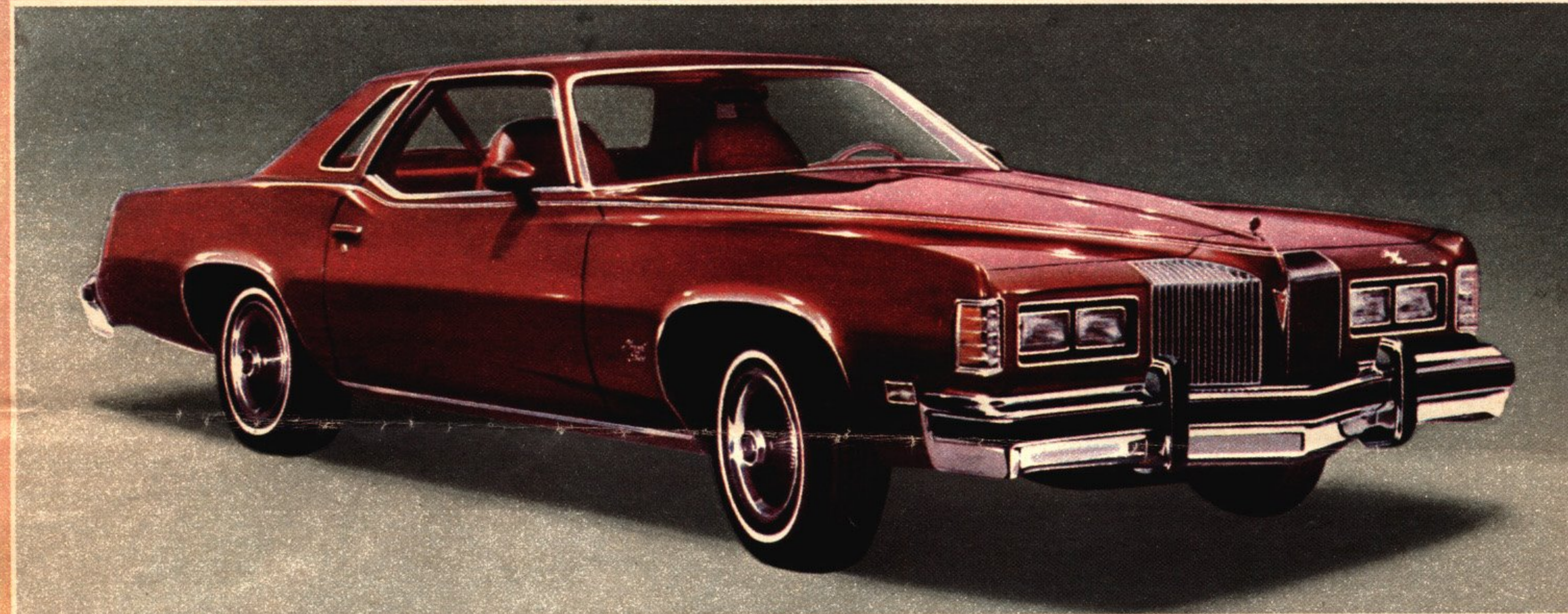


1976 PONTIAC

It's the Triple Crown, Gold Cup, Grand Slam of Golf, Davis Cup and Orange Bowl all rolled into one!





Starting now, there's no need to settle for an also-ran imitation Grand Prix. Because we've just made the real thing so affordable.

In fact, it's as easy to own as a lot of mid-sized cars. And Grand Prix gives you all the makings of a champion.

Like a responsive 350 V-8. Variable-ratio power steering. Power front disc brakes. Steel-belted radial tires. And Pontiac's famed Radial Tuned Suspension. To help you through the turns as well as the stretches.

You also have the inside track on comfort. With a plush interior featuring special touches like a custom cushion steering wheel. A cockpit-like instrument panel. Cut-pile carpeting. An electric clock. And a column-mounted dimmer switch.

Find out what it's like to ride with a winner. The '76 Grand Prix is the latest in a long line of thoroughbred personal cars from Pontiac.

Grand Prix. A thoroughbred at the track and on the road.



Grand Prix's standard full-width notchback seat.

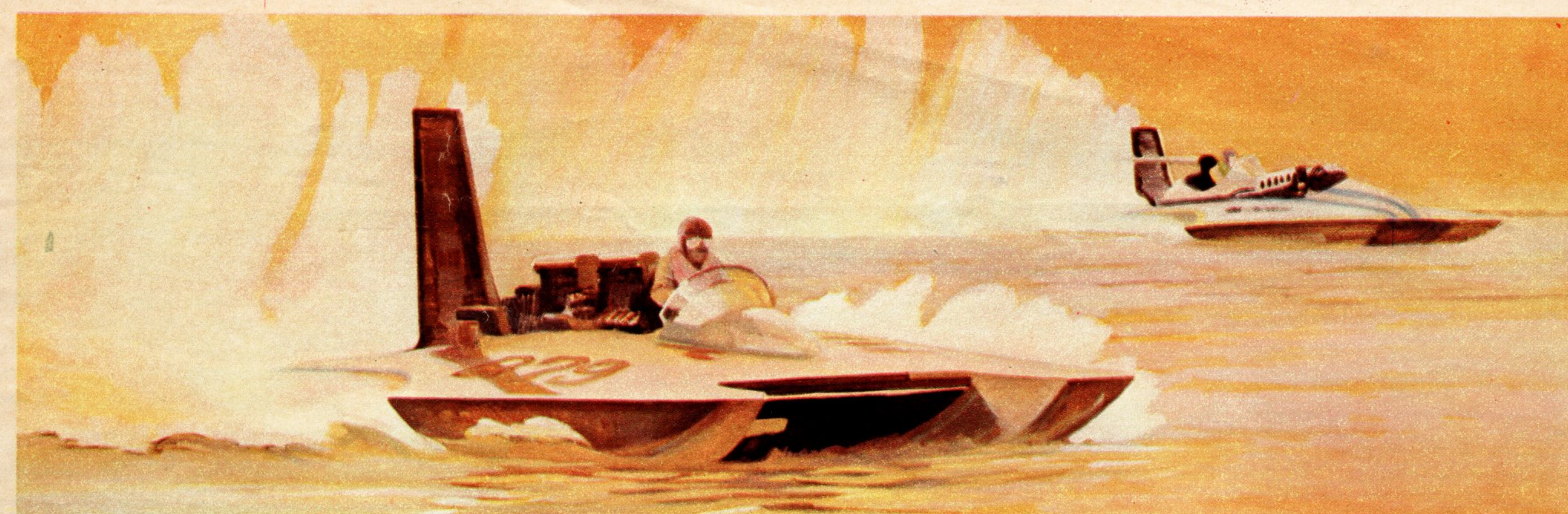


Grand Prix SJ's instrument panel.

