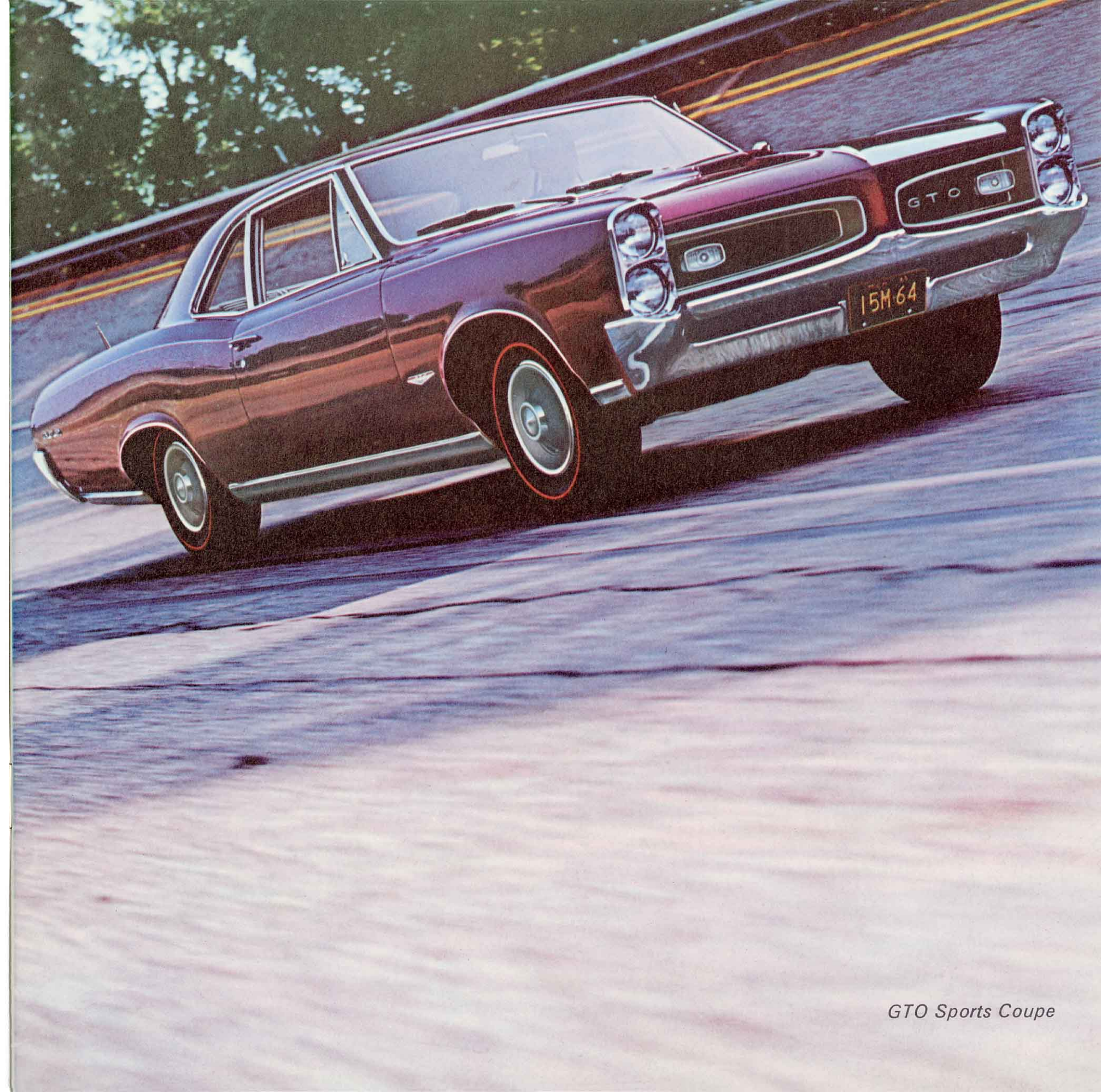




The tiger scores again!

There is only one GTO. Never forget that. There are a lot of pretenders around. There always are in the wake of a winner. But it takes more than a big bore V-8 on a little chassis to make a GTO. The genius of the GTO is that it's the world's greatest compromise. In its proletarian version, it's a very manageable machine to drive. With its 4-barrel, standard cam, and firm but civilized suspension, your grandmother can even pick up her sauerkraut juice with it. But if you want to start grubbing around in the parts bin, you can turn your GTO into the famous GeeTO Tiger in nothing flat. The parts bin is down a few pages. Go get 'em, tiger.

Some of our extra cost options and accessories are shown on cars in this catalog. For a more complete list, see the options and accessories pages.



