

# Pontiac 1974



Grand Prix • Grand Ville • Bonneville • Catalina • Grand Am • Luxury LeMans  
LeMans • GTO • Ventura • Firebird • Safari Station Wagons

# Grand Prix

Pontiac's classic luxury sport.



Grand Prix Hardtop Coupe in Fire Coral Bronze.



All-Morrokide interior with cut-pile carpeting. Shown in saddle—also available in green, black, burgundy, blue, white and beige.



Grand Prix instrument panel. Shown with available rally gauge cluster and Custom Sport wheel.

Grand Prix has a reputation for being a car that's uncompromised . . . strictly first class.

Any way you look at it, the 1974 Grand Prix's styling carries out the classic image.

The Wide-Track ride is no compromise, either. Grand Prix is a magnificent road car.

Variable-ratio power steering, power front disc brakes and Turbo Hydra-matic are standard.

A 400-cubic-inch engine provides the kind of Pontiac performance that has helped make Grand Prix famous.

We even did up the bucket seats right. Deeply contoured for lateral support. Finished in cloth and corduroy, or all-Morrokide.

You can also order them so they recline, with adjustable lower back supports. Or you can trade them for a bench seat.

Nothing less than inlays of genuine African crossfire mahogany grace Grand Prix's door panels and console.

There's a great option you can order for Grand Prix. It's called "SJ." And it includes: A maintenance-free battery, unitized ignition, pin striping, a 455 V-8, a rally gauge cluster, steel-belted radials and more. Kind of our ultimate ultimate.

1974 Grand Prix. The classic example of our way with cars.

#### Dimensions (Inches)

Overall length	217.5
Overall width	77.9
Wheelbase	116.0
Track, front/rear	61.9/61.1
Head room, front/rear	37.7/32.2
Leg room, front/rear	42.4/33.5
Shoulder room, front/rear	58.8/57.1
Hip room, front/rear	56.9/52.9

A lot of people will be very surprised to discover that the 1974 Grand Ville is a Pontiac.

That's understandable. Until now, there's never been a Pontiac so luxurious.

Grand Ville's new die-cast grille and formal roofline hint at the luxury inside. The hand-fitted, richly upholstered seats. The cut-pile carpet underfoot. The vinyl accents that look like hand-tooled chestnut on the doors. The generous use of sound insulation. And the roomy feel of the interior.

Enough to mistake Grand Ville for a much more expensive car.

Especially since variable-ratio power steering, power front disc brakes, Turbo Hydra-matic and a 455 V-8 are all standard. There's even a Radial Tuned Suspension available.

The 1974 Grand Ville is proof . . . the Wide-Track people have a way with luxurious cars.

Dimensions (inches)	Hdtp. Cpe.	4-Dr. Hdtp.	Conv.
Overall length	226.0	226.0	226.0
Overall width	79.6	79.6	79.6
Wheelbase	124.0	124.0	124.0
Track, front/rear	64.1/64.0	64.1/64.0	64.1/64.0
Head room, front/rear	38.9/37.6	38.9/37.6	39.1/38.1
Leg room, front/rear	42.7/38.8	42.7/38.8	42.7/35.8
Shoulder room, front/rear	64.3/63.3	64.3/63.3	64.4/61.7
Hip room, front/rear	62.2/56.2	62.2/62.1	62.0/56.2



Grand Ville 4-Door Hardtop in Crestwood Brown.

# Grand Ville

Pontiac's most luxurious full-sized car.



Grand Ville Convertible in Porcelain Blue.



Grand Ville Hardtop Coupe in Ascot Silver.



Available cloth and Morrokide notchback bench seat. Shown in blue—also available in green, beige, black and burgundy.

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

# Bonneville

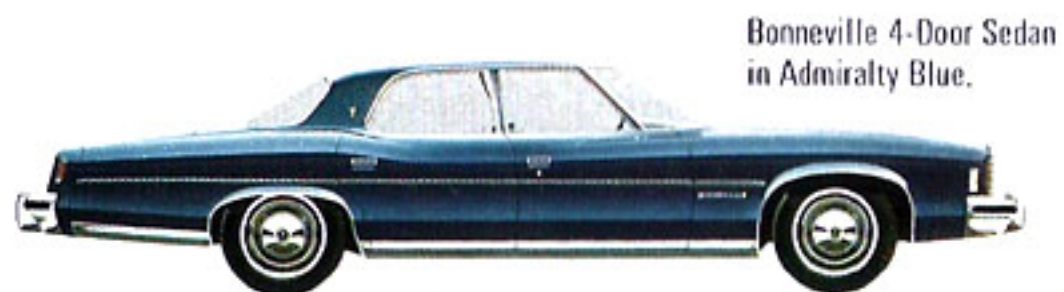
Pontiac's original full-sized Wide-Track.



Bonneville Hardtop Coupe in Pinemist Green.



Bonneville block tweed upholstery. Shown in blue—also available in green, beige and black/gray.



Bonneville 4-Door Sedan in Admiralty Blue.

Dimensions (inches)	Hdtp. Cpe.	4-Dr. Hdtp.	4-Dr. Sedan
Overall length	226.0	226.0	226.0
Overall width	79.6	79.6	79.6
Wheelbase	124.0	124.0	124.0
Track, front/rear	64.1/64.0	64.1/64.0	64.1/64.0
Head room, front/rear	38.3/37.4	38.6/37.4	39.1/37.9
Leg room, front/rear	42.7/38.8	42.7/38.8	42.7/35.8
Shoulder room, front/rear	64.3/62.2	64.3/63.3	64.3/63.3
Hip room, front/rear	62.2/56.2	62.2/62.1	62.2/62.1



Bonneville 4-Door Hardtop in Colonial Gold.

Bonneville is a big comfortable car. But it's a very special big comfortable car. Because of the way it handles a road.

Bonneville is what Wide-Track is all about. The springs are computer selected. And the full-coil suspension is tuned.

