

1970

GTO/LeMANS SPORT/LeMANS/TEMPEST
by **PONTIAC**



GTO

Back off kiddy-cars. The Humbler's here. Sporting the raciest Endura front-end ever to come off the line. Spitting exhaust through split duals. Just sitting there, it's a mind-bender. For one thing, those buckets make most so-called sporty car seating arrangements resemble so many park benches. And the padded and vinyl-trimmed instrument panel has a deeply recessed array of dials that know how to talk your language.

But the 1970 GTO really earns its new nickname on the road. Try the beefed-up suspension on a few curves and you will see what those new stabilizer bars and firmer shocks are for.

The Humbler's even better at putting down long straightaways. It cranks 350 horses out of the standard 400 V-8. Want even more? Order the 366 horsepower Ram Air or 370 horsepower Ram Air IV and a wide- or close-ratio 4-speed.

But enough of this talk. Where's the nearest mountain road?

Of course, if you wish to be more decisive with your humbling, there's our very special GTO — The Judge — already creating its own legends.

The list of standard equipment reads like a performance catalog. 366 horsepower Ram Air V-8. 3-speed heavy-duty transmission. Hurst Shifter with a Tee-handle. Rally II wheels. Full width rear-deck airfoil.

All rise for the Judge!

Cover: The Judge

Top: GTO Convertible

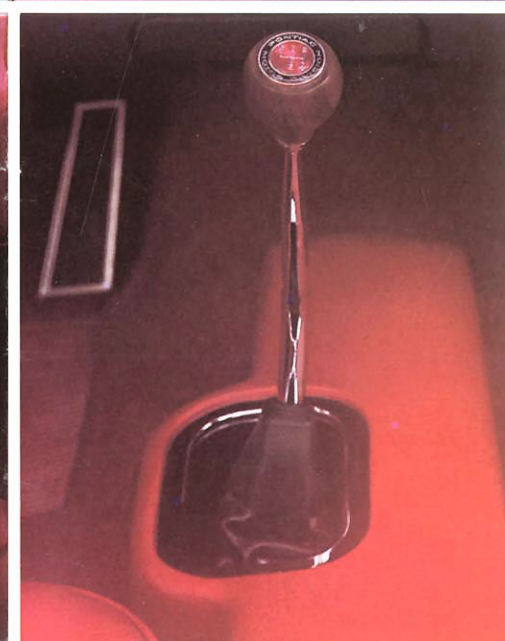
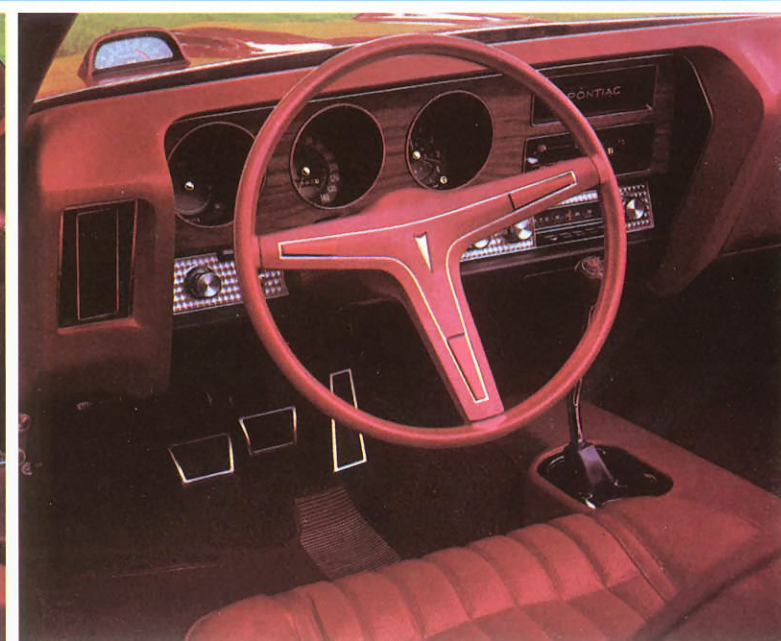
Middle: GTO Hardtop Coupe

Bottom: GTO Bucket Seat Interior

GTO Instrument Panel

Hurst 4-Speed Shift

**Some of the equipment shown is available at extra cost.*





LeMans Sport

Introducing LeMans Sport. One of three completely new series of trim-size cars now available from your Pontiac dealer. Here are the all-action fun cars Canadians have been waiting for...a whole new family of intermediates with the Pontiac name.

