disappearing tailgate

Standard Features: All 1971 Models

Occupant Protection

Cargo guard . Contoured windshield header . Energy absorbing padded instrument panel and front and intermediate seat back toos . Energy absorbing steering column . Folding seat-back latches . Feel tank impact security . Glove box and console door latch impact security . High-strength front-seat anchorages and construction . High-strength rear-seat retention · Yielding windshield pillar moldings · Passengermused door locks with forward-mounted lock buttons · Padded sun visors · Safety armrests · Safety door latches and hinges . Safety steering wheel . Lap halts with nuthbetton buckles (driver and right-front passenger) . Shoulder belt anchorages for rear-seat outboard occupants . Flush-mounted interior door handles, cost books, dome lamp and safety door handles · Thick laminate windshield · Two front-seat head restraints . Two front-seat belt retractors . Side quard

Accident Prevention Backup lights . Dual master cylinder brake system with warning light . Safety hood latches . Four-way. hazard warning flasher . Headlamp-aiming access prevision . Lane-change feature in directional signal control . Outside rearview mirror . Low-clare instrument panel too, inside windshield moldings - Wiper arms and blades and metallic steering wheel surfaces . No winged wheel nuts, discs or caps . Parking lamos that illuminate with headlamps . Safety wheel rims . Self-adjusting brakes and corresion-resistant brake lines . Front side marker links that flash with directional signals . Side marker lights with reflectors . Stamped steel door hinges (at least one per door) . Heifern shift madrant with automatic transmission . Wide-view inside day/night mirror (viryl-edged shatter-resistant glass) - Window defresters, washers and deal-speed wipers

Anti-theft ignition key warning buzzer . Anti-theft steering column lock - Multiple key combinations · Temper-resistant odometer with telltale feature

. Visible vehicle identification Shown on the cars in this catalog are some of the many options and accessories offered by Pontiac. They're available at extra cost, and well worth it in driving comfort and convenience, Postiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, equipment, specifications, prices and modelsand also to discostinue models. The right is also reserved to chance any specifications, parts or equipmeet at any time without incurring any obligation to equip same on cars built prior to I Division General Motors Corpora-

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