



1972 PONTIAC

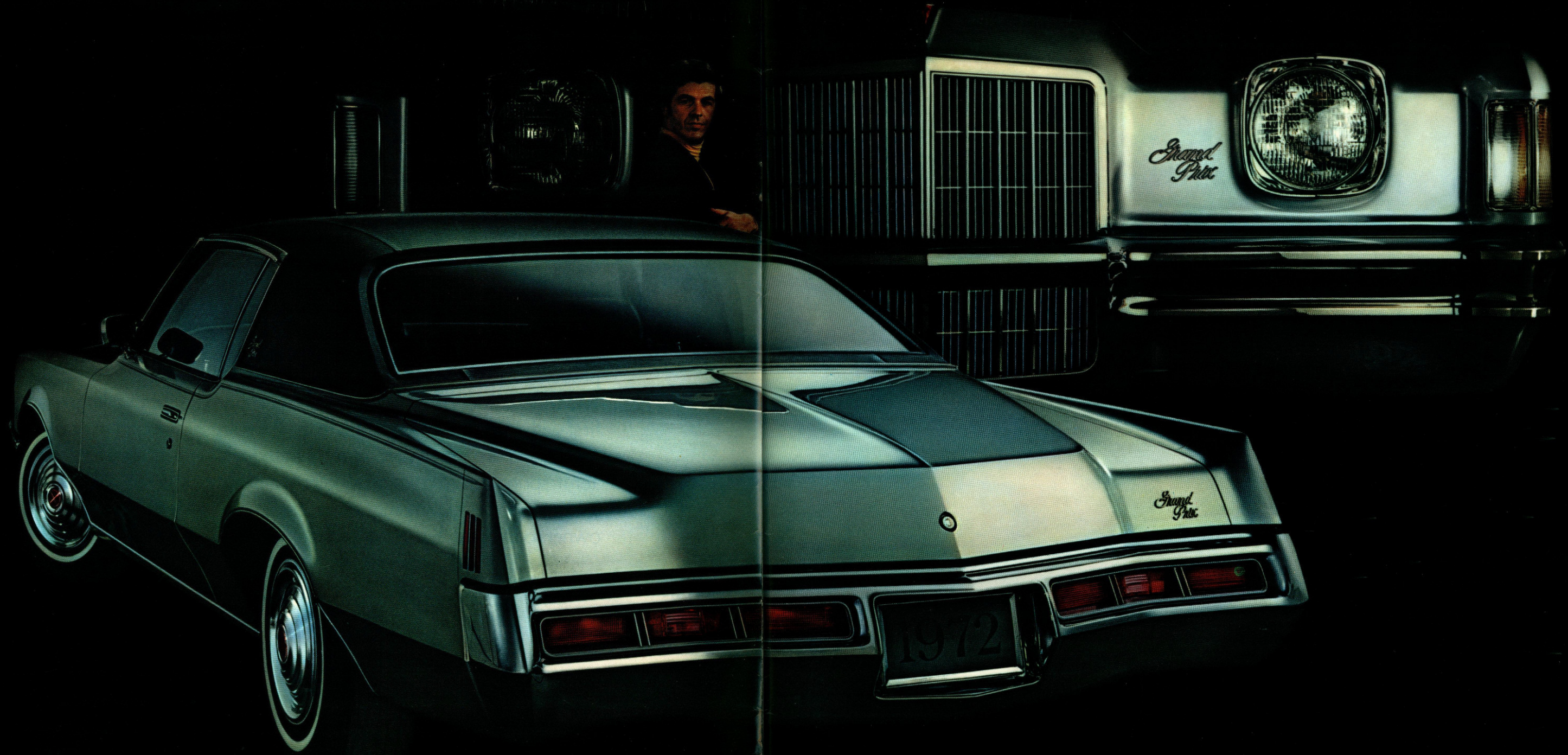
Pontiac's new look.

It's contemporary. As contemporary as a walk on the moon. Yet it began some years ago. When Pontiac first decided to abandon everyone's pre-conceived notions of automotive styling. And go for simplicity...function...and flair without tinsel.

Pontiac's new look goes deeper than styling. It's a unique approach to the science of motion. It's innovative engineering. Pontiac's Wide-Track ride. Pontiac's Endura protection. Pontiac's willingness to be first without worshipping change for the sake of change.

Pontiac's new look reflects today's highest standards of value. Yet it springs from a long-standing commitment to craftsmanship. And a reputation for quality that extends pride of ownership from one Pontiac owner to the next. Year after year.

Pontiac's new look is yesterday...now...and tomorrow.





Grand Prix

The 1972 Grand Prix's styling is as distinctive to Grand Prix as your fingerprints are to you. With a new grille that recalls the Golden Age of Automobiles. And with a hood that seems to stretch into the next county. If any car were destined to make it big on looks alone, that car is Grand Prix. Pontiac's luxury sports-coupe.