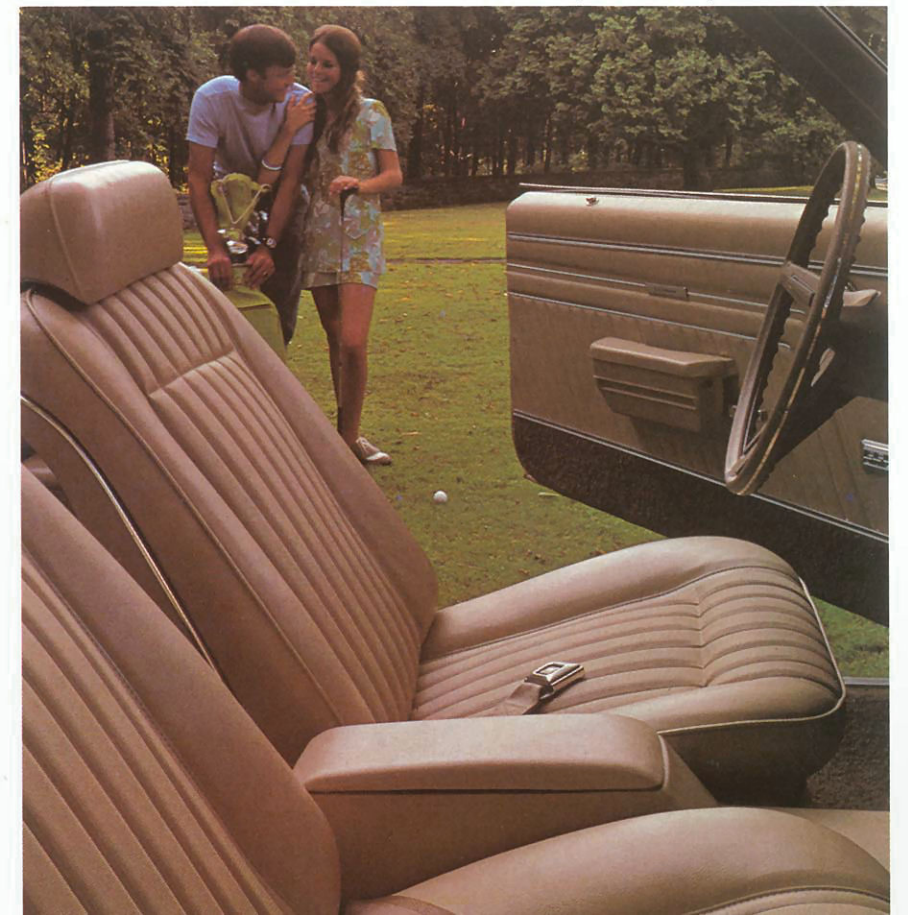
In addition to LeMans Sport, there are two other series—LeMans and Tempest. All told, there are 12 new models. Read on. On this and the following pages you'll discover the new world of driving excitement opened up to you by this totally new kind of Pontiac.