So Bonneville rides very smoothly and still feels good in corners.

Variable-ratio power steering, power front disc brakes and Turbo Hydra-matic are standard.

There's even a handling package available. It's called RTS. Radial Tuned Suspension.

RTS includes steel-belted radial whitewalls; firmer shocks; and stabilizer bars, front and rear.

The standard 400 V-8 provides more response than you're likely to need. But we also make a 455 V-8 available.

We started out talking comfort. It's obvious in the '74 Bonneville.

The carpeting is cut pile. The steering wheel is cushioned. The upholstery fabric is your choice. A block tweed cloth or a grained Morrokide. Both are long wearing. Both are handsome.

But don't take either one unless you buy Pontiac's concept that a big car should be more than luxurious. The 1974 Bonneville is for people who still enjoy driving.

When you take that first step up to the comfort and prestige of a 1974 Pontiac Catalina, you expect to get something for your money. We give it to you.

We give you Pontiac styling.

The grille is classic. The top on the Hardtop Coupe is futuristic. Big on glass and visibility.

We give you Pontiac performance. A 400-cu.-in. V-8 is standard.

Power front disc brakes, variable-ratio power steering, Turbo Hydra-matic are standard.

Move up to a Catalina and you also get Pontiac's careful attention to detail. Catalina has new cut-pile carpeting. Improved padding in the seats. A deluxe steering wheel with padded center spokes. And new upholstery fabrics.

You can also take innovation for granted in Catalina.

We've got a new exclusive available this year. Adjustable brake and accelerator pedals for your convenience. One lever controls both. It moves the pedals toward or away from you and locks them into place.

Order the RTS package (Radial Tuned Suspension) and you can chalk one up for Pontiac handling.

There's a lot of other equipment you can order. But even if you never add a thing, Catalina gives you your money's worth. Because we have a way with cars.

Dimensions (inches)	Hdtp. Cpe.	4-Dr. Hdtp.	4-Dr. Sedan
Overall length*	226.0	226.0	226.0
Overall width	79.6	79.6	79.6
Wheelbase	124.0	124.0	124.0
Track, front/rear	64.1/64.0	64.1/64.0	64.1/64.0
Head room, front/rear	38.3/37.4	38.6/37.4	39.1/37.9
Leg room, front/rear	42.7/35.8	42.7/38.8	42.7/38.8
Shoulder room, front/rear	64.4/62.2	64.4/63.5	64.4/63.5
Hip room, front/rear	62.2/56.2	62.0/61.9	62.0/61.9

\*with rubber bumper strips

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

# Catalina

Pontiac's lowest priced full-sized car.



Catalina Hardtop Coupe in Regatta Blue.



Catalina 4-Door Sedan in Crestwood Brown.



Catalina 4-Door Hardtop in Lakemist Green.



Catalina's available all-Morrokide upholstery. Shown in saddle—also available in blue, white, green, burgundy and beige.

# Grand Am

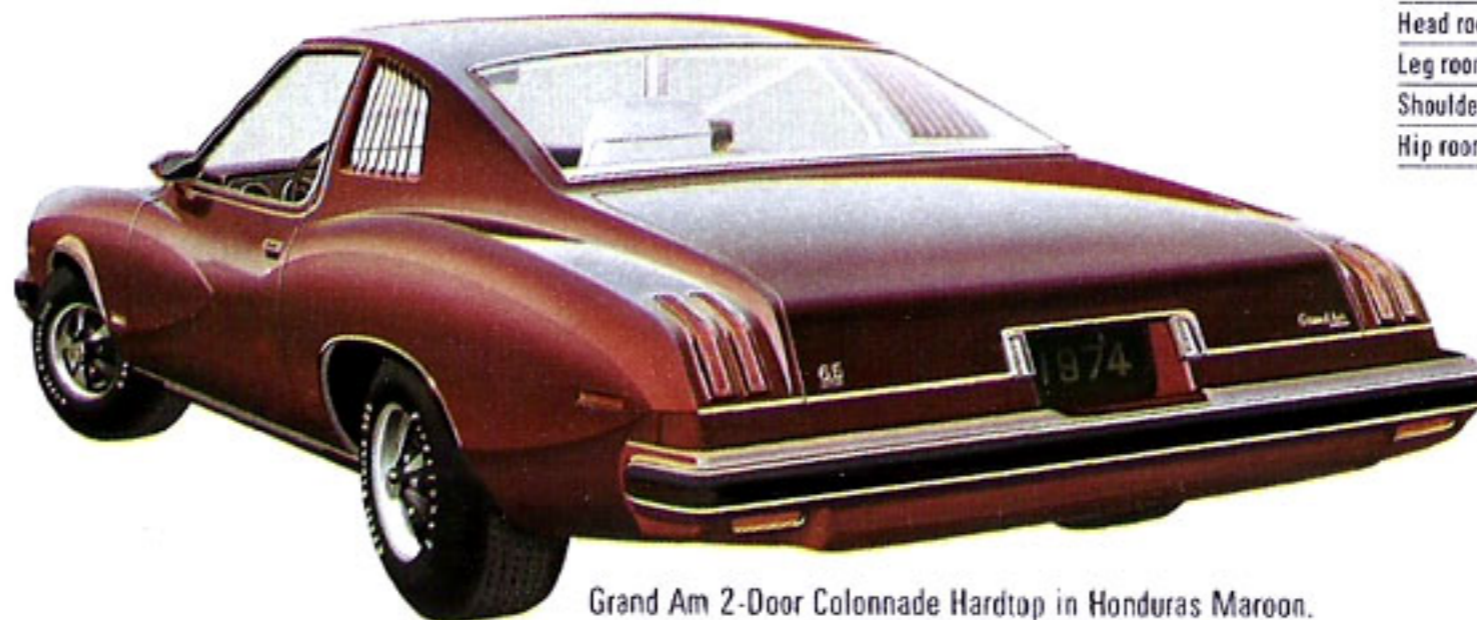
The mid-sized Pontiac with foreign intrigue...American ingenuity.