But we'd be the first to admit that looks are not enough. A car of Grand Prix's stature must perform. Grand Prix performs. It has a 400-cubic-inch V-8. Unless you order yours with a 455 V-8.

Grand Prix has Turbo Hydra-matic. Not as an extra-cost feature, mind you, but as standard equipment.

It has standard variable-ratio power steering and power front disc brakes. And an excellent power-to-weight ratio. So the handling is quick and responsive. Yet smooth and solid.

But you know performance isn't enough, either.

So Grand Prix does more than its share of pampering. In fact, Grand Prix's interior surroundings this year border on the princely.

You have your choice of seating. Buckets, including console, or notch-back front seat with pull-down center armrest. And your choice of seating materials. A vertically ribbed cord trimmed in vinyl so leatherlike it smacks of saddle soap. Or soft, supple vinyl. It's perforated. So you'll sit cooler in the summer, warmer in the winter.

The wraparound instrument panel looks like it was taken from a light plane. Every control and gauge is at your fingertips. And the instrument cluster is outlined with the look of rare Ceylonese teak.

Hard as it is to believe, there's a Grand Prix with even more. It's the Grand Prix "SJ." It sports a 455 V-8. Body striping. A battery that never needs water. A unitized ignition system. Rally gauges.

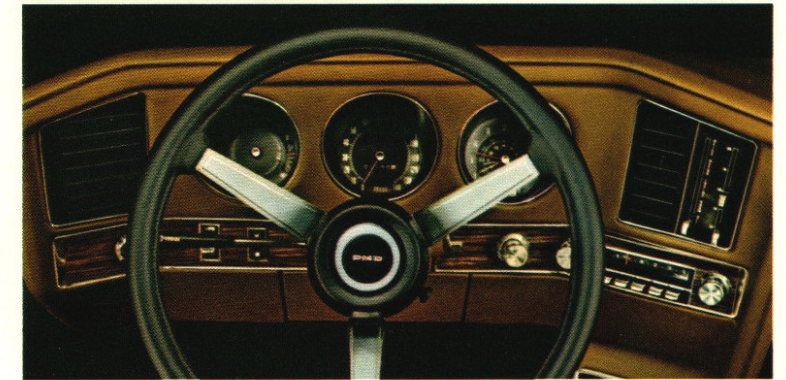
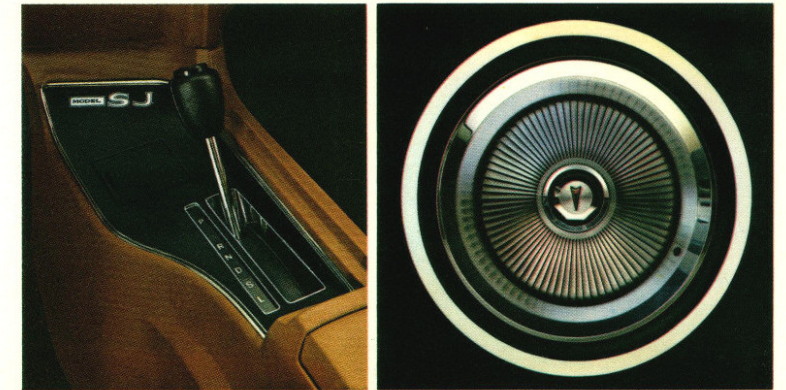
As we said, neither looks nor performance nor comfort make a 1972 Grand Prix.

It is all these things—the total car—plus an elusive quality that simply surpasses the ordinary. It is the Pontiac Grand Prix.



GRAND PRIX ALL-VINYL INTERIOR

GRAND PRIX HARDTOP COUPE



Standard Engine	Standard Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	3.23:1
Available Engine			
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.07:1	3.31:1
Dimensions			Hardtop Coupe
Wheelbase			118.0"
Overall Length			213.6"
Overall Width			76.4"
Front Tread			62.0"
Rear Tread			60.0"
Overall Height			52.0"
Front-seat Leg Room (1)			42.4"
Rear-seat Leg Room (2)			31.6"
Front Head Room (3)			37.5"
Rear Head Room (3)			36.5"

(1) Maximum effective (2) Minimum effective (3) Seat depressed



GRAND VILLE 4-DOOR HARDTOP



Grand Ville

Luxury is what Grand Ville's all about. It's Pontiac's quietest, smoothest, most elegant full-sized car for 1972.

And we gave it some new added protection, in addition to its new luxury.

The new front bumper system on all full-sized Pontiacs this year is something special.

We put two steel boxes filled with resilient material between bumper and frame. The material compresses to absorb energy... then returns to its original shape. The bumper moves back to position.

There's also a wide rubber strip running the full width of the bumper to help protect it against dings and scratches.

Grand Ville's elegant formal roof is also interesting from an engineering standpoint. A double-shell construction permits the use of thin front pillars for improved visibility and a more open look.