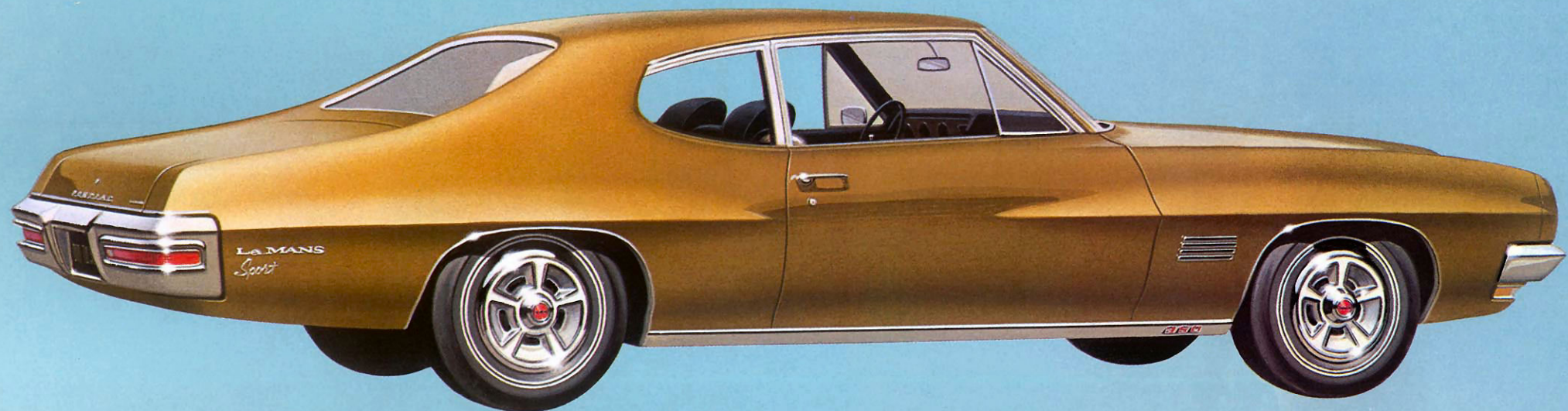
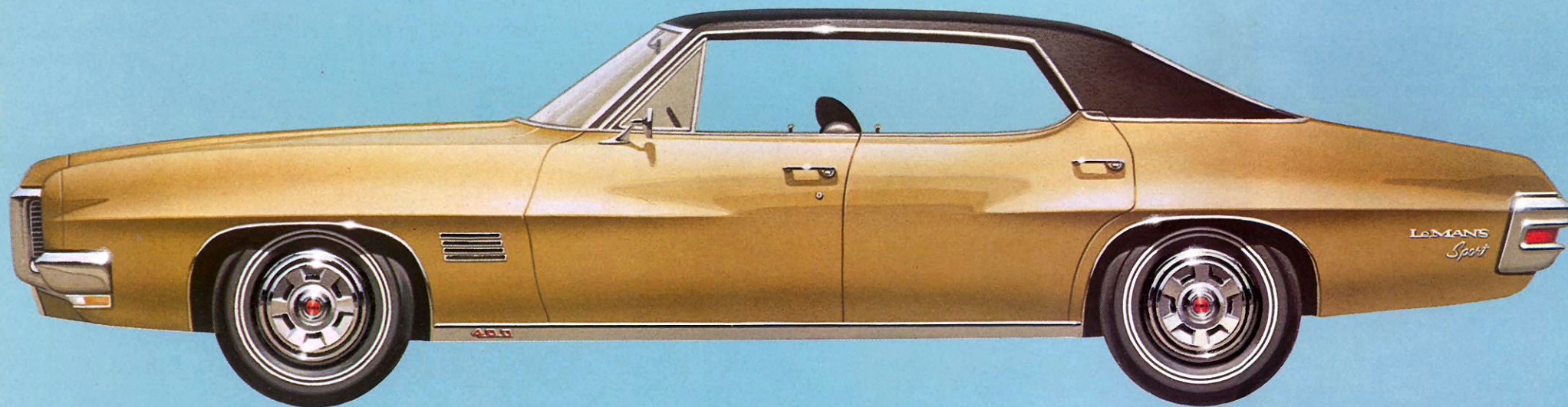
LeMans Sport is destined to send other "Sporty Car" designers scurrying back to their drawing boards. Because, sports fans, this baby really lives up to its name.

Left: LeMans Sport Convertible.

**Some of the equipment shown is available at extra cost.*

Below: LeMans Sport all-vinyl Bucket Seats





For instance, we don't just give you the choice of a Six or V-8. We give you the choice of a standard Six or three V-8s. A 350 cubic incher that turns out 255 horses on regular petrol. Plus two chips off the GTO block. (265 and 330 horsepower, 400 cubic inches.)

Nor do we stifle your urge to experiment with transmissions. Besides the standard 3-speed stick, there are two automatics and a 4-speed to order. (Check the chart on the back page.)

Of course any car named Sport had better be really great at bending around a road. And you can bet your Wide-Track that LeMans Sport knows how it's done. In fact, after you've ordered the new variable ratio power steering and power front disc brakes, you may never want to see a straight piece of highway again.

Inside our all-new LeMans Sport is an all-new inside. Beginning with knit and Expanded Morrokide trim in a whole new batch of colors. Complemented by a deeply-padded instrument panel with simulated wood-grain trim.

As for the seats, better get out a pad and pencil. You can choose either buckets or a notchback bench for the hardtop coupe and convertible. If you choose the coupe, we've already chosen buckets for you. And if you drive away the 4-door hardtop, you'll be sitting on the notchback.

Before you drive anywhere though, you might want to order the Rally package. It includes things like Rally II wheels, a sporty steering wheel, special instruments and a firm ride suspension. Then you won't need to tell people your LeMans is a Sport. They'll know.

Top: LeMans Sport Hardtop Coupe.

Centre: LeMans Sport Four-door Hardtop.

Bottom: LeMans Sport Coupe.

**Some of the equipment shown is available at extra cost.*



LeMans

LeMans is the kind of car you hate to put in the garage. It looks so great sitting in the driveway it may convince you to convert the garage into a guest house.

We've dropped one of the wildest front ends yet over that Wide-Track stance. And made the industry's cleanest lines even cleaner by tucking the radio antenna out of sight and using windshield wipers that only come out when it rains.