Grand Am 4-Door Colonnade Hardtop in Pinemist Green.



Grand Am's standard all-Morrokide upholstery. Shown in burgundy—also available in white, saddle, green and beige.



Grand Am 2-Door Colonnade Hardtop in Honduras Maroon.

This year, Pontiac set out to build a mid-sized car that combined the handling characteristics of the finest imports with the smooth ride, styling and performance of a Wide-Track.

We did just that. And we call it the 1974 Grand Am.

Grand Am's Radial Tuned Suspension delivers magnificent handling and a smooth ride.

Grand Am's styling isn't like anything else in the world. Its famous squeezable nose not only looks great . . . it also gives on minor impact and springs back.

Even the bucket seats are special. They recline, have adjustable lower back supports and are standard in both 2-Door and 4-Door Grand Ams.

You know we won't disappoint you on performance. Variable-ratio power steering, power front disc brakes, a 400 V-8 and Turbo Hydra-matic are standard.

So put Grand Am on the road. And discover the Wide-Track people's way with cars.

Dimensions (inches)	2-Dr.	4-Dr.
Overall length	210.9	214.9
Overall width	77.7	77.7
Wheelbase	112.0	116.0
Track, front/rear	61.9/61.1	61.9/61.1
Head room, front/rear	37.9/36.8	38.6/37.2
Leg room, front/rear	42.4/33.5	42.4/38.6
Shoulder room, front/rear	59.6/57.5	59.6/58.9
Hip room, front/rear	56.0/52.9	56.0/57.9

If ever a car name said it all, Luxury LeMans does. The "LeMans" part identifies this beauty as a mid-sized Pontiac. The "Luxury" part tells you the obvious. Luxury LeMans is very luxurious.

Now the very idea of a mid-sized luxury car is tough to get a hold of. So examine Luxury LeMans closely.

Pay particular attention to the discreet way we used chrome. And the new formal rear quarter window on the 2-Door Hardtop. (The Luxury LeMans Coupe is available only with a vinyl roof until early 1974.)

The interior touches are no accident, either.

A Custom Cushion steering wheel. Cut-pile carpeting. Pull straps on the doors. Vinyl accents that look exactly like wood.

The front seat is akin to a sofa. Pull down the center armrest, and it's two easy chairs.

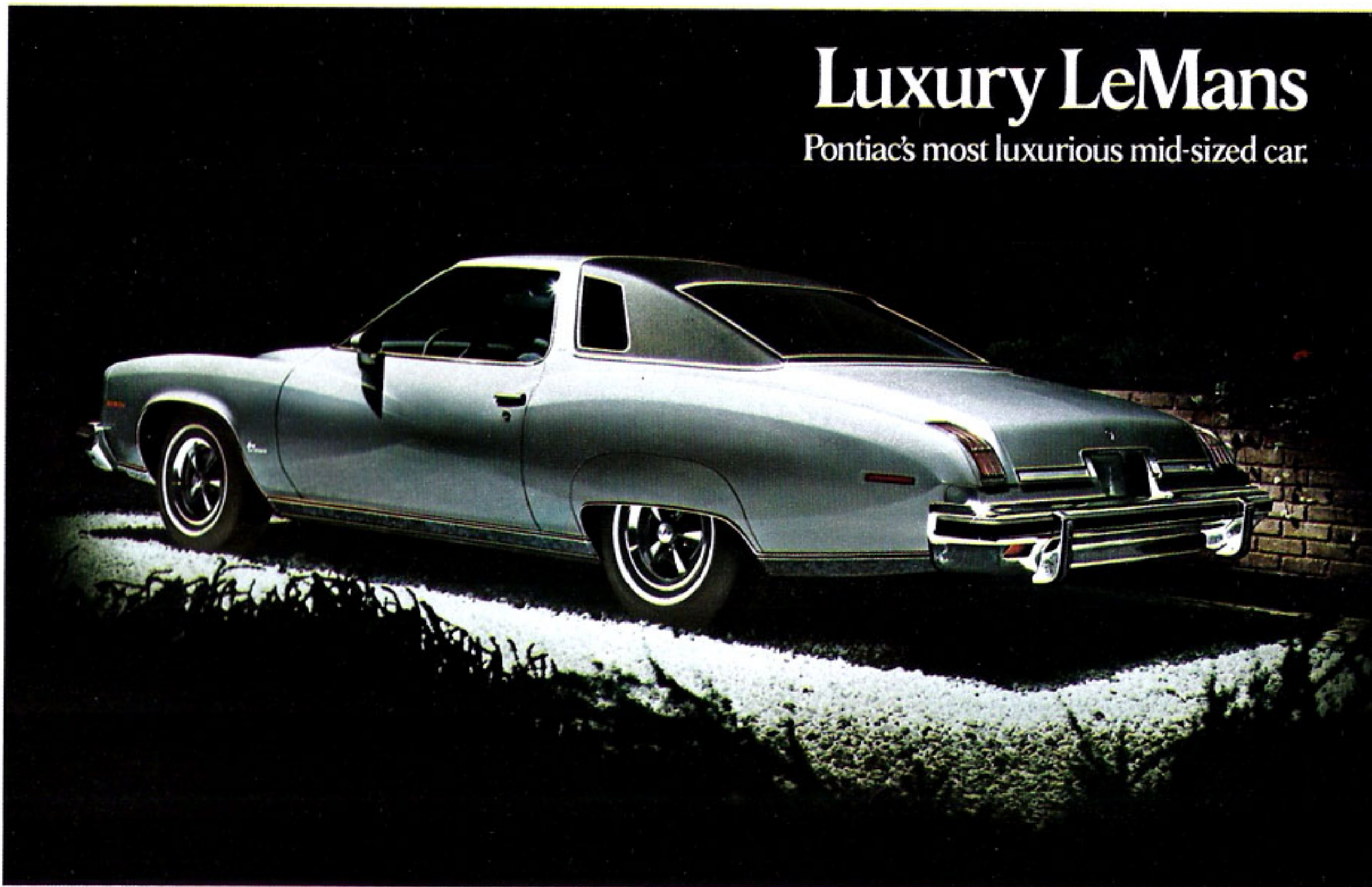
You can cover it in a rich textured cloth or leather-like Morrokide.