GTO Sports Coupe



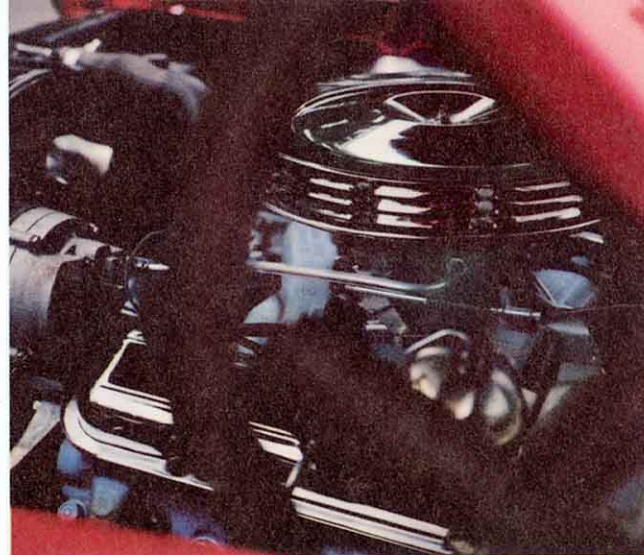
GTO Convertible



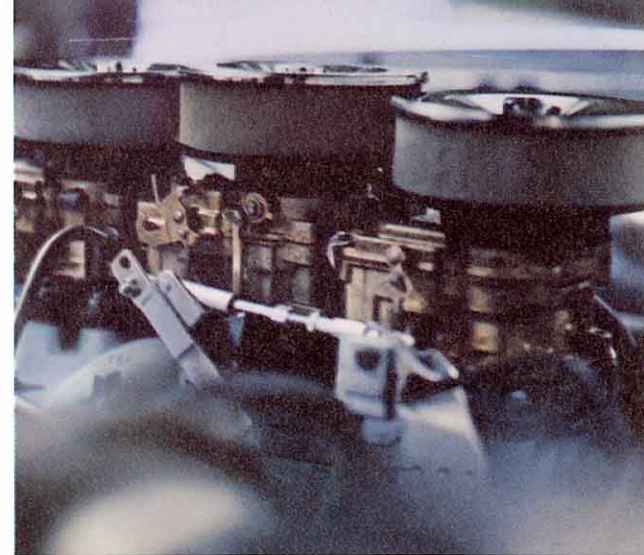
GTO Hardtop Coupe



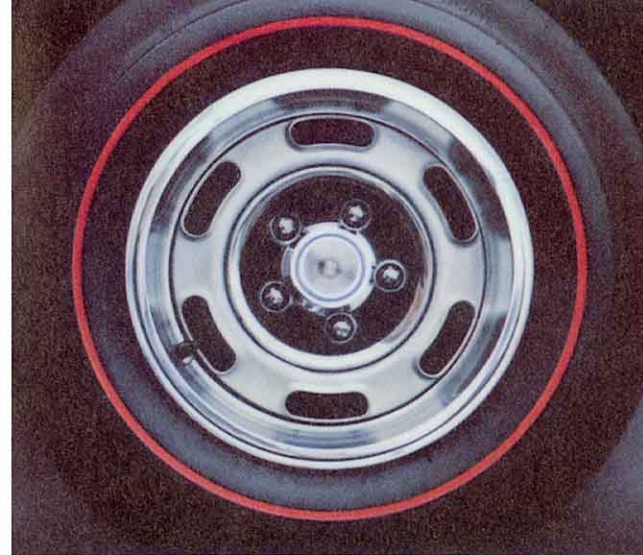
The posh standard interior. Blue, turquoise, bronze, red, black, or parchment.



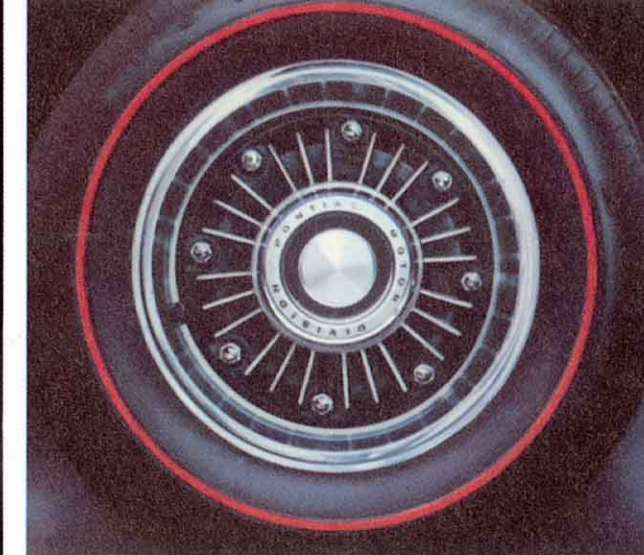
Standard engine: 335-hp 4-barrel 389. Chromed air cleaner, rocker covers.



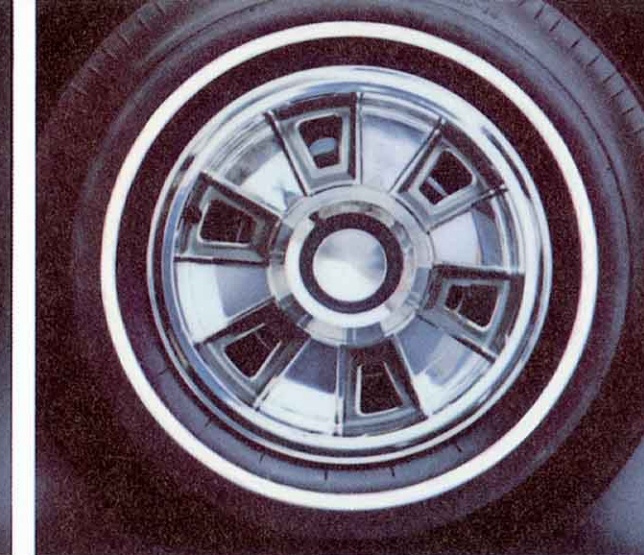
Our famous 360-hp Tri-Power. Mechanical throttle linkage with stick. Extra cost.