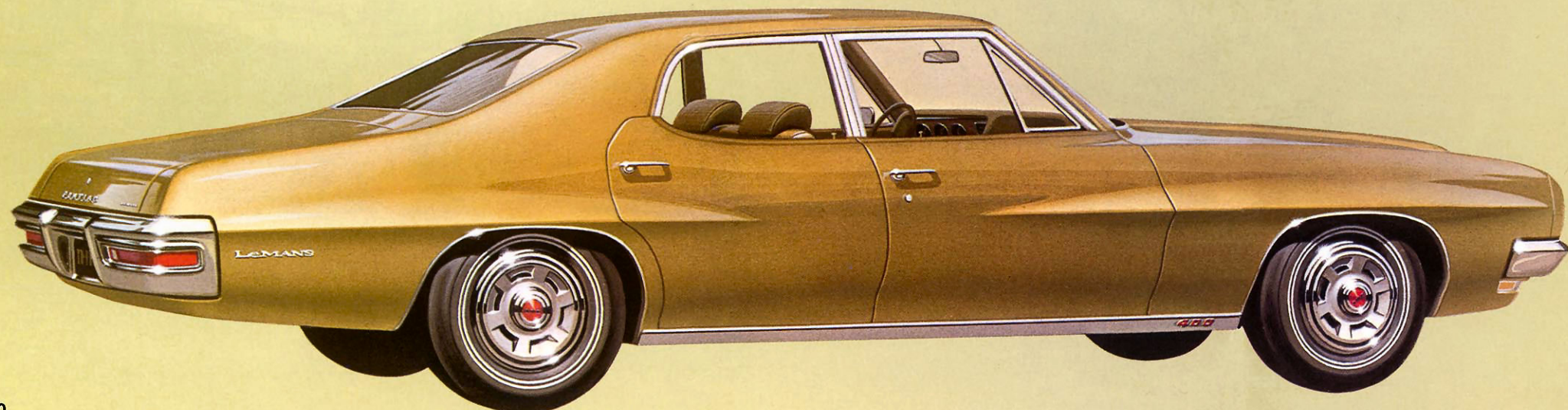
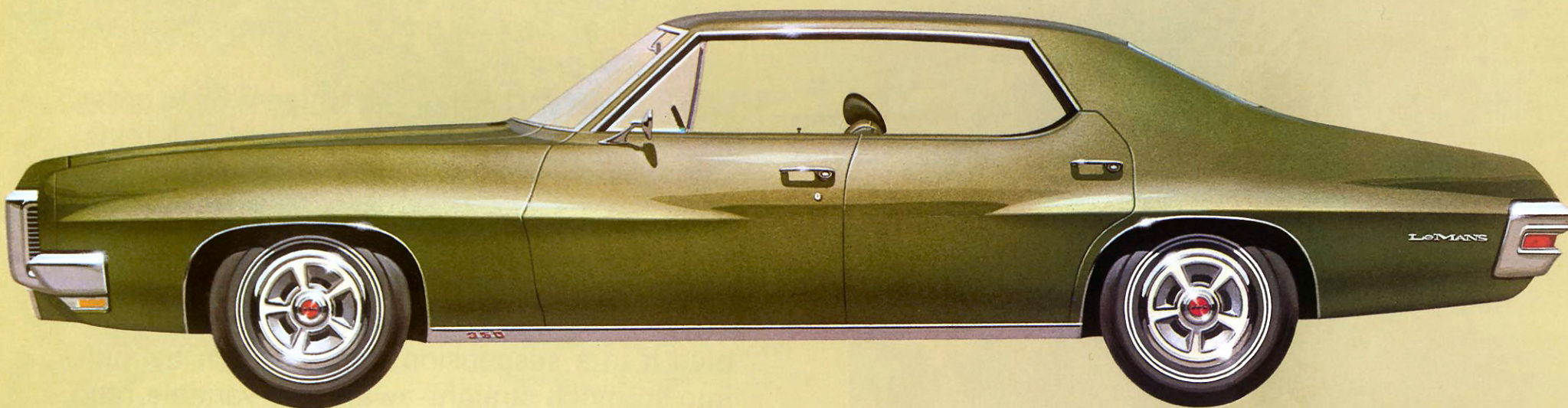
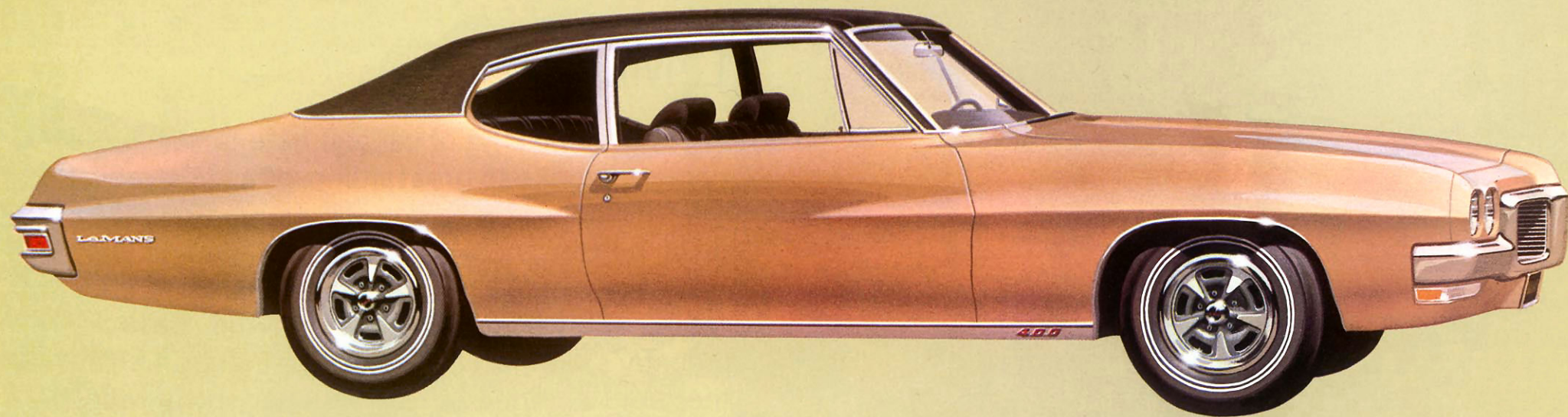
Before you get the idea that LeMans-owning is strictly a spectator sport, let's talk about driving. After all, any car named Pontiac is born and bred for the road.