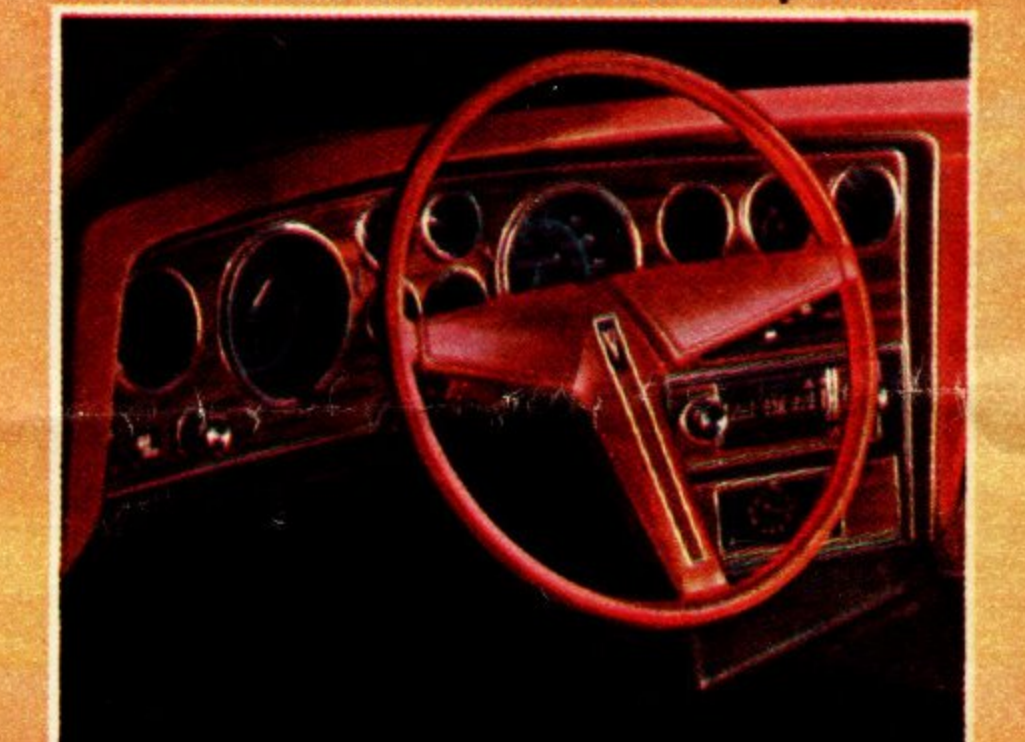


Grand Prix LJ's available leather bucket seats.

Shown on the cars on these pages are some of the options and accessories offered by Pontiac at extra cost.



Grand LeMans' available instrument panel.



Grand LeMans. A mid-sized Pontiac so plush it's bound to make some big waves.

Leave it to Pontiac to make a big splash in the mid-sized market. With the luxurious new 1976 Grand LeMans.

Its elegant new styling and superb engineering should make Grand LeMans a favorite in its class.

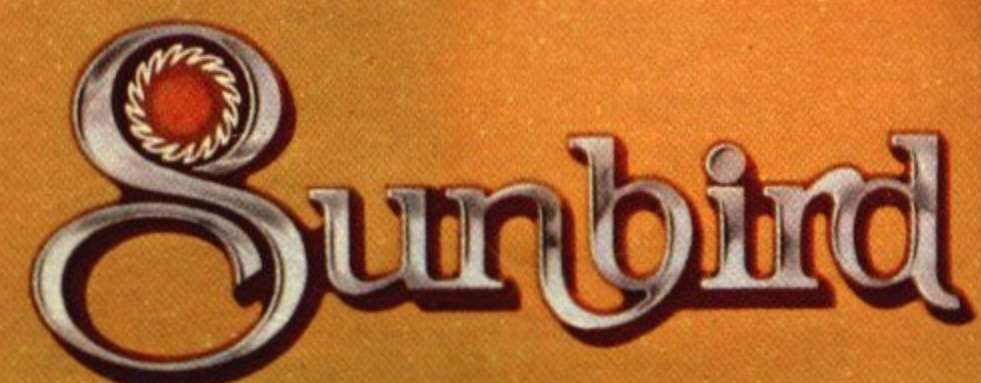
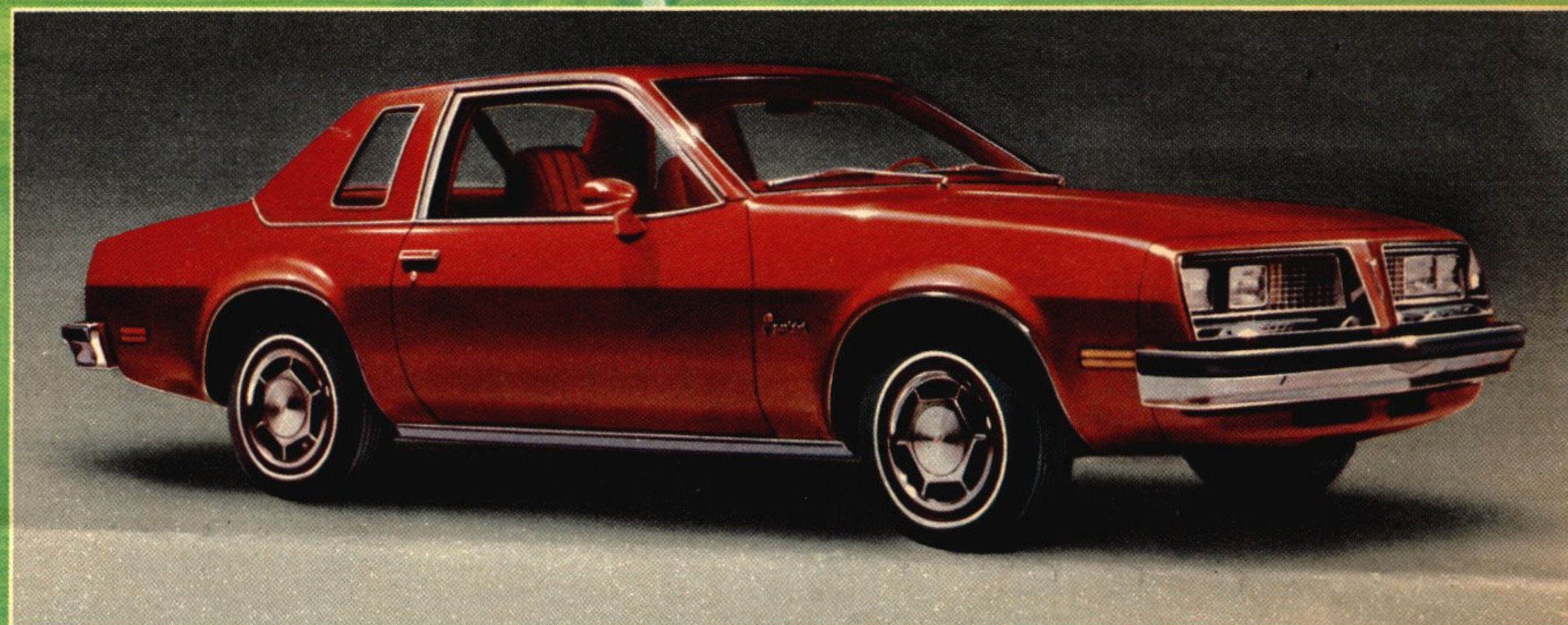
That goes for long cruises, too. Where Grand LeMans is outfitted with luxurious appointments and a smooth-sailing Radial Tuned Suspension to pass even the toughest shakedown with flying colors.