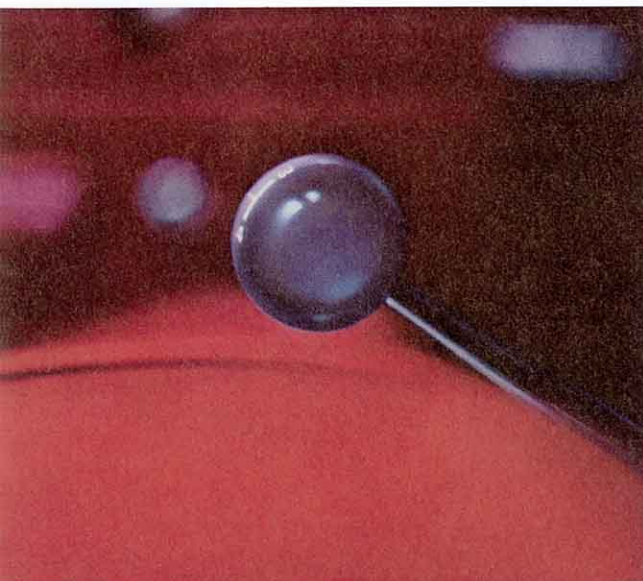
Rally wheels with cooling slots. Extra cost, but you also get red brake drums.



Cast-iron brake drum with integral hub.* Extra cost. Red-line nylon tires standard.



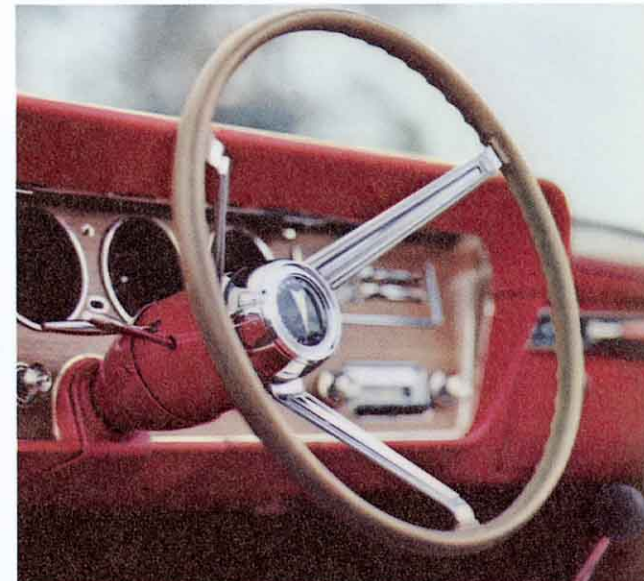
Custom wheel disc. Extra cost. Special brake cooling slots are functional.



Heavy-duty all-synchro 3-speed with Hurst floor shifter. Extra cost.



All-synchro 4-speed with Hurst shifter. Extra cost. So is the special shift knob.



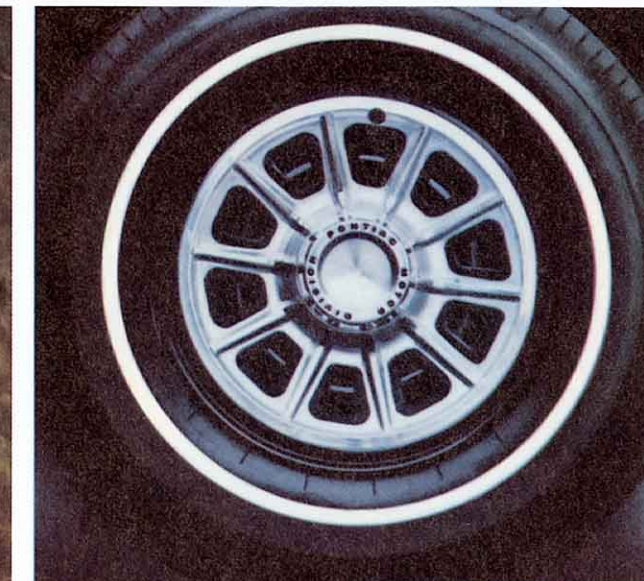
The custom sports wheel. Only a hungry termite will know it's not wood. Extra cost.



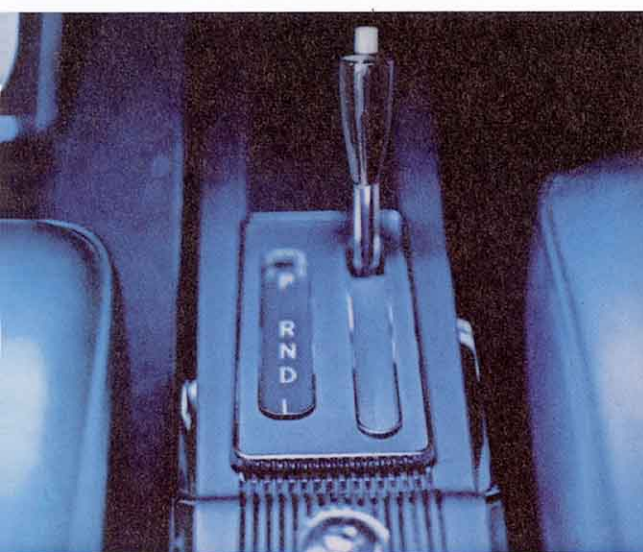
Extra cost plastic wheelhouse inserts* never discolor or fade. They're washable.



Heavy-duty shocks, springs, stabilizer bar standard. Stiffer shocks are extra cost.