Luxury car or not, all Pontiacs perform. That's why a 350 V-8 is standard. And why you can order a Radial Tuned Suspension to help make Luxury LeMans handle like a sports car.

Maybe now the idea of a mid-sized luxury car won't be so hard to accept. The Wide-Track people have a way with cars.

Dimensions (inches)	2-Dr.	4-Dr.
Overall length*	208.8	212.8
Overall width	77.9	77.9
Wheelbase	112.0	116.0
Track, front/rear	61.5/60.7	61.5/60.7
Head room, front/rear	37.9/36.8	38.6/37.2
Leg room, front/rear	42.4/32.9	42.4/37.0
Shoulder room, front/rear	59.6/57.5	59.6/58.9
Hip room, front/rear	56.0/52.9	56.0/57.9

\*with rubber bumper strips



Luxury LeMans 2-Door Colonnade Hardtop in Ascot Silver.



Luxury LeMans 4-Door Colonnade Hardtop in Porcelain Blue.

# Luxury LeMans

Pontiac's most luxurious mid-sized car.



Luxury LeMans cloth and Morrokide notchback bench seat with fold-down center armrest. Shown in blue—also available in green, beige and burgundy.

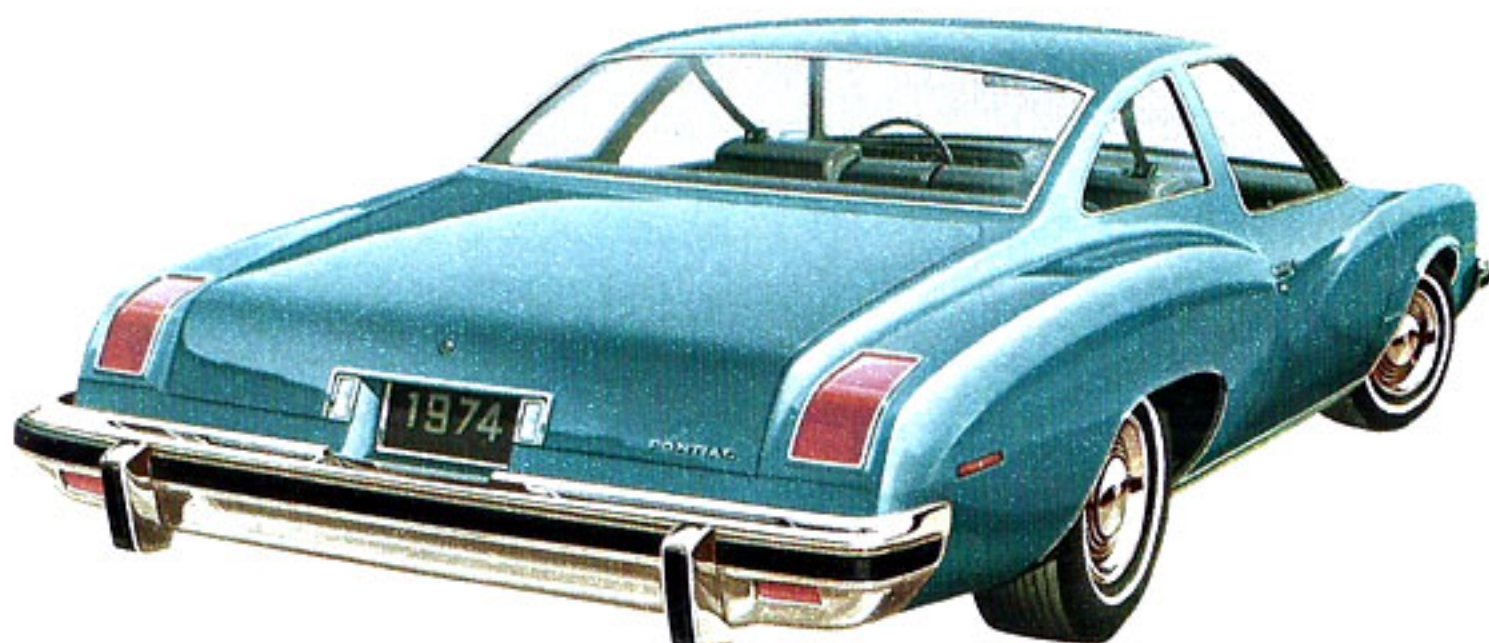
Shown on the cars on these pages are some of the options and accessories offered by Pontiac at extra cost.

# LeMans

Pontiac's lowest priced mid-sized car.



LeMans 4-Door Colonnade Hardtop in Porcelain Blue.



LeMans 2-Door Colonnade Hardtop in Gulfmist Aqua.



Standard LeMans cloth and Morrokide interior. Shown in blue—also available in green and beige.

This year, we decided to see how many of the finer things we could include in our lowest priced mid-sized car. The '74 LeMans.

We gave LeMans Pontiac's kind of advanced styling.

LeMans has a coil-spring suspension. Front disc brakes. And plenty of acoustical insulation.

We included an interior with plush all-foam seat construction. Distinctive upholstery. Even cut-pile carpeting.

But maybe the custom trim available in the 4-Door LeMans is your style. A notchback bench seat in vinyl or cloth with a pull-down armrest. A wood-grain vinyl applique on the glove box.

Want to go sportier? The available GT package will get you a blacked-out grille. White-lettered tires on mag-type Rally II wheels. Body-colored mirrors. And some wild stripes and decals.