And it serves another important purpose. To provide a more spacious interior. Across the shoulders. Above the head. As much rear-seat leg room in the 2-door hardtop as will be found in many 4-doors.

Grand Ville's luxury extends to its interior appointments. Pontiac stylists combed through literally hundreds of different fabrics before selecting the ones that were rich enough—yet long-wearing enough—to match Grand Ville's demanding standards of excellence.

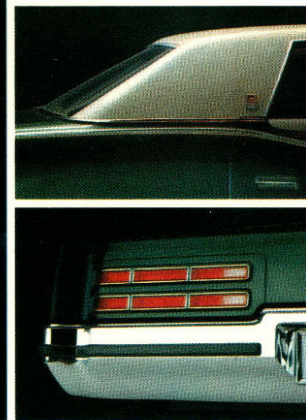
The seating in Grand Ville is as versatile as it is plush. The convertible and hardtop coupe offer a notch-back front seat. The 4-door hardtop features a full bench seat with pull-down center armrest.

Now a Louis XIV chair can be a joy to look at, but it can also be about as nice to sit on as a stump. Grand Ville's seats are of a different stripe... superb comfort and lasting beauty. All the cushion wires are surrounded by foam padding, and the seat backs are solid foam over steel.

The steering wheel is our Custom Cushion model. It gives when you squeeze it. And it's comfortable to the touch, regardless of what the weather's doing outside.



GRAND VILLE ALL-VINYL INTERIOR





Among Grand Ville's more noticeable standard features are power brakes with front discs, variable-ratio power steering, Turbo Hydra-matic transmission and a 455-cubic-inch V-8. Together, they add up to one of the most responsive, precise-handling, smooth-stopping luxury cars ever to dress up a driveway.

Not so obvious, perhaps, is Grand Ville's quiet ride. Deep-pile carpeting, the double-shell roof, special noise suppressors and new methods of melding body to chassis all contribute to either dampen or absorb unwanted noises.

You can make Grand Ville even more luxurious by ordering the custom interior, which can only be described as magnificent.

Available only on the hardtop coupe and 4-door hardtop, the custom seats are covered in rich fluted damask trimmed in pliant Morrokide. The carpet is a thick sheared pile. The sedan offers a fold-down rear-seat armrest. And there's a special 60/40 front seat you can order. Very comfortable for the driver. Because the driver and passenger portions of the seat can be individually adjusted for height and seat-back angle. In addition, the passenger side incorporates a pull-down center armrest.

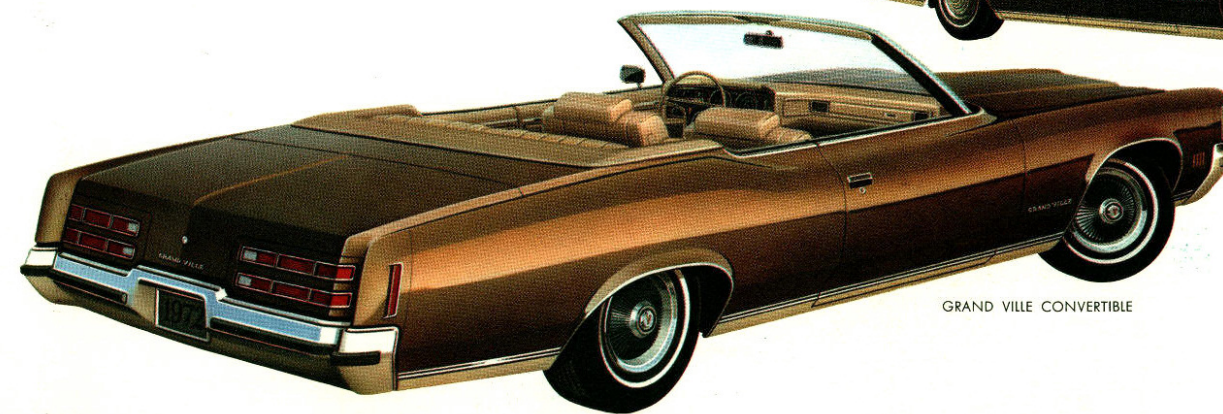
As you can see, luxury is what Grand Ville is all about. Nothing was spared to make it the flagship of the Pontiac line. But then, Pontiac never does anything halfway.

Standard Engine	Standard Transmission	Standard Axle Ratios	Available Axle Ratios
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1
(1) Not available with air conditioning			
Dimensions	Hardtop Coupe	4-door Hardtop	Convertible
Wheelbase	126.0"	126.0"	126.0"
Overall Length	226.3"	226.3"	226.3"
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	54.2"	54.2"	53.8"
Front-seat Leg Room (1)	42.6"	42.6"	42.6"
Rear-seat Leg Room (2)	38.5"	38.5"	35.5"
Front Head Room (3)	38.7"	38.7"	38.9"
Rear Head Room (3)	37.8"	37.8"	38.0"

(1) Maximum effective (2) Minimum effective (3) Seat depressed



GRAND VILLE 4-DOOR HARDTOP



GRAND VILLE CONVERTIBLE



Bonneville

Of all the full-sized Pontiacs, we must give credit to Bonneville for first pointing the finger at Pontiac's outstanding performance. And year after year, Bonneville keeps proving that a big car is good for more than long stretches of very straight road. This car handles.