Which is why LeMans has three V-8s to order. Plus a standard Six. And no less than four transmissions. (A 3-speed is standard. The two automatics and 4-speed are yours for the ordering.)

Want to see just how seriously we take the fun of driving? Pick out a few tricky curves. Everybody knows we invented Wide-Track. And coupled it to a suspension that can turn hairpins into so much straight-away. And variable ratio power steering can be ordered for LeMans. Put it together with power front disc brakes and you'll be ready for anything. How about three quick laps around the block?

LeMans Hardtop Coupe.

**Some of the equipment shown is available at extra cost.*



When you have a car that looks like LeMans, it's doubly tough to design an interior. Because anything less than fantastic would be a letdown. That's why the deep loop-pile carpeting and Morrokide or cloth and Morrokide seats. And why only a day-night rearview mirror and rear armrests with ashtrays would do.

Of course we still left room for you to make some improvements. Start with power door locks. (If you order them for the coupe, you also get power seat back latches that release when the car door is opened.) Then arrange your own little light show with our new rear lamp monitors. (They glow when your rear tail lamps are turned on.) And take your pick of rearwindow defoggers. One blows. The other does it all with wires. But before you decide anything, read on. We have another surprise for you.

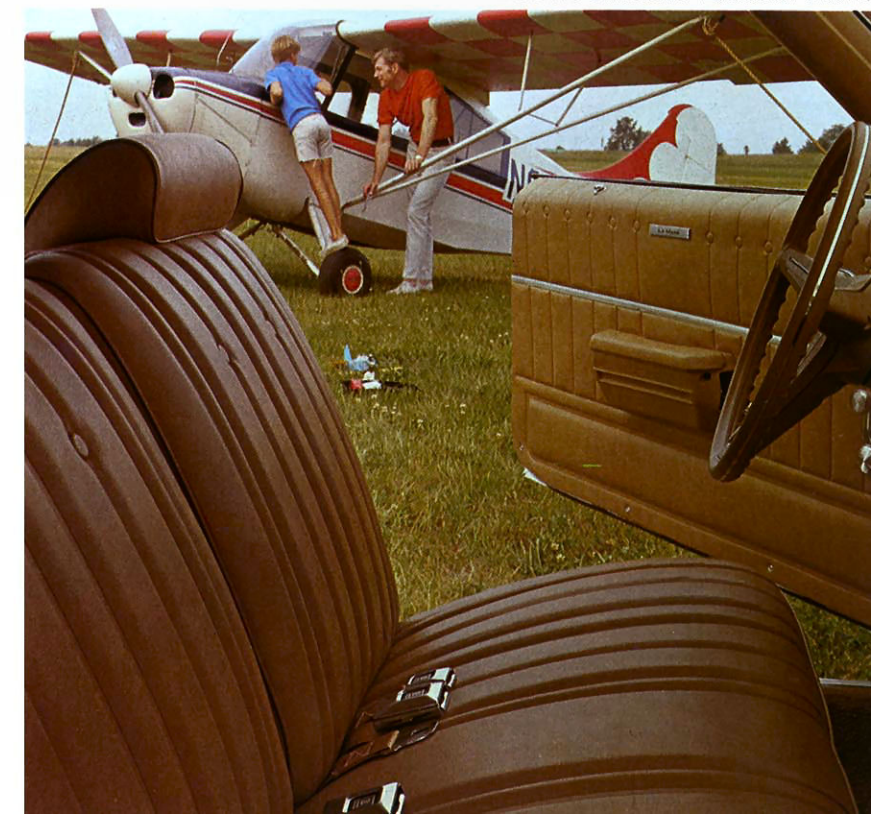
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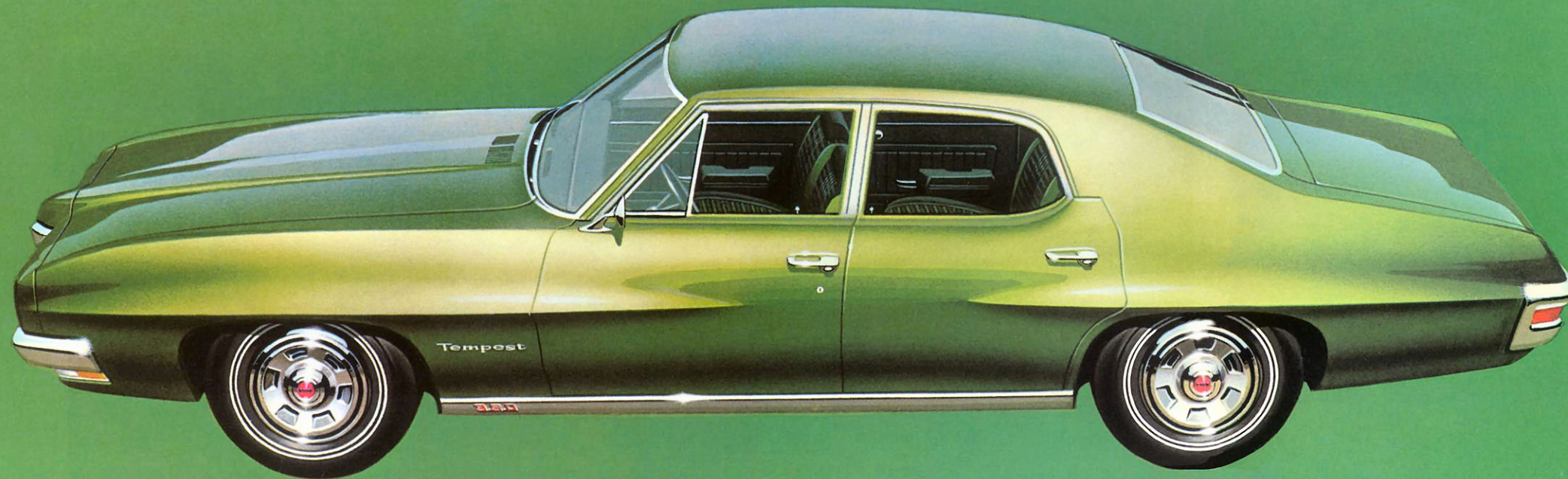
Top: LeMans Coupe.

Centre: LeMans Four-door Hardtop.

Bottom: LeMans Four-door Sedan.

Below: Standard LeMans interior.





Tempest

Some people get all up tight when they get their first glimpse of the 1970 Tempest. They think we've forgotten to include a bargain model. Not so. We just made it harder to believe. By putting on a bolder front. And by hiding the radio antenna like Grand Prix did last year.

We also wrapped the parking lamps and tail lights around below the bumpers, and added side marker lamps with reflective lenses. Threw in side-guard door beams for your protection. And still wound up with one of the best-hidden bargains ever.

And to complete the camouflage would you believe cloth and Morrokide upholstery and deft touches like placing the door lock buttons where they're easier for the driver to reach?

Who'd ever guess you're on a budget?

**Some of the equipment shown is available at extra cost.*

Top left: Tempest Coupe.

Bottom left: Tempest Four-door Sedan.

Below: Standard Tempest interior.