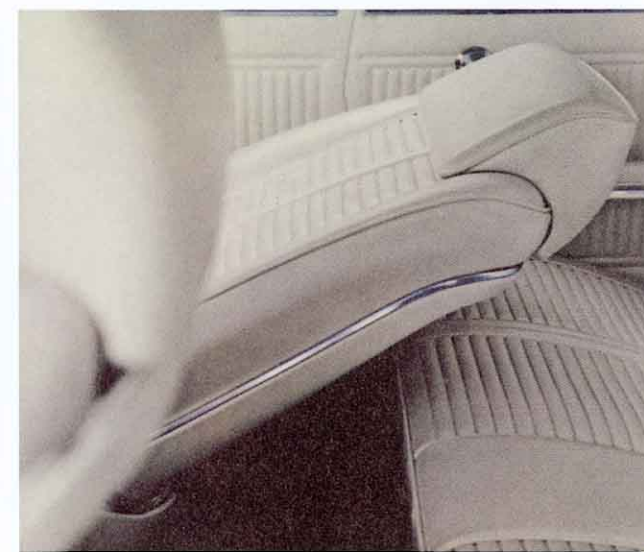
Deluxe wheel disc. Extra cost. Rayon cord whitewalls are optional at no extra cost.



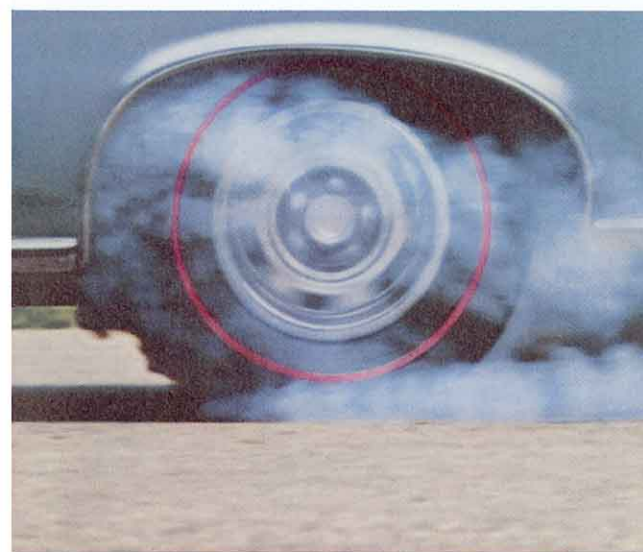
What the 2-speed automatic looks like with console. Both extra cost.



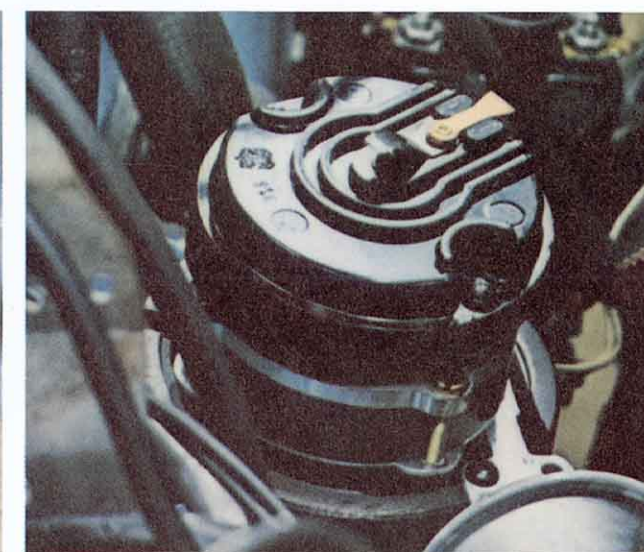
Full instrumentation. Fuel, ammeter, tach, water temp, oil pressure. Extra cost.



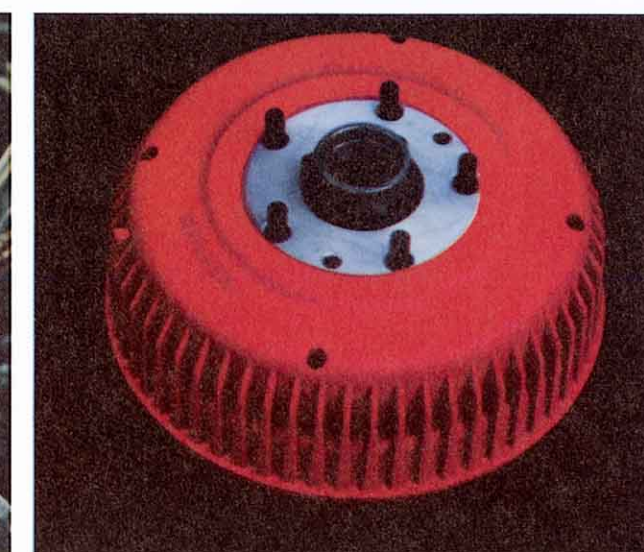
Reclining passenger seat. Headrests. Extra cost. But worth it on long hauls.



Safe-T-Track limited-slip differential. A must for maximum traction. Extra cost.



Delco transistorized ignition. It's the next best thing to a magneto. Extra cost.



Finned aluminum brake drum for front wheels, seen from inside. Extra cost.

*Not available at start of production—See dealer for availability.