With variable-ratio power steering, a thick front stabilizer bar and great Wide-Track stability, Bonneville corners with the best of them.

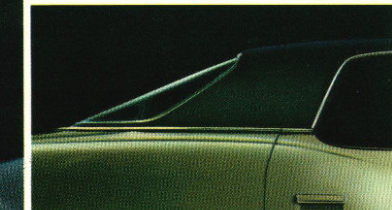
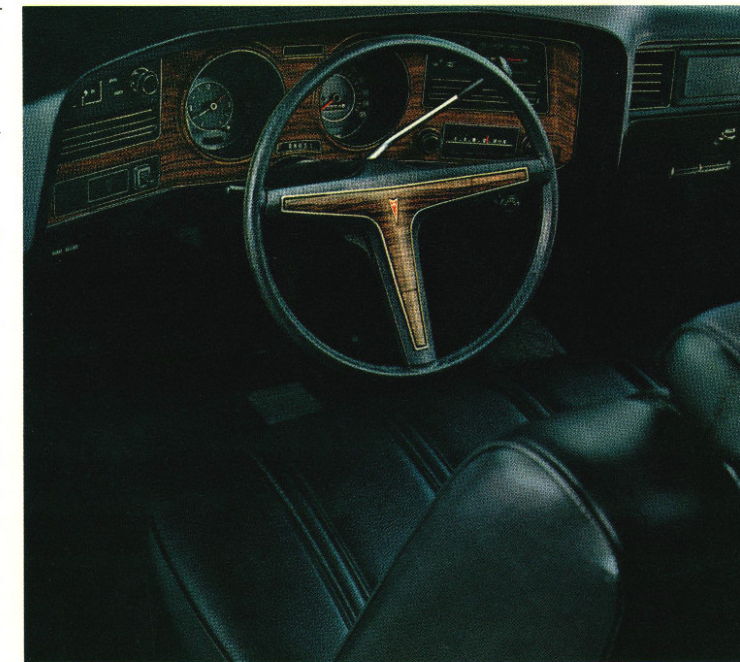
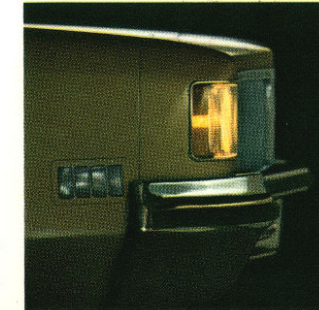
Other standard equipment contributing to Bonneville's superlative big-car performance are a 455-cubic-inch, 2-bbl. V-8 (a 455-cubic-inch, 4-bbl. V-8 is also available). Turbo Hydra-matic transmission. And power brakes with front discs. Quite a contribution!

In case you didn't know, styling also has a lot to do with the way a car manages a road. If the body offers too much wind resistance, for example, a car has a tendency to constantly buck the wind. Not so with Bonneville.

Bonneville was aerodynamically designed to really hug the road.

Now if you think we have an ulterior motive for saving our interior story for the last, you're absolutely right. Anything as sumptuous as Bonneville's living area is really the payoff to the Bonneville story.

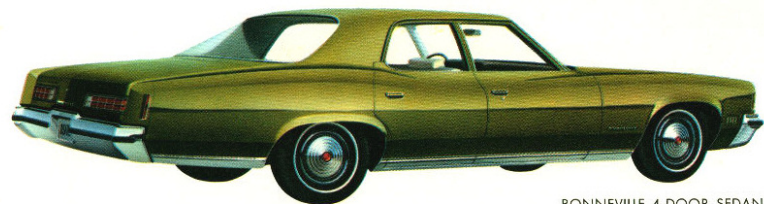
Consider the seats. They come in a rich patterned fabric trimmed with a soft vinyl or all-vinyl.



BONNEVILLE ALL-VINYL INTERIOR



BONNEVILLE 4-DOOR HARDTOP



BONNEVILLE 4-DOOR SEDAN



BONNEVILLE HARDTOP COUPE

There's rich loop-pile carpet spreading underfoot. And the instrument panel is inlaid with the distinctive look of rare teakwood.

So there you have it. A big, full-sized Pontiac that goes out of its way to prove that quick handling, excellent stopping and great road-car performance are not exclusive to little sporty cars.

Not when Bonneville's around.