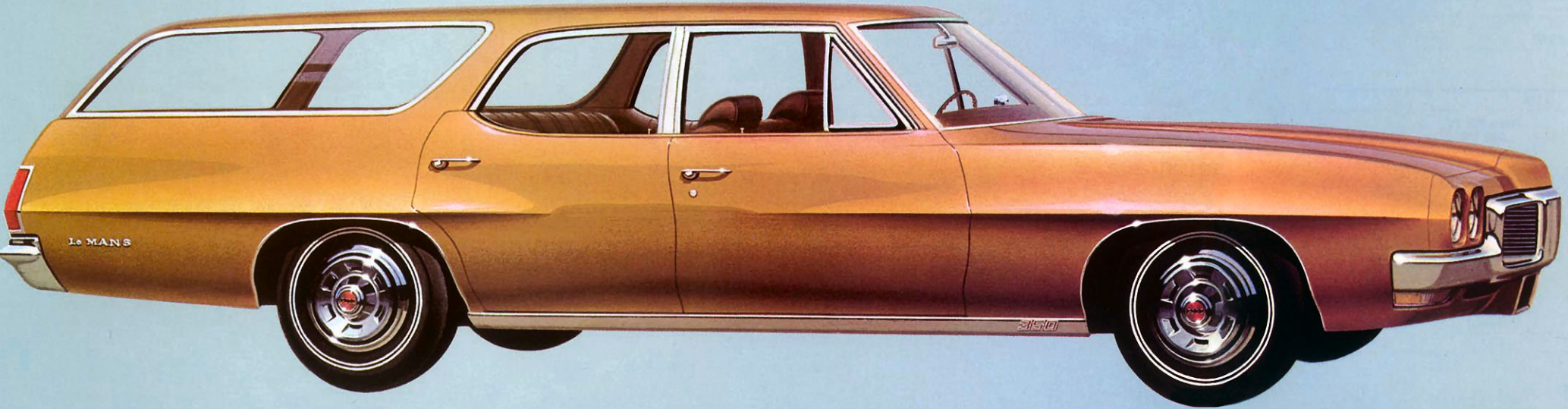
LeMans Safari and LeMans Wagons

Maybe you want a machine that's as nimble as it is spacious. Boy, did you come to the right place. Meet LeMans and LeMans Safari. The sport-size wagons from Pontiac.

These wagons boast all kinds of features to make driving fun. Like the standard 250-cube, 155-hp six. You can also order a 350-cube V-8, or one of two 400-cube V-8's, if that's the way you want to haul.

In addition to 83.6 cubic feet of cargo space, you'll find two seats covered in Morrokide. Nylon-blend carpeting. And a deluxe steering wheel on the LeMans Safari to point those fat, fiberglass-belted, G78-14 tires where you want to go.

LeMans or LeMans Safari. Leave it to Pontiac to make sport of utility.