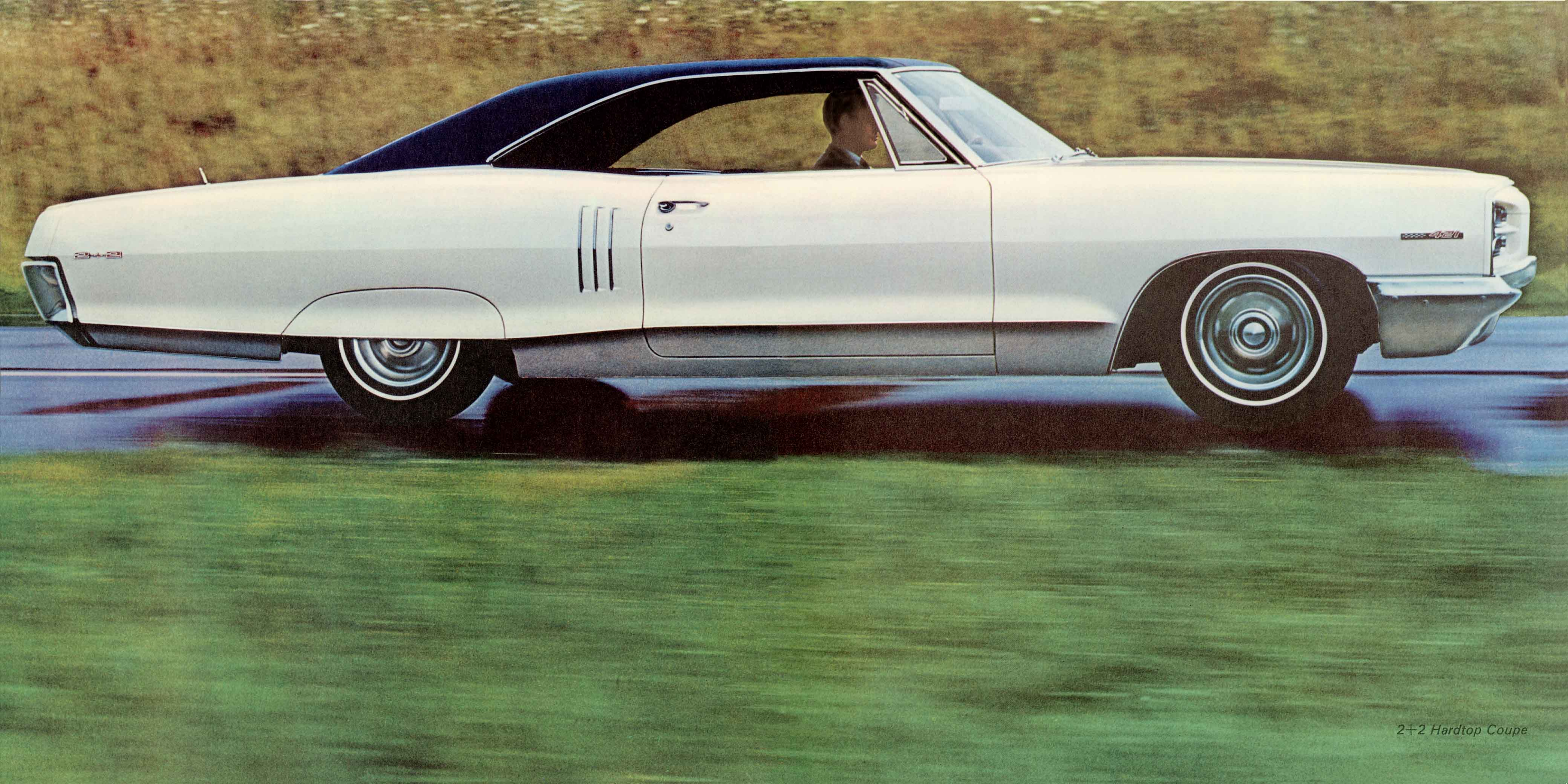
This is our big one. The 2+2. Two tons of exquisite engineering with a 421-cubic inch engine that emits torque in seemingly endless quantities. We make it for people who like to put some weight behind their muscle. It's got a long wheelbase, buckets, carpeting. If you're a sucker for a boulevard cruiser with something special up front, this is your car. Or you can turn it into a lean and hungry driving machine by marking the right squares on the order blank. It's up to you. That's what this catalog is all about. So wipe the perspiration off your palms and proceed.

Some of our extra cost options and accessories are shown on cars in this catalog. For a more complete list, see the options and accessories pages.