There's another LeMans. LeMans Sport Coupe. It gives you a custom interior that includes your choice of bucket seats or a notchback bench seat with a pull-down center armrest. You can also specify one of three different styles for your rear quarter windows. Louvered. Louverless. Or a new formal window (available only with a vinyl roof).

1974 LeMans is a lot of car at an affordable price. *That's* Pontiac's way with cars.

Dimensions (inches)	2-Dr.	4-Dr.
Overall length*	208.6	212.8
Overall width	77.9	77.9
Wheelbase	112.0	116.0
Track, front/rear	61.5/60.7	61.5/60.7
Head room, front/rear	37.9/36.8	38.6/37.2
Leg room, front/rear	42.4/32.9	42.4/37.0
Shoulder room, front/rear	59.6/57.5	59.6/58.9
Hip room, front/rear	56.0/52.9	56.0/57.9

\*with rubber bumper strips





LeMans Sport Coupe 2-Door Colonnade Hardtop in Colonial Gold. Shown with available formal window and Cordova top.

LeMans Sport Coupe 2-Door Colonnade Hardtop in Ascot Silver. Shown with standard louvered window.

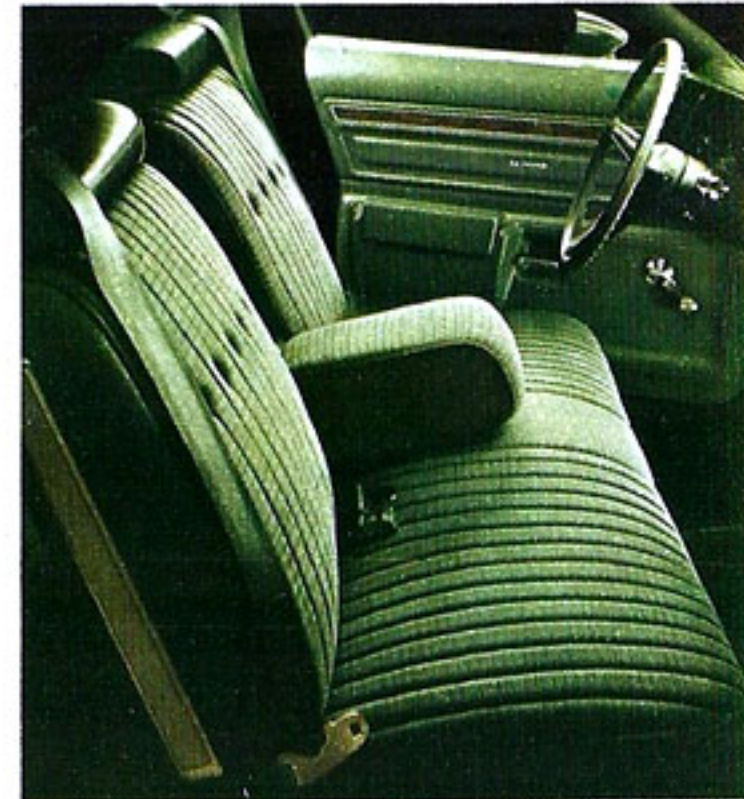
LeMans 2-Door Colonnade Hardtop in Cameo White with available GT package.



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Sunroof available on LeMans 2-Door Hardtops.



Available LeMans 4-Door cloth and Morrokide interior. Shown in green—also available in blue, beige and burgundy.

# GTO

## Pontiac's tough little road car.

You can't inherit a name like GTO. You have to earn it. And we built our compact '74 GTO to do just that.

This new GTO is a quick-handling, agile Wide-Track. It comes in either a 2-Door Coupe or roomy Hatchback Coupe.

There's a blacked-out grille with inset parking lamps. Pontiac's tough-looking functional shaker hood scoop. Body-colored sport mirrors. Mag-type Rally II wheels. And contemporary GTO I.D.

GTO's beefy suspension includes front and rear stabilizer bars and firm shocks.

A special Radial Tuned Suspension with steel-belted radials is also available.

GTO's performance comes from Pontiac's new 350 4-bbl. V-8, teamed with a tough, floor-shifted 3-speed\* and dual exhausts.

1974 GTO. The tough little road car that's earned a big name for itself.

\*Available only with Turbo Hydra-matic in California.



Ventura Custom Sprint in Sunstorm Yellow.



Ventura Custom Hatchback Coupe in Carmel Beige.



GTO 2-Door Coupe in Buccaneer Red

# Ventura

## Pontiac's low-priced compact car.

Starting now, there's a lot more to a compact car than just a low price.

Because we put our Pontiac designers and engineers to work on three Venturas for 1974.

The sportiest of the pack is a package called Ventura Sprint.

Sprint comes with a blacked-out grille, sport mirrors, mag-type wheels and Sprint striping. Hatchback or 2-Door Coupe.

Our classiest compact is called Ventura Custom. The name fits.

There's new cut-pile carpeting. Custom Cushion steering wheel. And the upholstery is cloth and Morrokide, or all-Morrokide.

Deluxe wheel covers, special moldings and "Custom" I.D. also distinguish Ventura Custom as Pontiac's most luxurious compact.

Finally, you can make yourself the proud owner of 1974 Ventura 2-Door Coupe, Hatchback Coupe or 4-Door Sedan.