And just in case you want to run with the larger, more luxurious classes, there's a shipload of equipment you can order. Like automatic temperature control air conditioning. A sunroof. Your choice of four different styles of cordova tops. And a small, yet spirited 260 V-8.

1976 Pontiac Grand LeMans. The pride of the LeMans fleet.



Grand LeMans 2-door Hardtop Coupe.

Announcing the first Sunbird.

A stylish little Pontiac that's sure to be one of this year's big winners.



Sunbird's available custom interior.

Let the tour begin. Sunbird has arrived. And the small car field will probably never be the same again. Just check Sunbird's scorecard.

It starts with a look that's got Pontiac written all over it. With dual rectangular headlamps set in a bold split grille.

It follows through to an interior that's pure clubhouse. With contoured front bucket seats. Cut-pile carpeting. A deluxe steering wheel. And a cockpit-like instrument panel.

And finishes up with a 4-cylinder engine and floor-mounted 3-speed as standard equipment. With an available 231 V-6 and new 5-speed transmission to back them up. For Pontiac's kind of performance.

Pontiac's first Sunbird. It looks like a winner already.



Sunbird's instrument panel with available rally gauges.



Astre's available custom interior.



Astre. The little Pontiac that handles long drives as well as short putts.

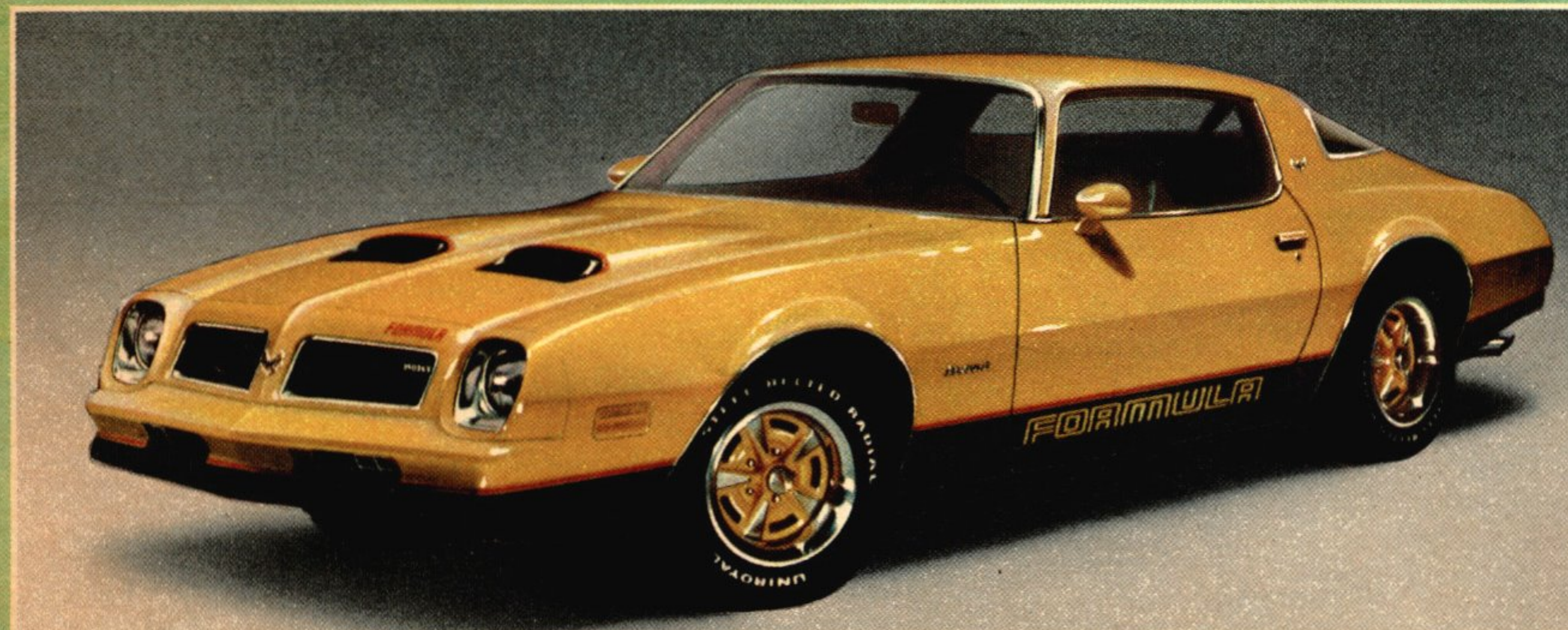
Efficient operation is par for the course for the '76 Pontiac Astre. It's got just the right equipment to handle the entire tour. Like a nifty 140-cu.-in. 4-cylinder

engine. And an available 5-speed.

This one can go the long route, too. Up to 7,500 miles between scheduled oil changes. And up to 22,500 miles

between scheduled spark plug changes.

To help save you money on maintenance. A little Pontiac that goes a long way with plenty of style. That's Astre.



Firebird's standard interior.

Formula Firebird. A truly exciting sport.