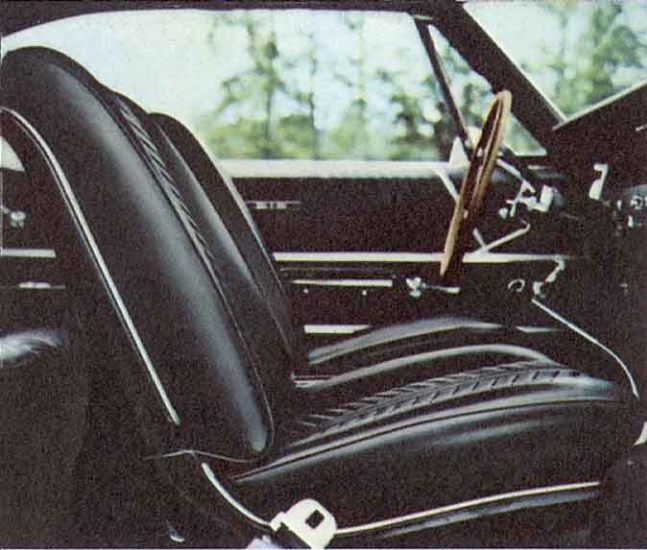




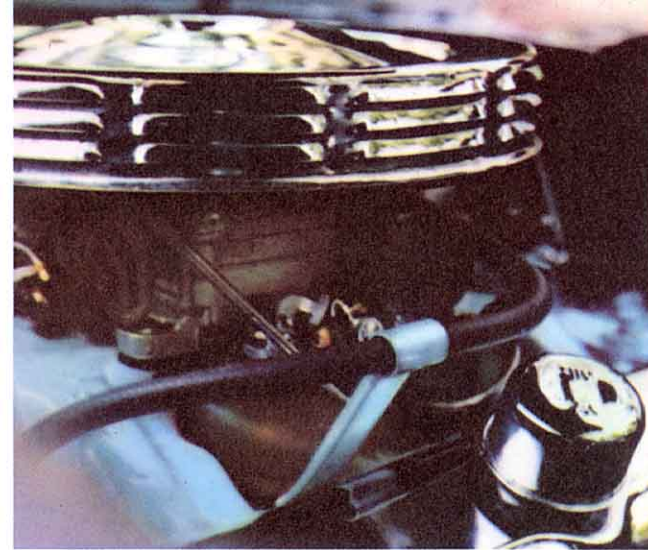
2+2 Convertible



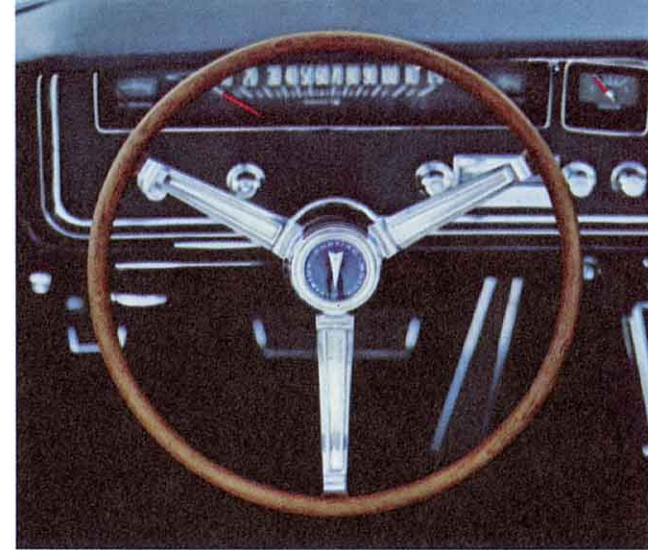
2+2 Hardtop Coupe



Our very lush standard interior. It's available in black, red, blue, or parchment.



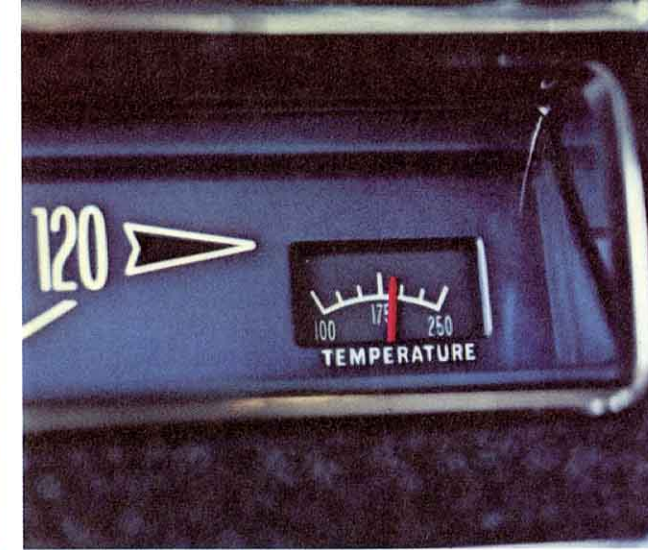
Standard 338-hp 421 with 4-BBL. Chromed air cleaner, rocker covers, and oil cap.



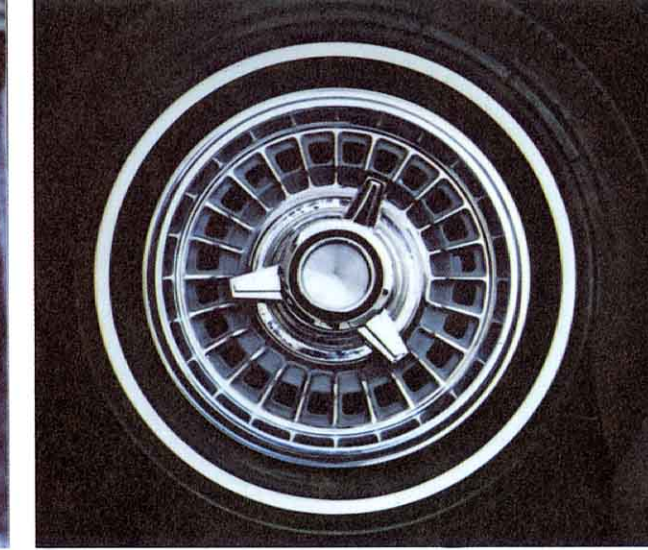
The custom sports steering wheel. It's not real wood, but who cares? Extra cost.



This tach fits in upper left-hand corner of the instrument panel. Extra cost.



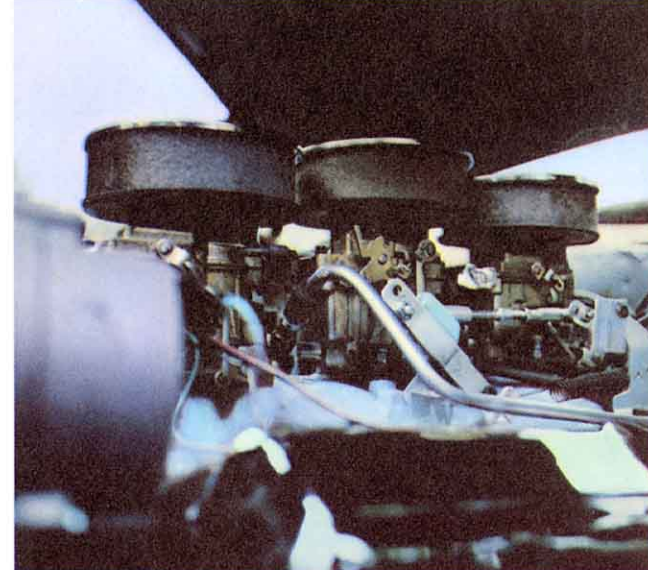
Instrumentation includes an oil pressure gauge at other end of speedometer. Extra cost.