Standard Engine	Standard Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 455-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	2.56:1 3.08:1
Available Engine			
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1
(1) Not available with air conditioning			
Dimensions	Hardtop Coupe	4-door Hardtop	4-door Sedan
Wheelbase	126.0"	126.0"	126.0"
Overall Length	226.3"	226.3"	226.3"
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	53.5"	53.7"	54.4"
Front-seat Leg Room (1)	42.6"	42.6"	42.6"
Rear-seat Leg Room (2)	35.5"	38.5"	38.5"
Front Head Room (3)	38.0"	38.3"	38.9"
Rear Head Room (3)	37.1"	37.4"	38.0"

(1) Maximum effective (2) Minimum effective (3) Seat depressed



Catalina

For a good number of years now, our full-size Pontiac Catalina has had a reputation for innovative styling, outstanding performance, advanced features and great trade-in value—all at a sensible price.

If you'll forgive a touch of immodesty, it's even better for '72.

In the styling department you've got a handsome grille. Dual headlights. And a new front bumper system that helps protect the handsome grille and dual headlights.

How? Two steel boxes filled with resilient material are positioned between bumper and frame to absorb energy. There's also a wide rubber strip running the width of the bumper. This helps guard against scratches, dings and the like.

Styling also pertains to the interior, and once again the Catalina is not to be denied.

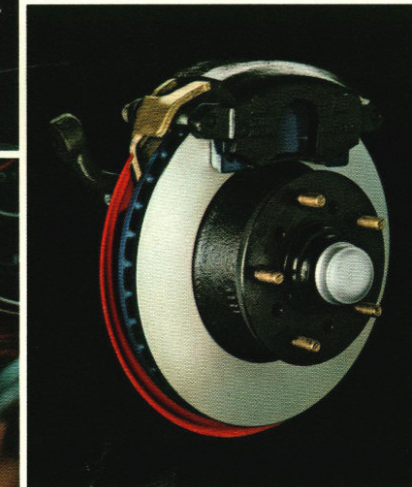
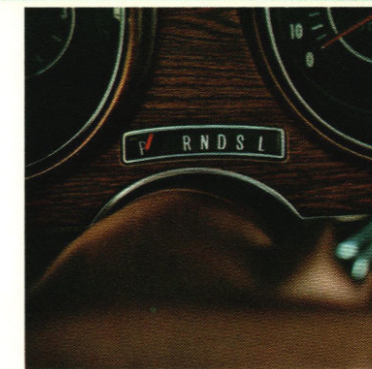
Deluxe two-spoke steering wheel. Front-seat cushions of solid foam to completely isolate the integrated springs. Deep, loop-pile carpet. Padded instrument panel with wood-grain inserts. Beautifully patterned fabrics and Morrokide.

Then there's Catalina's outstanding performance. This year you get a new 400-cubic-inch V-8 that runs beautifully on no-lead or low-lead fuel. Variable-ratio power steering comes standard, as does super-smooth Turbo Hydra-matic transmission and power brakes with front discs.

Advanced features? Plenty. Including a double-shell roof for added quiet. Hidden windshield wipers. And a highly receptive radio antenna, so fine we embedded it in the windshield.

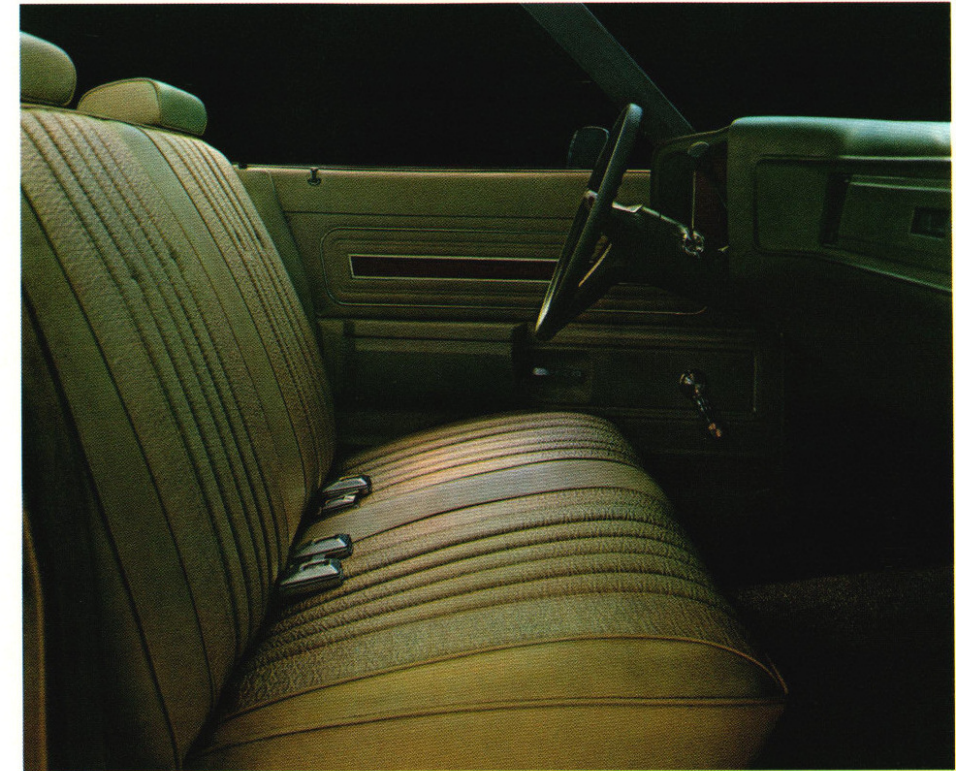
All these things—styling, performance and advanced engineering—are why Catalina's trade-in value is traditionally among the best.