Top: LeMans Safari

**Some of the equipment shown is available at extra cost.*

Bottom: LeMans Station Wagon

Below: LeMans Safari all-vinyl Interior



SPECIFICATIONS

		TEMPEST	LE MANS	LE MANS SPORT	LE MANS SAFARI	GTO
Body Styles		Coupe 4-dr. Sedan — — —	Coupe 4-dr. Sedan Hardtop Coupe 4-dr. Hardtop Station Wagon	Coupe — Hardtop Coupe 4-dr. Hardtop — Convertible	— — — — Station Wagon	— — Hardtop Coupe — — Convertible
Engines	Standard (6 cyl.)	250-1	250-1	250-1	250-1	—
	Standard (8 cyl.)	—	—	—	—	400-4
	Optional (8 cyl.)	350-2 400-2 400-4	350-2 400-2 400-4	350-2 400-2 400-4	350-2 400-2 400-4	Ram Air 400-4 Ram Air IV 400-4 455-4
		3-spd. manual H.D. 3-spd. manual 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. manual 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. manual 4-spd. manual Powerglide Hydra-Matic	3-spd. manual H.D. 3-spd. manual 4-spd. manual Powerglide Hydra-Matic	H.D. 3-spd. manual 4-spd. manual Hydra-Matic — —
Brakes	Drum (dia.)	9.5 in.	9.5 in.	9.5 in.	9.5 in.	9.5 in.
	Gross Area	155.5 sq. in.	155.5 sq. in.	155.5 sq. in.	155.5 sq. in.	155.5 sq. in.
Steering Ratio	overall-standard	28.3:1	28.3:1	28.3:1	28.3:1	28.3:1
	Power-variable	18.9:1 to 14.6:1	18.9:1 to 14.6:1	18.9:1 to 14.6:1	18.9:1 to 14.6:1	18.9:1 to 14.6:1
Turning Diameter(ft.)	Curb-to-Curb	—	—	—	—	—
	2-dr. 4-dr.	37.4 38.6	37.4 38.6	37.4 38.6	37.4 38.6	37.4 38.6
Energizer	Standard (6 cyl.)	44 amp. hr.	44 amp. hr.	44 amp. hr.	44 amp. hr.	—
	Optional (8 cyl.)	53 or 61 amp. hr. 61 or 62 amp. hr.	53 or 61 amp. hr. 61 or 62 amp. hr.	53 or 61 amp. hr. 61 or 62 amp. hr.	53 or 61 amp. hr. 61 or 62 amp. hr.	61 amp. hr. 62 amp. hr. (76 on 455 V8)
Suspension		Full Coil	Full Coil	Full Coil	Full Coil	Full Coil
Frame		Perimeter	Perimeter	Perimeter	Perimeter	Perimeter
Wheelbase	2-dr.	112.0 in.	112.0 in.	112.0 in.	112.0 in.	112.0 in.
	4-dr.	116.0 in.	116.0 in.	116.0 in.	116.0 in.	—
Length (overall)	2-dr.	202.5 in.	202.5 in.	202.5 in.	—	202.9 in.
	4-dr.	206.5 in.	206.5 in. (210.6 in. S.W.)	206.5 in.	210.6 in.	—
Height	(Coupe)	52.0 in.	52.0 in.	52.0 in.	54.2 in.	52.31 in.
Width		76.7 in.	76.7 in.	76.7 in.	76.7 in.	76.7 in.
Weight (approx.)		3396 lbs. (Sedan)	3451 lbs. (Sedan)	3407 lbs. (Coupe)	3812 lbs.	3781 lbs. (Coupe)
Tread	front	61 in.	61 in.	61 in.	61 in.	61 in.
	rear	60 in.	60 in.	60 in.	60 in.	60 in.