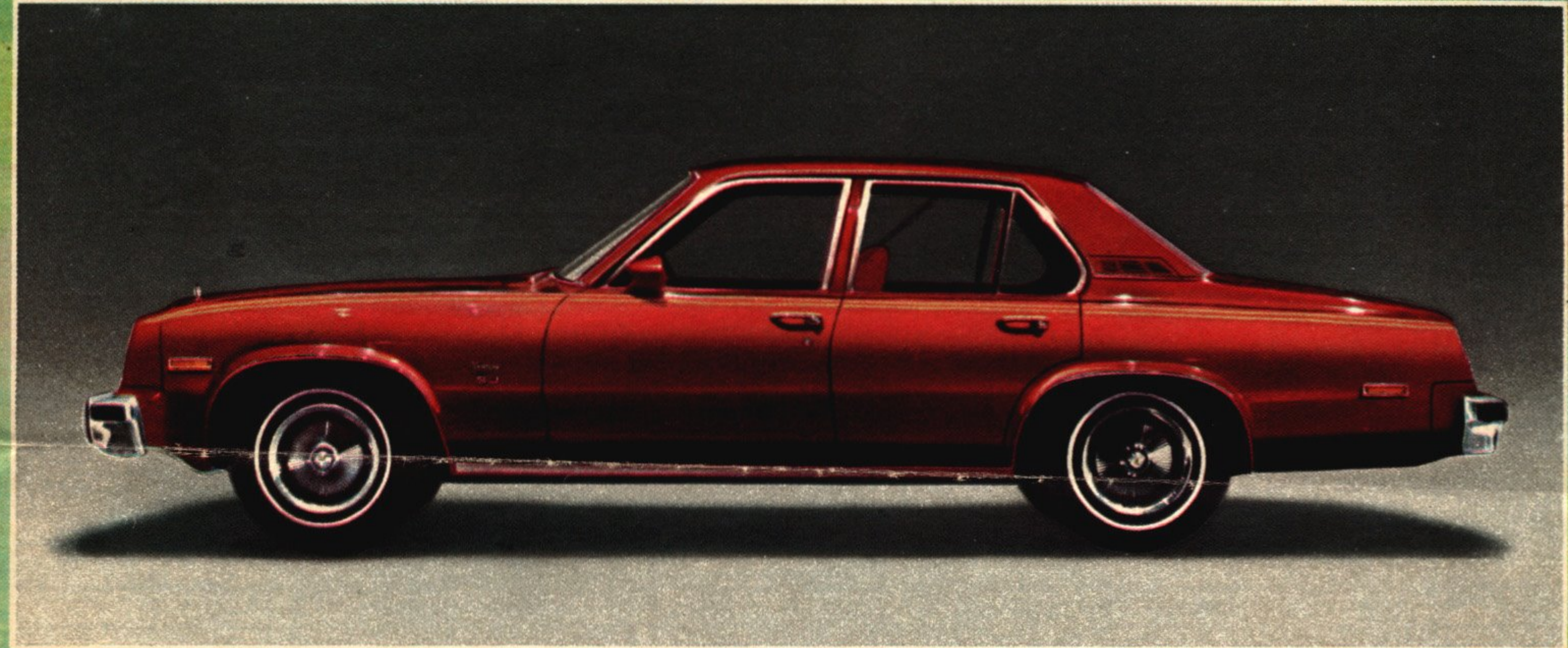
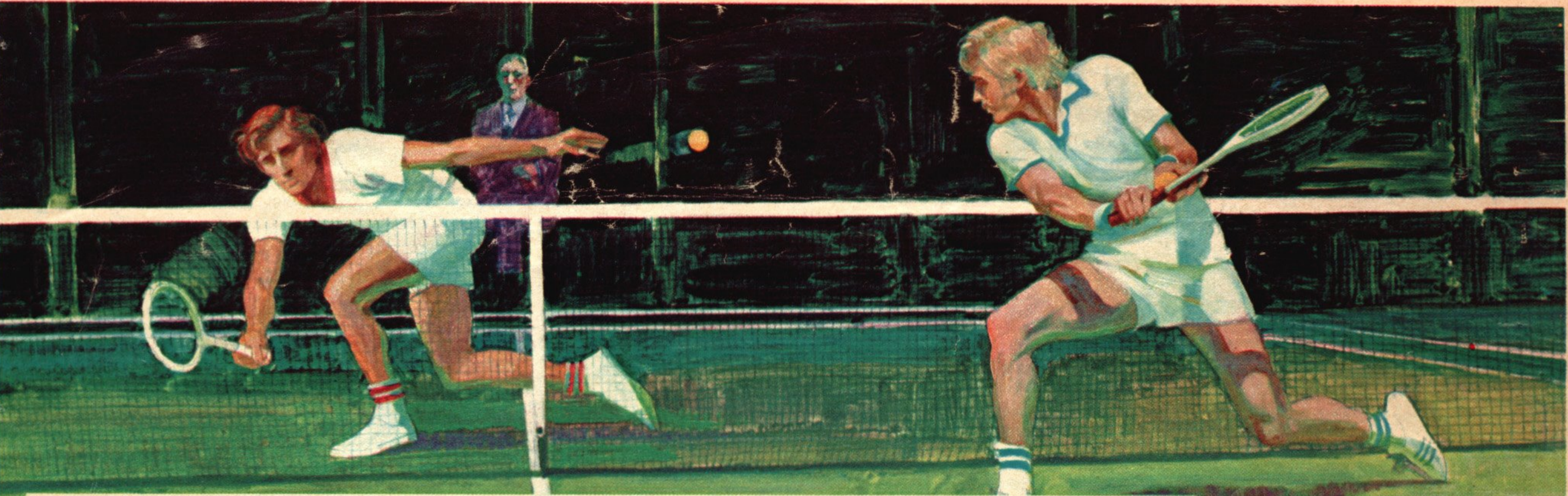
With one brilliant stroke, Pontiac combined plenty of style, comfort and performance in the '76 Formula Firebird. The result is truly impressive. One look

at the dramatic Formula Appearance Package you can order will tell you that.

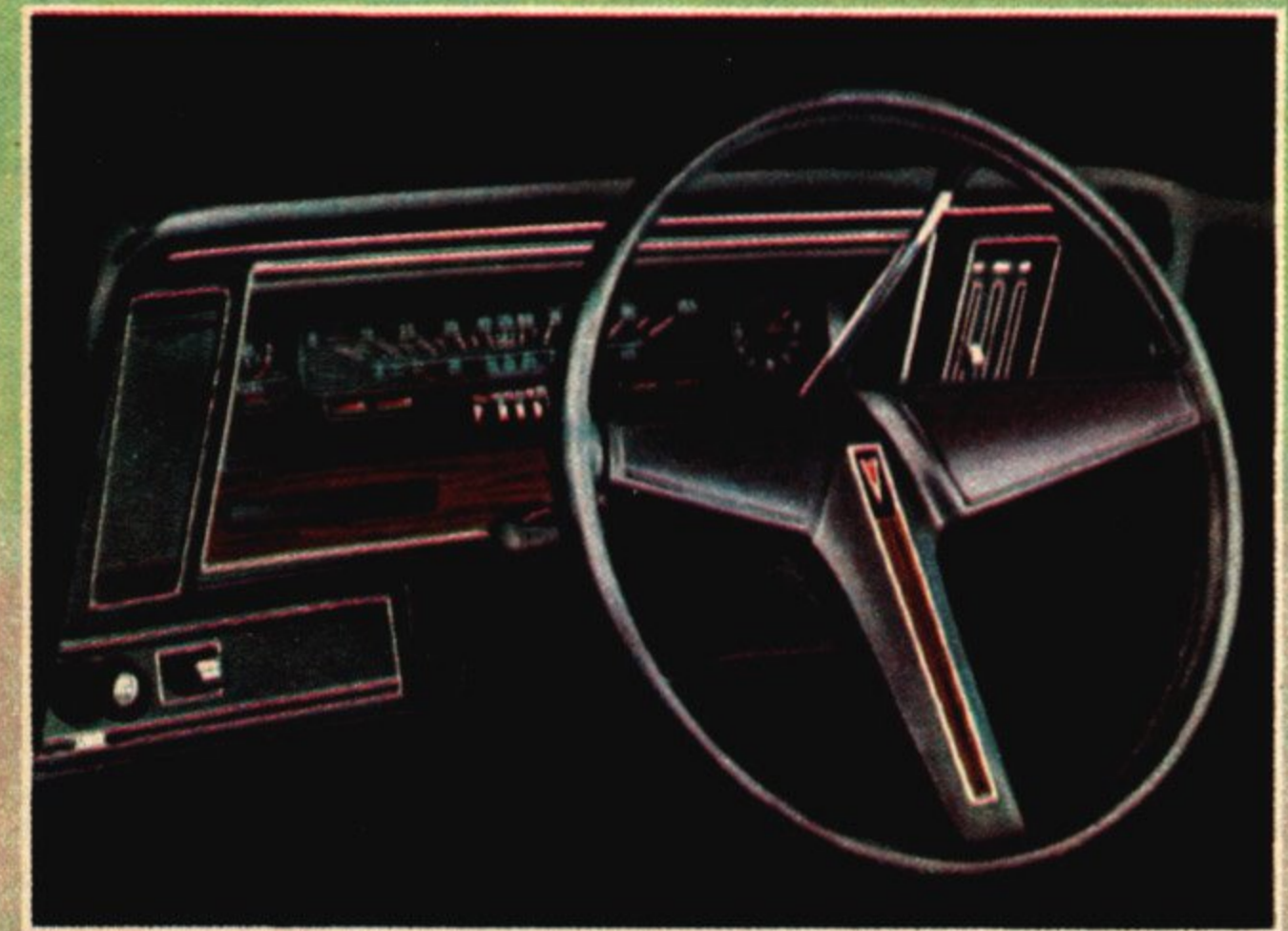
But make the tour. And discover a bucket seat interior as comfortable as