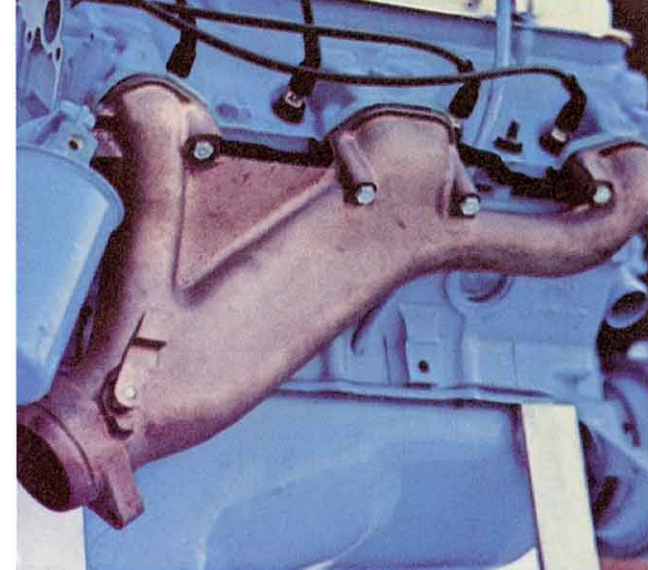
Extra cost custom wheel discs with spinners. But, oh, what they do to your 2+2!



Standard heavy-duty 3-speed with Hurst shifter as seen by an eager photographer.



421 Tri-Power. 356 or 376 hp. Extra cost. Mechanical throttle linkage on stick shifts.



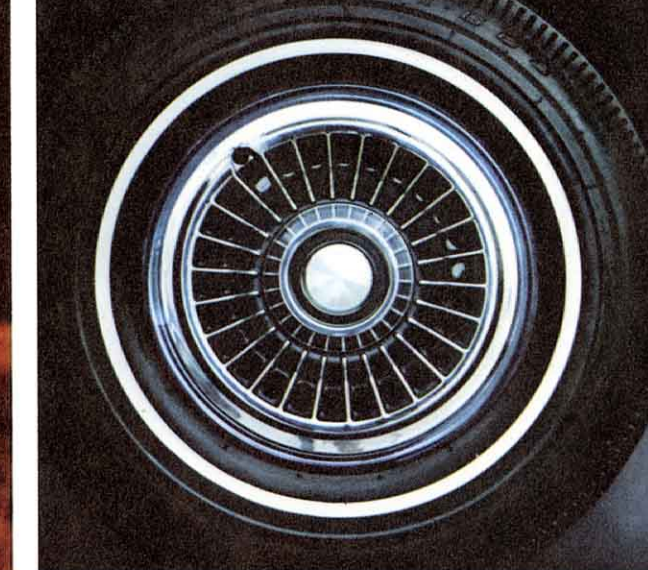
High output exhaust manifold of the 376-hp HO. Who needs tube headers?



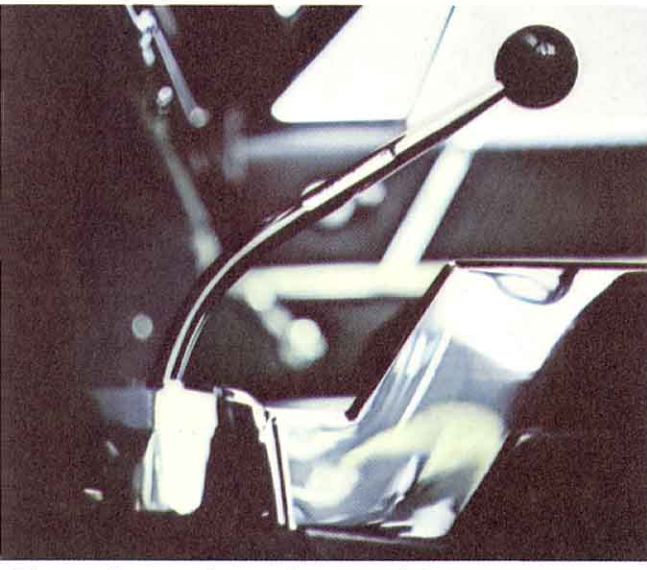
Put the torque where you want it with Safe-T-Track limited slip. Extra cost.



Heavy-duty suspension standard. Even stiffer springs and shocks available.



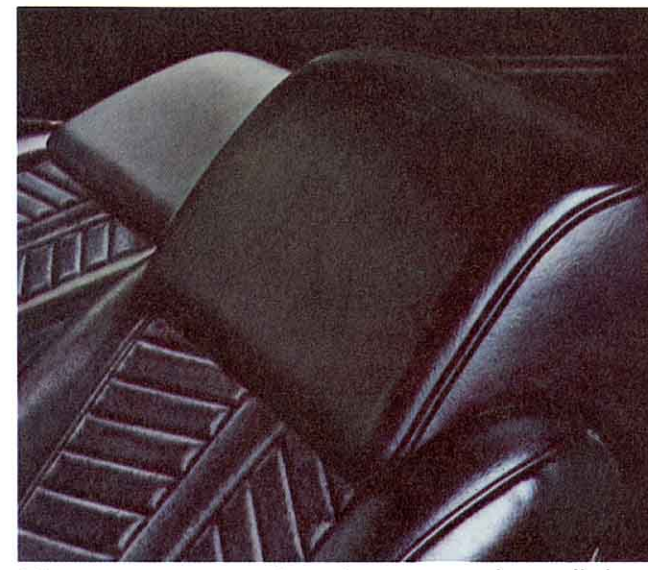
The standard wheel cover. 8.25 x 14 tires are standard. Whitewalls are extra cost.