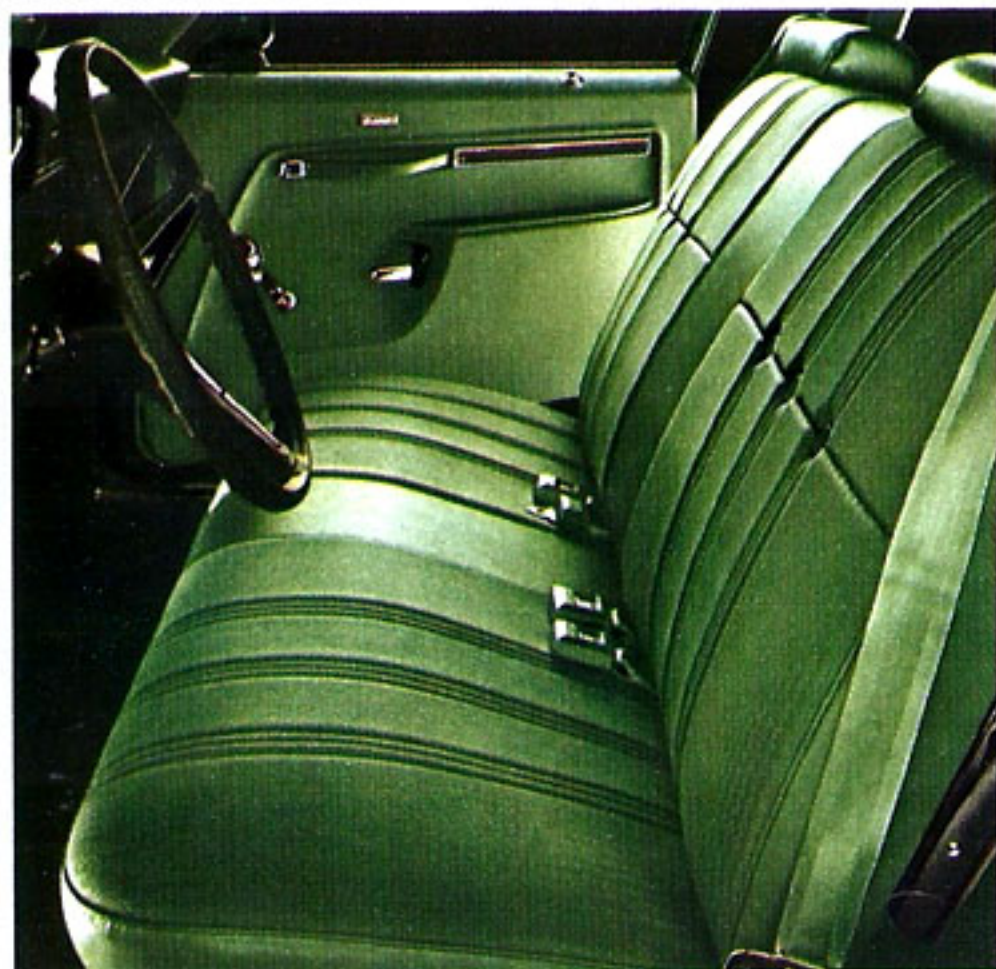
The interior's special for a small car. Handsome cloth or all-Morrokide seats. Wood-grained vinyl accents. And a deluxe 2-spoke steering wheel.

Yet with all this, Ventura is our lowest priced Pontiac. But that's our way with cars.

Dimensions (inches)	2-Door Coupe & Hatchback	4-Door Sedan
Overall length	199.4	199.4
Overall width	72.5	72.5
Wheelbase	111.0	111.0
Track, front/rear	59.9/59.6	59.9/59.6
Head room, front/rear	38.2/36.8	39.5/37.3
Leg room, front/rear	41.7/33.4	41.7/35.3
Shoulder room, front/rear	55.6/55.3	56.6/56.2
Hip room, front/rear	55.2/55.0	55.9/54.9



Ventura Custom 4-Door Sedan in Denver Gold.



Custom bench seat upholstered in cloth and Morrokide. Shown in green—also available in black. Available only in black in 4-Door Sedan.



Available all-Morrokide bucket seats. Shown in red—also available in white, saddle and green. Available only in black in 4-Door Sedan.



The Ventura Hatchback hatch.

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

# Firebird

Pontiac's sports cars.



Firebird Esprit in Sunstorm Yellow.



Firebird Hardtop Coupe in Limelight Green.

Dimensions (inches)	Firebird, Esprit	Formula	Trans Am
Overall length	196.0	196.0	196.0
Overall width	73.4*	73.0	73.2
Wheelbase	108.0	108.0	108.0
Track, front/rear	61.3/60.0	61.6/60.3	61.7/60.4
Head room, front/rear	37.5/35.9	37.5/35.9	37.5/35.9
Leg room, front/rear	43.9/29.6	43.9/29.6	43.9/29.6
Shoulder room, front/rear	57.4/54.4	57.4/54.4	57.4/54.4
Hip room, front/rear	56.7/47.3	56.7/47.3	56.7/47.3

\*Firebird—73.0

There are many tough decisions in life. You're about to make one. Because there are four fantastic Pontiac Firebirds this year.

Picture this: You're at the wheel of our basic 'Bird. The responsive handling comes from a tuned suspension and computer-selected springs. Pontiac's 250-cubic-inch Six provides the performance.

Inside, contoured, molded-foam bucket seats surround you. It's hard to believe you're driving Pontiac's lowest priced sports car. And wait'll you hear about our other 'Birds.

The '74 Firebird Esprit is our most luxurious. Esprit's interior has custom bucket seats. New cut-pile carpeting. And a Custom Cushion steering wheel.

Firebird Esprit also has custom trim, deluxe wheel covers and a 350 V-8.

There are three Formula Firebirds. You can stick with the standard 350 V-8. Go for one of our available 400 V-8s. Or specify a 455 4-bbl. or our Super Duty 455.

You get a tough 3-speed\*. Front disc brakes. And low-restriction, performance dual exhausts.

Last but hardly least, is the ultimate Firebird. The '74 Firebird Trans Am. We set it up with a standard 400 4-bbl. and 4-speed\* transmission. A limited-slip rear axle. Special Rally II wheels. Functional air dams, extractors, deflectors and spoilers. Even a shaker hood scoop.

And if that isn't enough, you can order a giant Firebird hood decal.

Which Firebird? Tough decision. But any '74 'Bird will show you Pontiac's way with sports cars.

\*Not available in California.



Formula Firebird in Denver Gold.

Firebird Trans Am in Buccaneer Red.



Firebird instrument panel with available Formula wheel and rally gauges.