a 5-stroke lead. And top-notch equipment for a championship performance.

1976 Formula Firebird. It's the next best thing to a hole-in-one.



Ventura SJ. Top seeded among people who know compacts.



Ventura SJ's standard instrument panel.



Ventura SJ's available bucket seats.

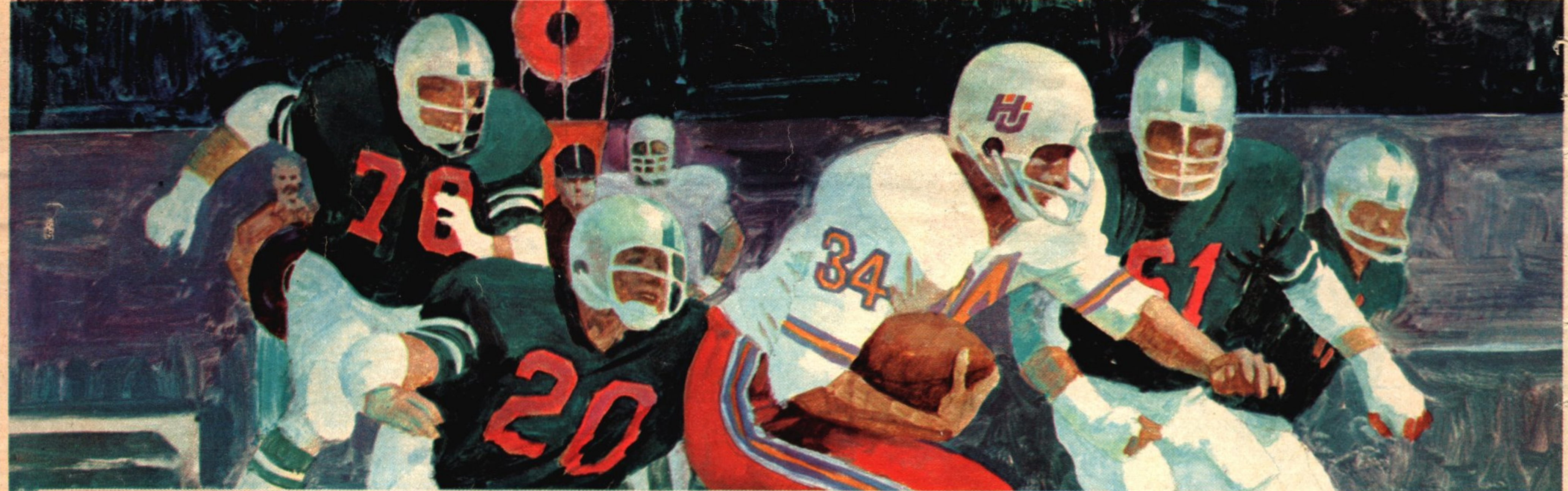
Anyone for comfort, style and performance? You don't have to hit the international circuit to find all three in a great 4-door sedan. Pontiac's compact Ventura SJ offers it all.

Its plush interior is reminiscent of those found in more expensive imported sedans. With cloth or Morrokide upholstery. Cut-pile carpeting. A custom cushion steering wheel. Even map pockets on the doors!

Ventura SJ's scored some points in engineering, too. With a High Energy Electronic Ignition. A practical maintenance schedule that allows Ventura SJ to go up to 7,500 miles between scheduled oil changes. And up to 22,500 miles between scheduled spark plug changes. To help you with your operating expenses.

And a tough 250-cu.-in. Six. Or any of three available V-8's. Including the small 260 V-8.

1976 Ventura SJ. It looks like Pontiac just aced the competition again!



Bonneville Brougham's handsome interior.

Bonneville Brougham. A smooth performer that takes long runs in stride.

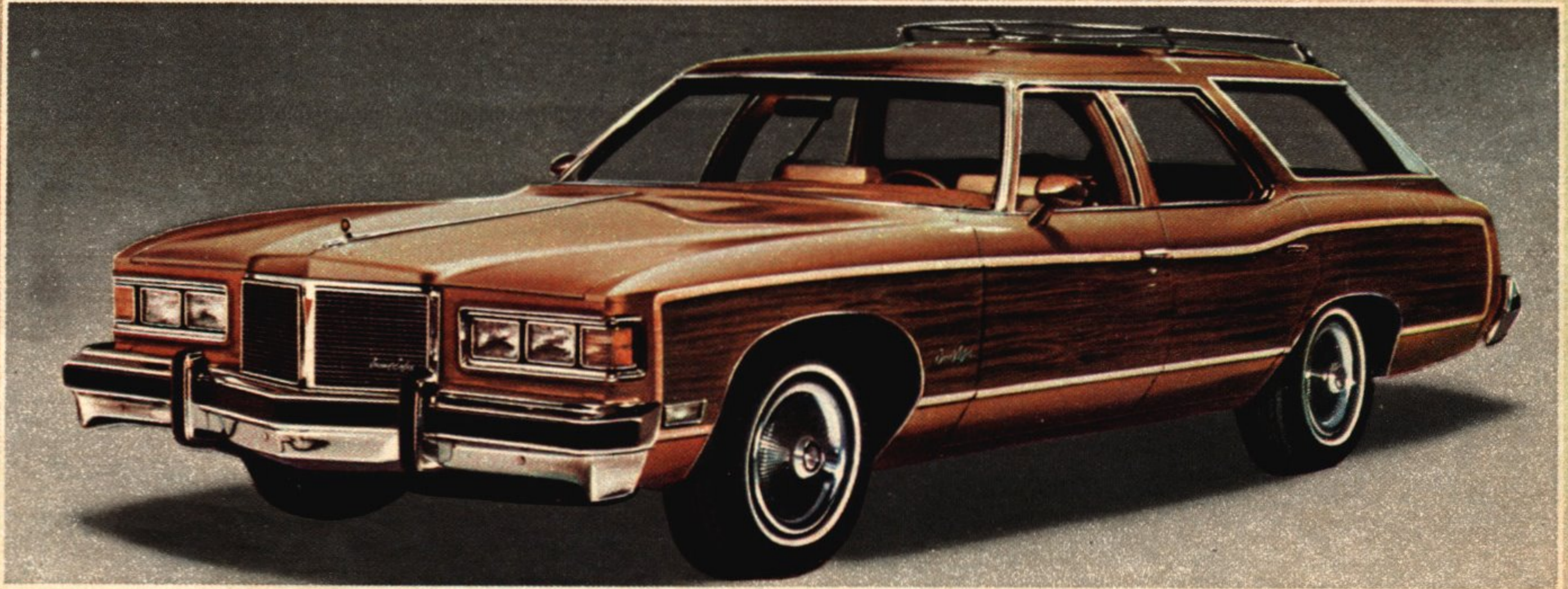
Impressive. Even for an all-star like the '76 Bonneville Brougham. It's Pontiac's new luxury leader. A pro all the way. Pontiacs just don't come any plusher