There's another kind of value, too. The kind that stems





CATALINA CLOTH AND VINYL INTERIOR



from such vitally important areas as safety and environment protection.

In the line of safety features, Catalina offers the security of an energy-absorbing padded instrument panel. Head restraints. Side-guard door beams. Energy-absorbing steering column. Dual master cylinder brake system. Four-way hazard warning flasher. Seat and shoulder belts. And many more.

In our program to help remove the automobile from the air pollution problem, Pontiac Catalina has a number of devices to help reduce noxious emissions. As mentioned before, the engines are designed to operate efficiently on low-lead and no-lead fuels. And an evaporative emission control system reduces the amount of gasoline fumes that might enter the atmosphere.



Catalina Brougham

Brougham is the Catalina that went elegant. And if 1972 is anything like 1971, we've got another winner. Because this Brougham is more luxurious.

Upholstery is the richest in Catalina history. Seats are hand-fitted. The ride is quieter due to additional soundproofing.

The wheel openings have bright-metal moldings. Deluxe wheel covers are standard. And the door handles have body-colored inserts.

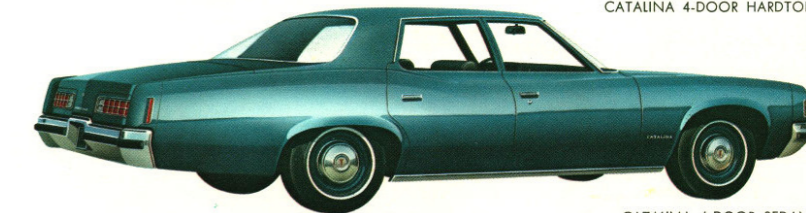
That's elegance for you.

Standard Engine	Standard Transmissions	Standard Axle Ratios	Available Axle Ratios	
V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	3.08:1	
Available Engines				
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 3.23:1	
V-8, 455-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	2.56:1 3.08:1	
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.08:1	2.56:1 (1) 3.23:1	
(1) Not available with air conditioning				
Dimensions	Hardtop Coupe	4-door Hardtop	4-door Sedan	Convertible
Wheelbase	123.5"	123.5"	123.5"	123.5"
Overall Length	222.4"	222.4"	222.4"	222.4"
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	53.4"	53.6"	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"

(1) Maximum effective (2) Minimum effective (3) Seat depressed



CATALINA 4-DOOR HARDTOP



CATALINA 4-DOOR SEDAN



CATALINA CONVERTIBLE





Firebird and Esprit

Pontiac's got quite a reputation for thinking ahead. But we should make it clear that we don't change just for the sake of change. We looked to the future in designing our Firebirds, for example, just to give you better cars right now.

Take the basic 'Bird. You needn't be a designer to see that the styling is futuristic. And that's merely the beginning.

The roof of a Firebird is really two roofs. A double-shell construction. It absorbs sound, so the car rides quieter.

Firebird's Endura bumper doesn't even look like a bumper. Because it matches the color of the car. It covers the entire front end. It shrugs off dents, dings and chips. And it won't ever rust.

Firebird's foam constructed seats are good for the life of the car. With never a lump.

And the ride. Boulevard smooth. Without sacrificing the handling characteristics. All because we put in four bucket-type seats, raised the drive tunnel and gave the suspension more room to travel. Bring on your gravel roads if you don't believe it.

No question, Firebird is full of innovation. But we really got the spirit when we became aware of the need for different types of Firebirds. Which is where we got Firebird Esprit.

What we needed was a very luxurious Firebird with a very reasonable price.

So on the outside, Esprit is set apart by some pretty nice chrome accents, emblems and wheel trim rings.

Inside, there's an assist strap on the dash. Thick loop-pile carpeting. A Custom Cushion steering wheel. Special perforated-vinyl upholstery on the high-back bucket seats. And added sound insulation to help make Esprit the quietest of all the Firebirds.