Standard Firebird, Formula Firebird and Firebird Trans Am interior. Shown in black—also available in white and saddle.

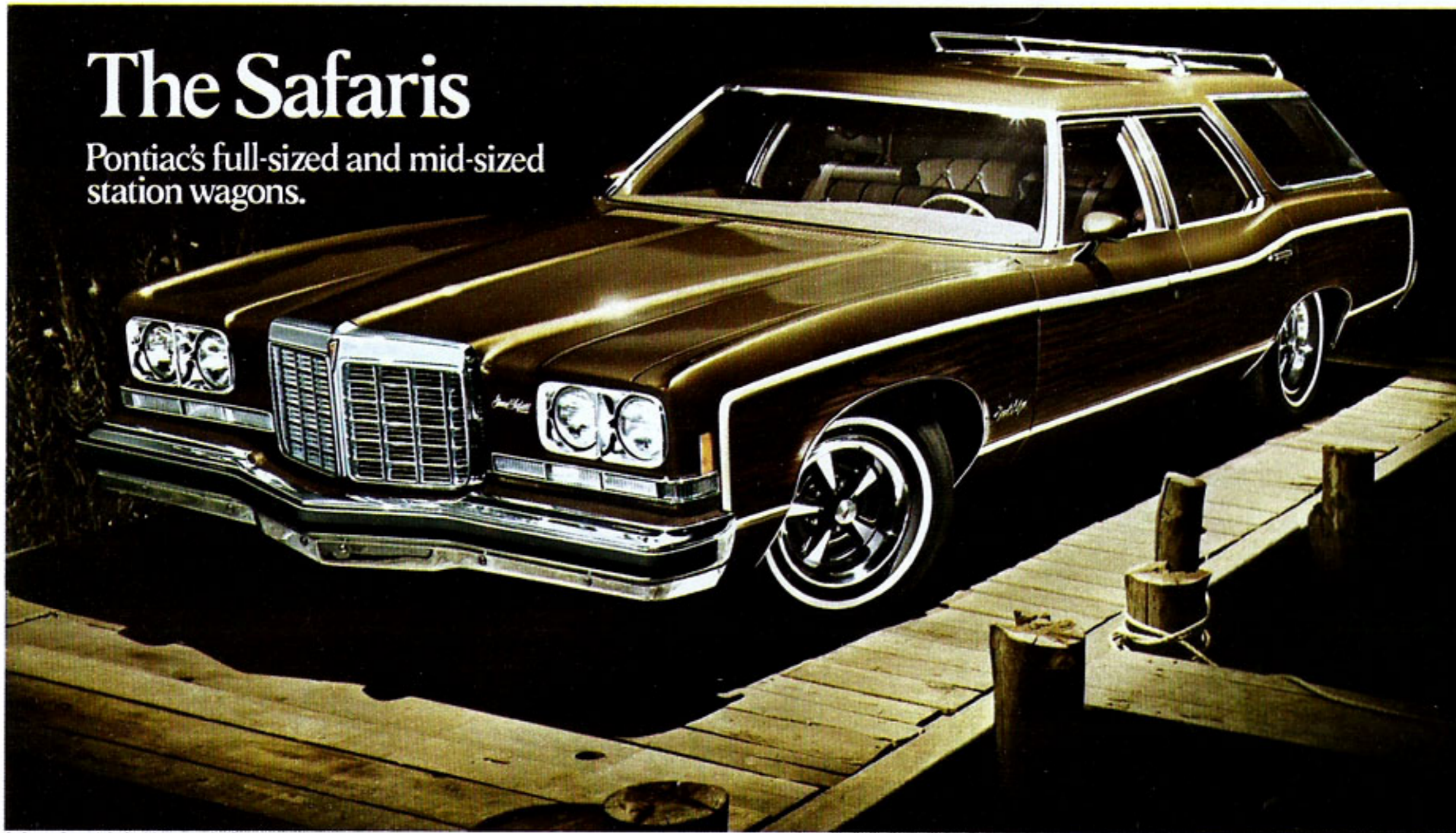


Custom interior—standard on Firebird Esprit, available on Formula Firebird and Firebird Trans Am. Shown in saddle—also available in red, white, blue, green and black.

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# The Safaris

Pontiac's full-sized and mid-sized station wagons.



3-Seat Grand Safari Wagon in Shadowmist Brown.



Grand Safari saddle tweed cloth and Morrokide upholstery.

## Dimensions (inches)

Wheelbase	127.0	Front seat at floor to closed tailgate	100.5
Overall length*	231.3	Second seat at floor to end of closed tailgate (2-seat)	50.9
Overall width	79.6	(3-seat)	65.7
Front tread	64.1	Front width of cargo space at floor	63.4
Rear tread	64.0	Minimum distance between wheelhouses at floor	48.8
Cargo volume (cu. ft.)	106.4	Rear-end opening width at floor	48.8
Underfloor compartment 2-seat (cu. ft.) (est.)	5.6	Rear-end opening width at belt	42.0
Underfloor compartment 3-seat (cu. ft.) (est.)	3.0	Maximum cargo height	30.6
Top of front seatback to closed tailgate	94.6	Maximum height at rear opening (tailgate open)	29.5
Top of second seatback to closed tailgate (2-seat)	55.6		
(3-seat)	57.6		

\*with rubber bumper strips



3-Seat Catalina Safari Wagon in Limefire Green.

Grand Safari. Think of it as a Grand Ville with a huge trunk. It has comfort and luxury. Plus the practicality of a station wagon.

There's Grand Ville's luxurious interior. A Custom Cushion steering wheel. Cut-pile carpeting. And thick foam-cushion seats.

You'll find a 455 V-8, Turbo Hydra-matic, variable-ratio power steering and power front disc brakes. All standard.

As for practicality . . . what's more practical than over 106 cu. ft. of cargo space? Answer: Grand Safari's Glide-away tailgate. It tucks into the body and roof.