than this one. Plush enough to almost make you forget where you're going. But don't worry. Bonneville Brougham's 400 V-8 and Radial Tuned

Suspension will get you there on time —smoothly, quietly, in style. And you can't ask for much more than that. Even from a pro like Pontiac.



Grand Safari's standard interior.



Grand Safari. One of the league's classiest workhorses.

If plenty of running room is part of your game plan, take a page out of Pontiac's '76 playbook. Go with a winner. The '76 Grand Safari.

It's simply one of the plushiest wagons Pontiac's ever built. And one of the smoothest riding. Thanks to Pontiac's Radial Tuned Suspension.

So load a lot of passengers. Or open the Glide-away tailgate and load up to 105-cu.-ft. of cargo. Turn the key. And run to daylight in a '76 Grand Safari.

PONTIAC



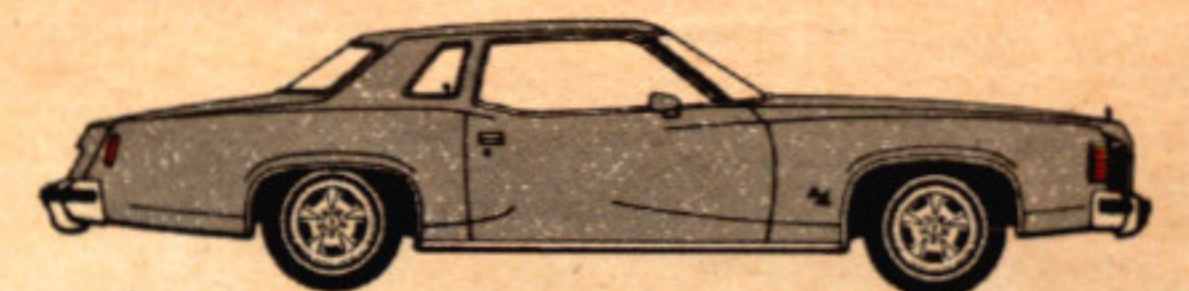
The Mark of Great Cars.