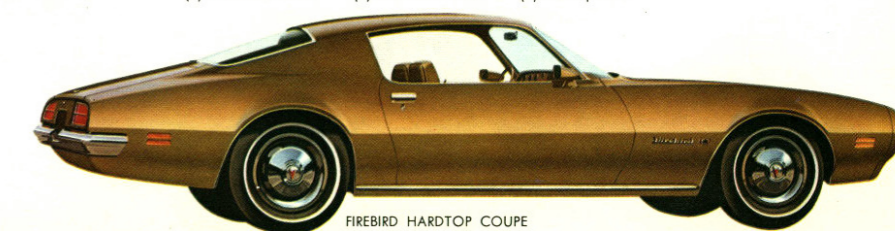
There's a standard 350-CID V-8 for quick response. Even a luxurious sports car has to get up and go.



FIREBIRD ALL-VINYL INTERIOR

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
Firebird only 6-cyl., 250-cu.-in. 1-bbl. Compression ratio: 8.5:1	3-speed column-shift (standard)	3.08:1 (1)	
	3-speed floor-shift		
	Automatic		
	Turbo Hydra-matic		
Available Engines			
Standard on Esprit V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed floor-shift (standard)	3.42:1	3.08:1
	4-speed manual		
	Automatic	2.73:1	
	Turbo Hydra-matic	2.73:1	
Esprit only V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.73:1	3.08:1
(1) Not available with air conditioning			
Dimensions			Hardtop Coupe
Wheelbase			108.0"
Overall Length			191.6"
Overall Width			73.4"
Front Tread			61.3"
Rear Tread			60.0"
Overall Height			50.4"
Front-seat Leg Room (1)			43.8"
Rear-seat Leg Room (2)			29.6"
Front Head Room (3)			37.4"
Rear Head Room (3)			36.1"

(1) Maximum effective (2) Minimum effective (3) Seat depressed



FIREBIRD HARDTOP COUPE

FIREBIRD ESPRIT CLOTH AND VINYL INTERIOR



Formula Firebirds and Trans Am

A couple of pages ago, we talked about Pontiac recognizing the need for different types of Firebirds. All right, these are our top performing Firebirds. Compared to Esprit, they're not as smooth-riding. Depending on your idea of luxury, they're not as luxurious. But they're unexcelled when it comes to roadwork.

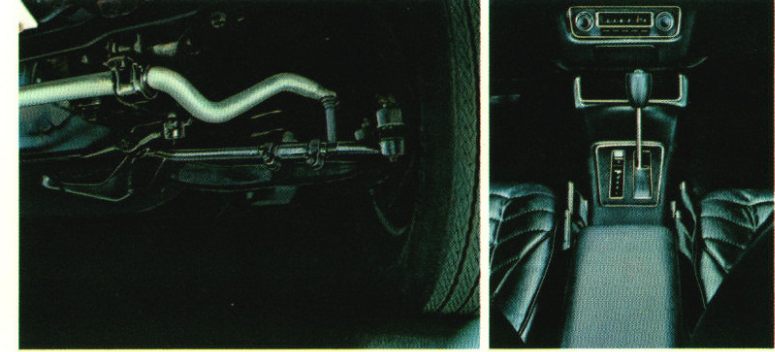
Engines make the Formula Firebirds different. A Formula 350 has a 350-CID V-8. A Formula 400 gets a 400 V-8. The Formula 455 gets its name from the 455 H.O. under the hood.

Every Formula Firebird is a showcase for Pontiac performance know-how. Each has a fiberglass hood with scoops (they scoop with the available 455 H.O.). Thick front and rear stabilizer bars. Firm springs and shocks. Special low-restriction performance dual exhausts. F70—14 wide-tread tires. A Custom Cushion steering wheel. And body-colored outside mirrors.

If you'd like to see firsthand what all this does for you, pick your Formula. And put it on the road. One drive is worth all our words.

Lots of cars aspire to the stature of Pontiac's Trans Am. But they'll never make it. Because everything Pontiac knows about enthusiast driving is standard on this one.

A front air dam, side extractors, spoilers at each wheel and on the rear deck all work together to give Trans Am exceptional stability. And they work at every-day expressway speeds.



A shaker hood with rear-facing inlet allows cold, dense air to be rammed into the 455-CID H.O. V-8. Torque is fed to the rear wheels through a 4-speed Hurst-shifted, floor-mounted Muncie transmission or Turbo Hydra-matic. Power front disc brakes and super-tough springs, shocks and stabilizer bars are designed to keep the F60—15 white-lettered tires firmly on track.

Oil, water, fuel, voltage, rpm, time and speed information shows up on the engine-turned aluminum-style dash. A 14" thickly padded Formula steering wheel is linked to extra-quick, variable-ratio power steering. And the ignition is unitized.

In short, the works. All standard. Because Trans Am was built to be the ultimate Firebird.