Now just to prove we have a way with luxurious station wagons, we make other gear available. Things like a new Radial Tuned Suspension. And three different trailer towing packages.

The '74 Catalina Safari is our lowest priced, full-sized wagon.

Standard features include a 400-cu.-in. V-8, Turbo-Hydra-matic transmission and an all-Morrokide interior with foam-padded seats.

Then there are power front disc brakes and variable-ratio power steering.

Safari's standard belted tires and tuned leaf-spring rear suspension account for its stability.

Since our 2- and 3-Seat Safaris come with so many standard features, you can afford to add a few available options. To help make your '74 Safari everything you've ever wanted in a wagon.

For those of you who like the idea of a luxury wagon, but want something a bit smaller or a bit lower priced than Grand Safari, we proudly offer our mid-sized '74 Luxury LeMans Safari.

It has a distinctive die-cast grille, deluxe wheel covers and wood-grain vinyl trim outside. A Custom Cushion steering wheel and special trim inside.

That's in addition to all the great standard features you'll find in our even more affordable '74 LeMans Safari.

Features like a 350 V-8. Power front disc brakes. Cut-pile carpeting. A hidden storage compartment. And an easy-opening, easy-loading liftgate.

And because the '74 LeMans Safari is a mid-sized Wide-Track, you'll discover the kind of handling and stability you might not expect in a wagon with over 85 cu. ft. of cargo space.

'74 Luxury LeMans Safari. '74 LeMans Safari. Whether you like them plain or fancy, Pontiac has a great mid-sized wagon for you.

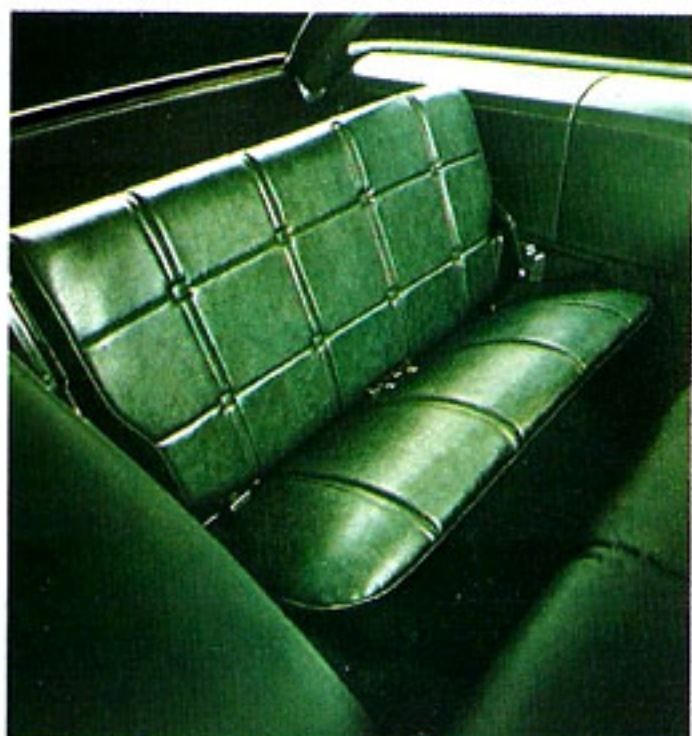


2-Seat Luxury LeMans Safari in Fire Coral Bronze.

**Dimensions (inches)**

Wheelbase	116.0
Overall length	216.0
Overall width	78.0
Front tread	61.5
Rear tread	60.7
Cargo volume (cu. ft.)	85.1
Underfloor compartment 2-seat (cu. ft.) (est.)	9.8
Underfloor compartment 3-seat (cu. ft.) (est.)	5.8
Top of front seatback to closed tailgate	82.9
Top of second seatback to closed tailgate (2-seat)	48.7
(3-seat)	48.7

Front seat at floor to closed tailgate	90.2
Second seat at floor to end of closed tailgate (2-seat)	53.9
(3-seat)	53.9
Front width of cargo space at floor	55.0
Minimum distance between wheelhouses at floor	44.5
Rear-end opening width at floor	61.2
Rear-end opening width at belt	62.8
Maximum cargo height	30.1
Maximum height at rear opening (tailgate open)	27.4



Catalina Safari forward-facing third seat. Shown in green—also available in blue, saddle and burgundy.



3-Seat LeMans Safari in Porcelain Blue.



LeMans Safari all-Morrokide upholstered bench seat. Shown in saddle—also available in blue, green and burgundy.

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# Pontiac Safety Features

## Occupant Protection

Seat belts with pushbutton buckles for all passenger positions. Two front combination seat and shoulder belts for driver and right front passenger (with reminder light and buzzer, inertia reel and starter interlock). Two front-seat head restraints. Energy-absorbing steering column. Passenger-guard door locks. Safety door latches and hinges. Folding seat-back latches. Energy-absorbing padded instrument panel and front seat-back tops (front and intermediate seat-back tops on all Safaris). Contoured windshield header (except Grand Ville Convertible). Thick laminate windshield. Padded sun visors. Safety armrests. Safety steering wheel. Cargo-Guard. Side-Guard beams. Contoured full roof inner panel (except GTOs, Venturas and Grand Ville Convertible).

## Accident Prevention

Side marker lights and reflectors (front side marker lights flash with directional signal). Parking lamps that illuminate with headlamps. Four-way hazard warning flasher. Backup lights. Lane-change feature in direction signal control. Windshield defrosters, washers and dual-speed wipers. Wide-view inside mirror (vinyl edged, shatter-resistant glass and deflecting support). Outside rearview mirror. Dual master cylinder brake system with warning light. Starter Safety Switch. Dual-action safety hood latches. Improved bumper systems.

## Anti-Theft

Anti-theft ignition key warning buzzer. Anti-theft steering column lock. Inside hood latch release (except Firebirds and Venturas).

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 at any time without incurring any obligation to equip same on cars built prior to date of such change.

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