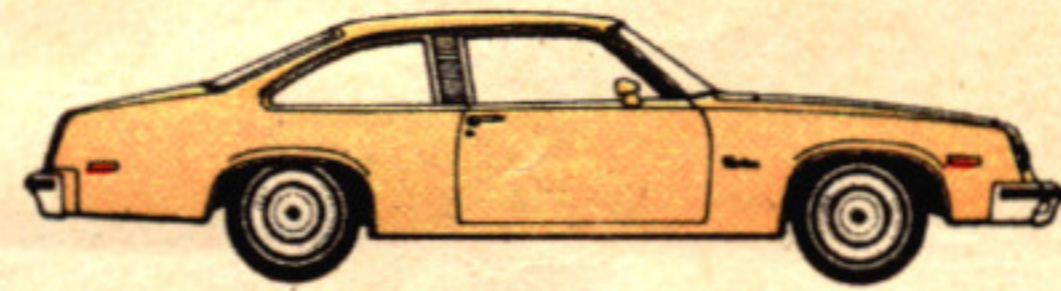
Astre 2-Door Safari



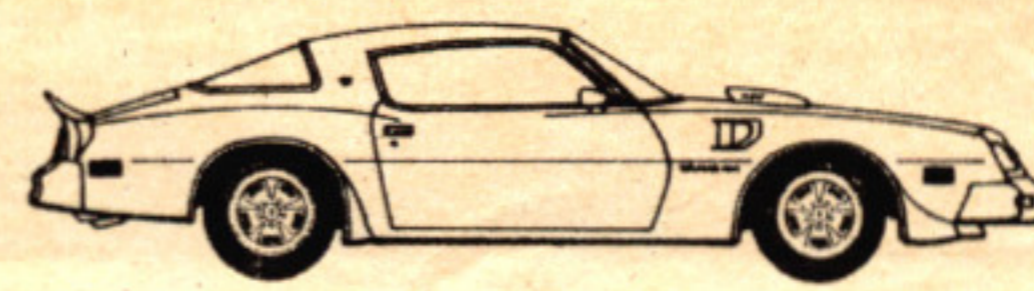
Firebird Esprit



Grand Prix



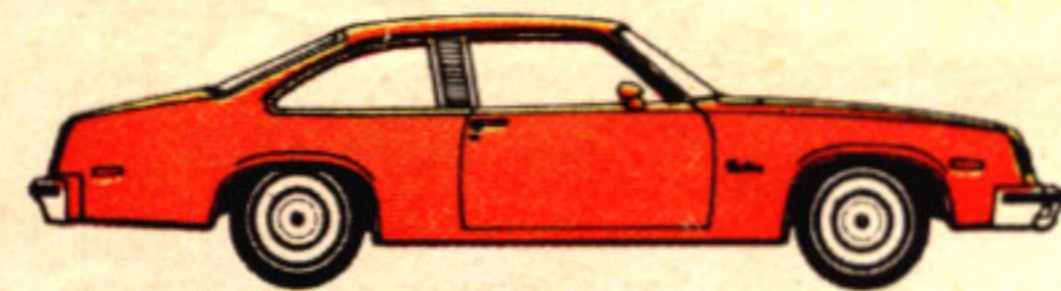
Ventura 2-Door



Firebird Trans Am



Catalina 2-Door



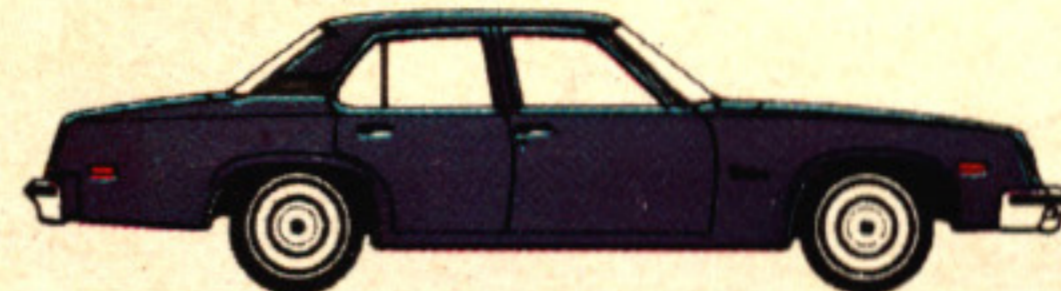
Ventura Hatchback



LeMans 2-Door



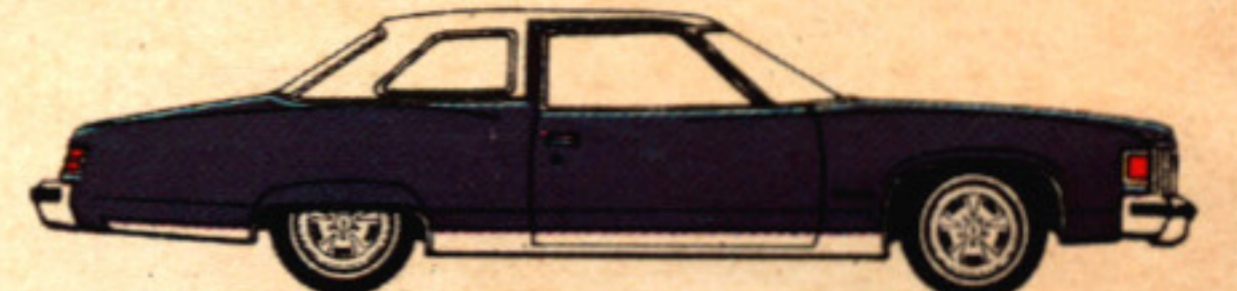
Catalina 4-Door



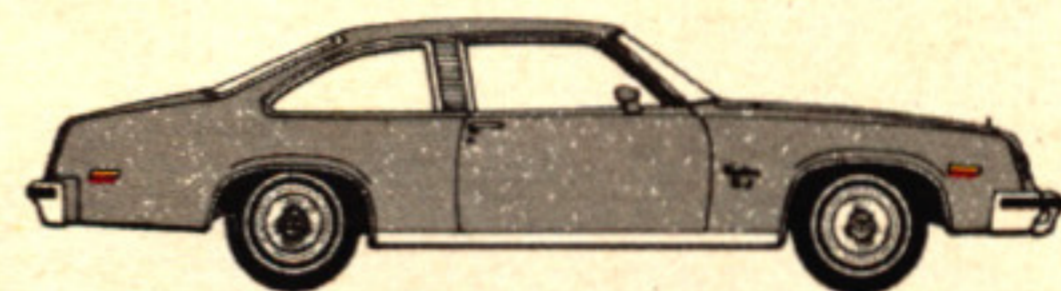
Ventura 4-Door



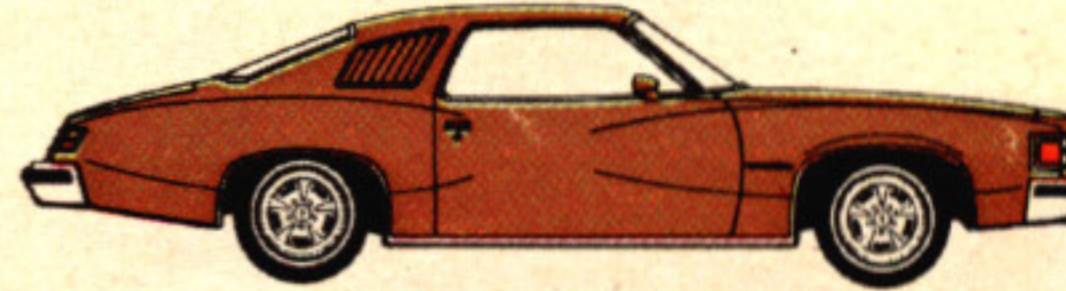
LeMans 4-Door



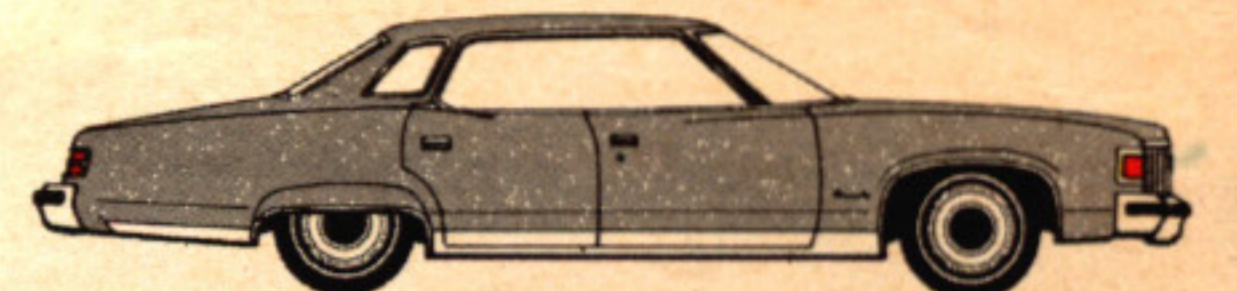
Bonneville 2-Door



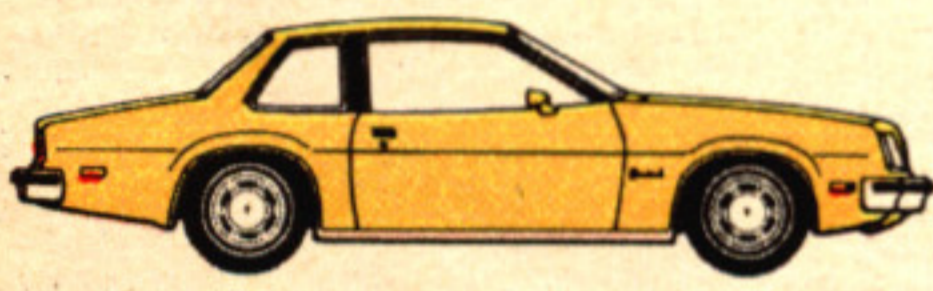
Ventura SJ 2-Door



LeMans Sport Coupe



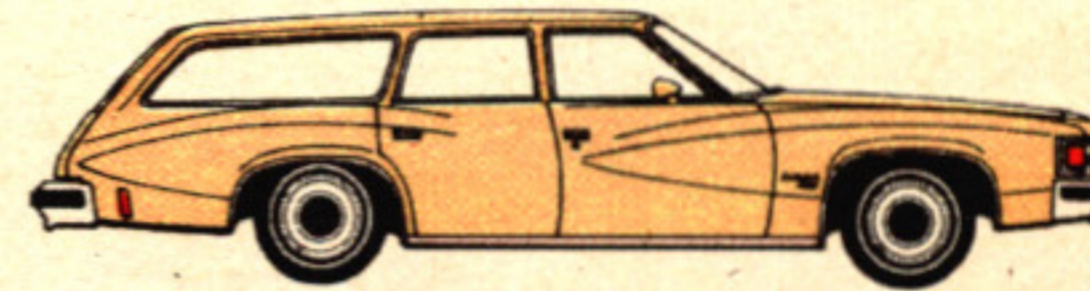
Bonneville 4-Door



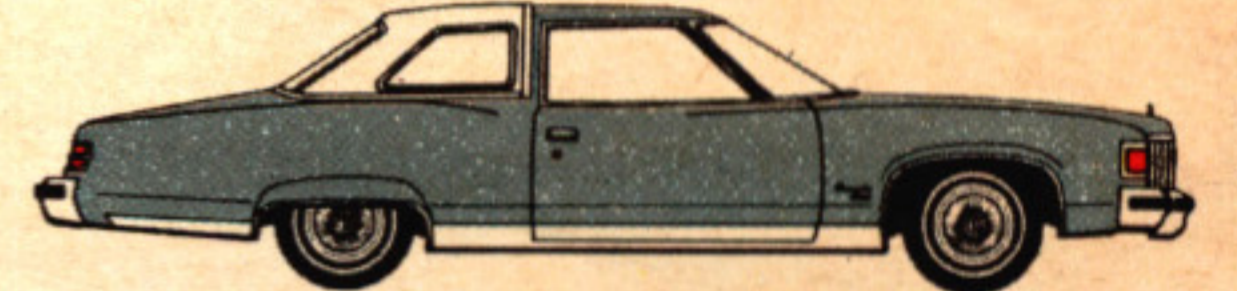
Sunbird 2-Door



Ventura SJ Hatchback



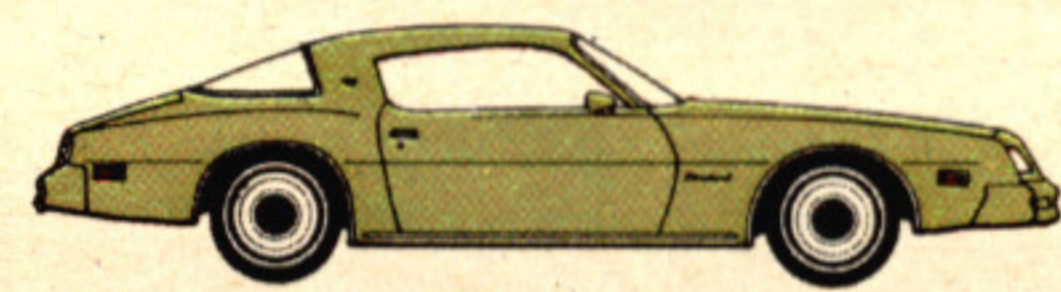
LeMans Safari