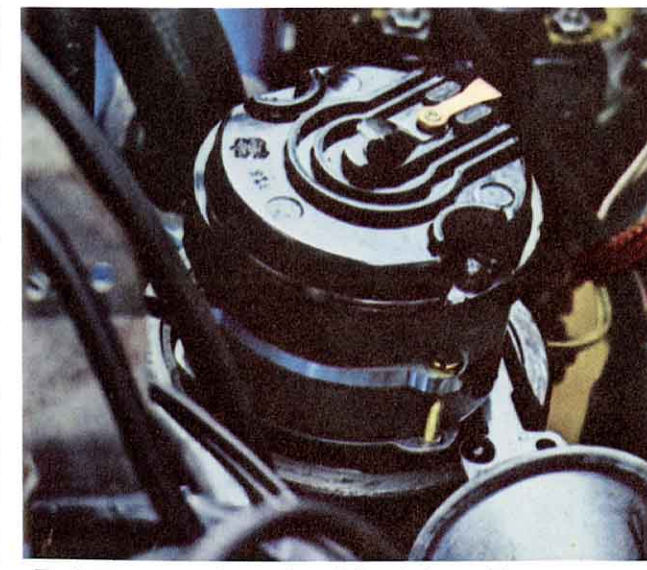
The all-synchro 4-speed is extra cost. The close-ratio is special order.



What you get when you order Turbo Hydra-Matic with console. Extra cost.



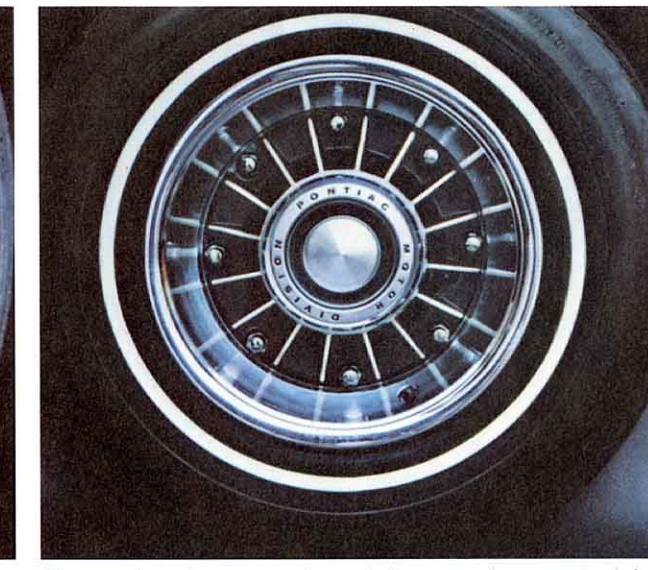
The extra-cost headrests and reclining passenger seat. Home was never like this.



Delco transistorized ignition. Extra cost, but you'll save on points and condensers.

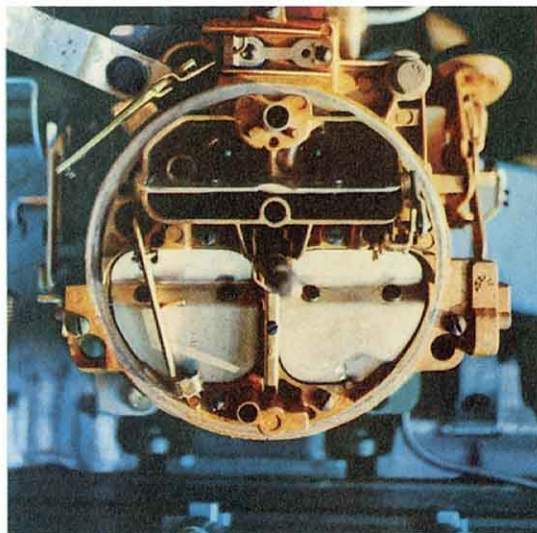


Inside view of the aluminum wheel. See how drum and wheel hub are cast together.



Our aluminum wheel from the outside. Hub and drum dissipate heat. Extra cost.

Forget everything you ever knew about sixes. Except that if you laid out enough Italian lire, you could get one that was bred to take the punishment of an Alpine rally and come up idling. Forget most of that, too, because the new high compression version of our overhead cam six costs so little in comparison it should make European iron hang their cylinder heads in shame. Yet ours will do everything any overhead cam ever tried. It delivers 207 horsepower from premium gas with a 4-barrel Quadrajet carburetor. The camshaft is above the valves. No pushrods. No lifters. Just thousands of rpm. Over six grand with no sweat. It comes in a package that includes heavy-duty front shocks, stabilizer bar, distinctive emblems, and sports striping for 2-door models. You can order it on the Le Mans, Tempest Custom, or Tempest to replace the standard 165-hp overhead cam six. But you can't get it on the station wagon. At right is a special gussied-up version designed to show off things like the split exhaust manifold and the Quadrajet. Yours will come in Pontiac engine-blue with a chromed air cleaner and that snazzy cam cover. Facts are on the back page.



Eyeballin' the new Quadrajet



207 hp OHC-6 Tempest Sports Coupe