Tires	standard	F78-14	F78-14(G on S.W.)	F78-14	H78-14	G78-14 or G70-14
Wheel size		14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.	14 x 6 in.
Road Clearance		4.0 in. (Sedan)	4.0 in. (Sedan)	4.1 in. (Coupe)	5.0 in.	4.4 in.
Headroom	front 4-dr.	38.5 in.	38.5 in.	38.1 in.	38.4 in.	37.7 in. (Coupe)
	rear	37.1 in.	37.1 in.	36.9 in.	38.3 in.	36.3 in.
Legroom	front 4-dr.	42.5 in.	42.4 in.	42.5 in.	42.6 in.	42.4 in. (Coupe)
	rear	34.8 in.	34.8 in.	34.8 in.	34.8 in.	31.9 in.
Shoulder Room	front 4-dr.	58.1 in.	58.2 in.	58.3 in.	58.3 in.	58.3 in. (Coupe)
	rear	57.2 in.	57.2 in.	57.4 in.	57.4 in.	56.9 in.
Hiproom	front 4-dr.	59.8 in.	59.6 in.	59.7 in.	59.7 in.	59.7 in. (Coupe)
	rear	59.1 in.	58.8 in.	58.8 in.	59.4 in.	58.3 in.
Fuel Tank Capacity (approx.)		17.9 imp. gal.	17.9 imp. gal.	17.9 imp. gal.	17.9 imp. gal.	17.9 imp. gal.
Usable Luggage Space (cu. ft.)		14.6 (Sedan)	14.6 (Sedan)	14.6 (Sedan)	—	14.0 (Coupe)
Cargo Volume (cu. ft.) (not including 10 cu. ft. hidden compartment)		—	83.6	—	83.6	—

ENGINES

	TEMPEST, LE MANS, LE MANS SPORT				GTO			
	250-1 Six	350-2 V8	400-2 V8	400-4 V8	400-4 V8	Ram Air 400 V8	Ram Air IV 400 V8	455-4 V8
Displacement (cu. in.)	250	350	400	400	400	400	400	455
HP @ rpm	155 @ 4200	255 @ 4600	265 @ 4600	330 @ 4800	350 @ 5000	366 @ 5100	370 @ 5500	360 @ 4300
Torque @ rpm	235 @ 1600	355 @ 2800	397 @ 2400	445 @ 2900	445 @ 3000	445 @ 3600	445 @ 3900	500 @ 2700
Compression Ratio	8.5:1	8.8:1	8.8:1	10.0:1	10.25:1	10.50:1	10.50:1	10.25:1
Carburetion	1 bbl.	2 bbl.	2 bbl.	4 bbl.	4 bbl.	4 bbl.	4 bbl.	4 bbl.
Bore x Stroke	3.875 x 3.53	3.875 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.15 x 4.21
Fuel	Regular	Regular	Regular	Premium	Premium	Premium	Premium	Premium
Oil System (less filter) (qts.)	3.3	4.2	4.2	4.2	4.2	4.2	4.2	4.2
Cooling System (qts.)	10.8	16.6	15.3	15.3	15.3	15.3	15.3	14.5
Exhaust System	Single	Single	Single	Single	Dual	Dual	Dual	Dual
Clutch	9.12 in.	10.4 in.	—	—	10.4 in.	10.4 in.	10.4 in.	10.4 in.
Axle Ratio without air conditioning								
3-speed manual	3.23:1	3.23:1	—	—	3.55:1	3.55:1	—	3.31:1
4-speed manual	—	3.23:1	—	—	3.55:1	3.55:1	3.90:1	3.31:1
Powerglide	3.08:1	2.56:1	—	—	—	—	—	—
Hydra-Matic	3.08:1	2.56:1	2.56:1	3.08:1	3.55:1	3.55:1	3.90:1	3.07:1

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