Bonneville Brougham 2-Door



Astre 2-Door



Firebird



Grand LeMans Safari



Catalina Safari

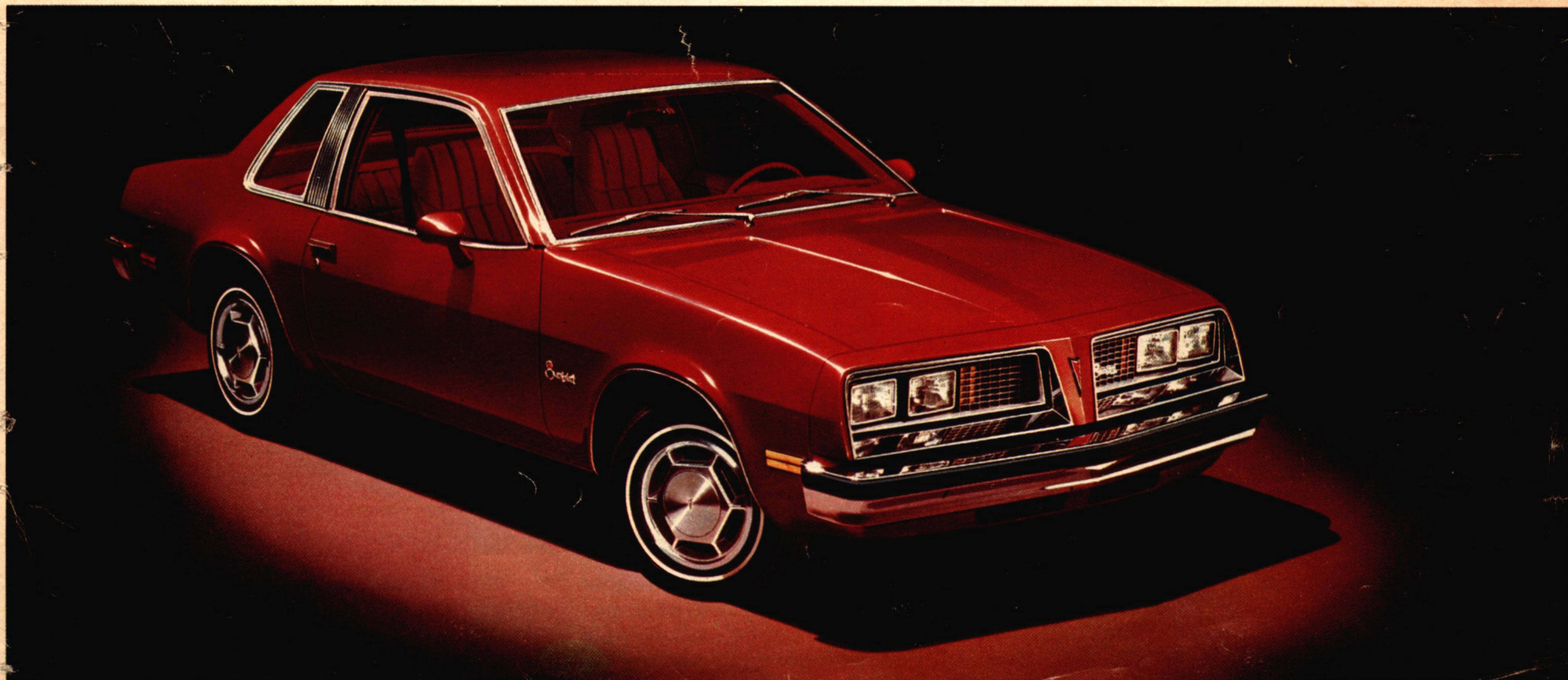
Another great lineup from the Wide-Track people.

Shown on the cars and described 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. Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, equipment, specifications, prices and models—and also to discontinue models. The right is also reserved to change any specifications, parts or equipment without incurring any obligation to equip same on cars built prior to date of such change. Pontiac Motor Division, General Motors Corporation, One Pontiac Plaza, Pontiac, Michigan 48053.



In California, see your Pontiac dealer for EPA mileage figures and engine/transmission combinations available on California emission-equipped cars.

Roto in U.S.A.



1976 Pontiac Sunbird.