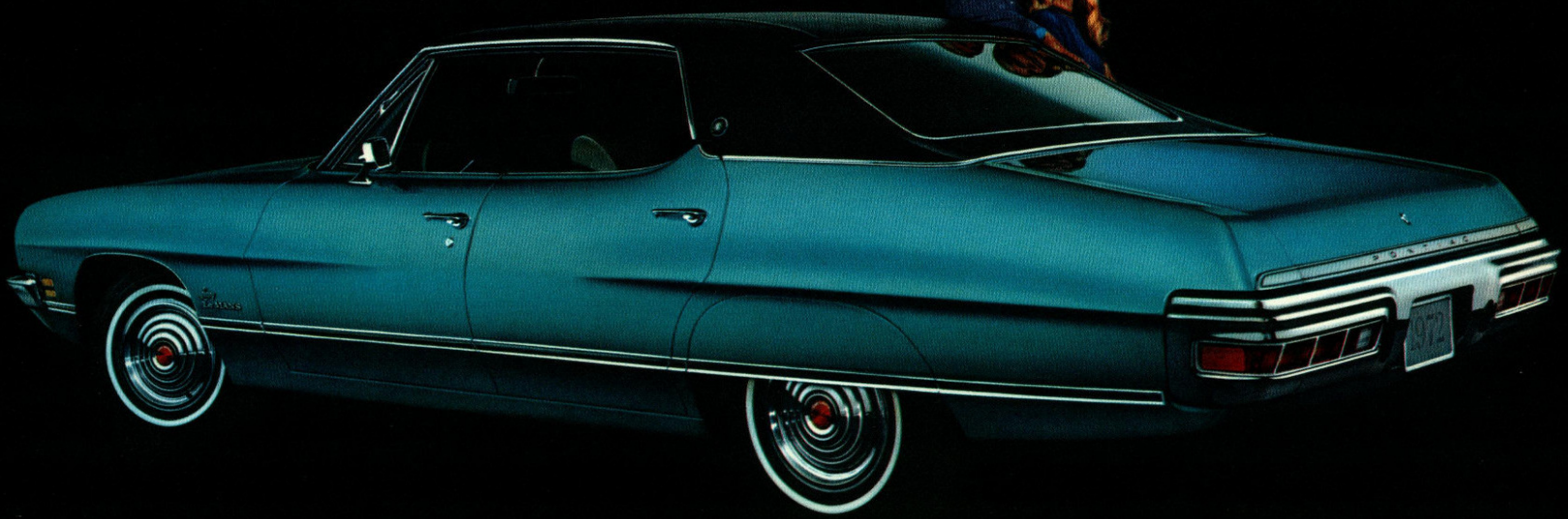
FIREBIRD FORMULA 400 HARDTOP COUPE

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed floor-shift (standard)	3.42:1	3.08:1
	4-speed manual		
	Automatic	2.73:1	
	Turbo Hydra-matic		
Available Engines			
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	4-speed manual	3.42:1	3.42:1
	4-speed close-ratio	3.08:1	
	Turbo Hydra-matic	3.08:1	
Standard on Trans Am V-8, 455-cu.-in. H.O. 4-bbl. Compression ratio: 8.4:1	4-speed close-ratio (standard)	3.42:1	3.08:1 (1)
	Turbo Hydra-matic	3.42:1	
(1) Standard with air conditioning			
Dimensions			Hardtop Coupe
Front Tread			61.6"
Rear Tread			60.3"

All other dimensions same as Firebirds page 25.

FIREBIRD TRANS AM HARDTOP COUPE





Luxury LeMans

Buying a car with real luxury used to mean buying a big car. Pontiac's new Luxury LeMans has changed all that. So you can get all the luxury you want without buying more car than you need. Luxury LeMans is a true luxury car in a very manageable medium size.

True luxury? Better believe it. No other way can you quickly describe all the niceties bundled into this beauty. Special grille. Special trim. Special wheel covers. Special rear fender skirts. Even a tasteful monogram on the roof sail panel. Luxury LeMans doesn't flaunt...but it gets noticed.

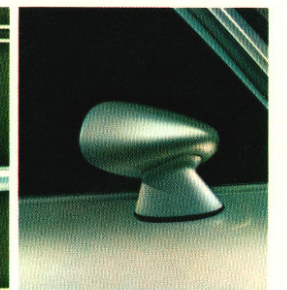
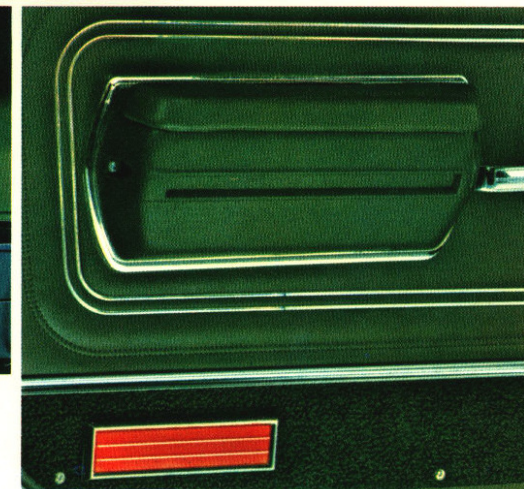
You can't miss the luxurious new interior, either. An instrument panel with the look of rare

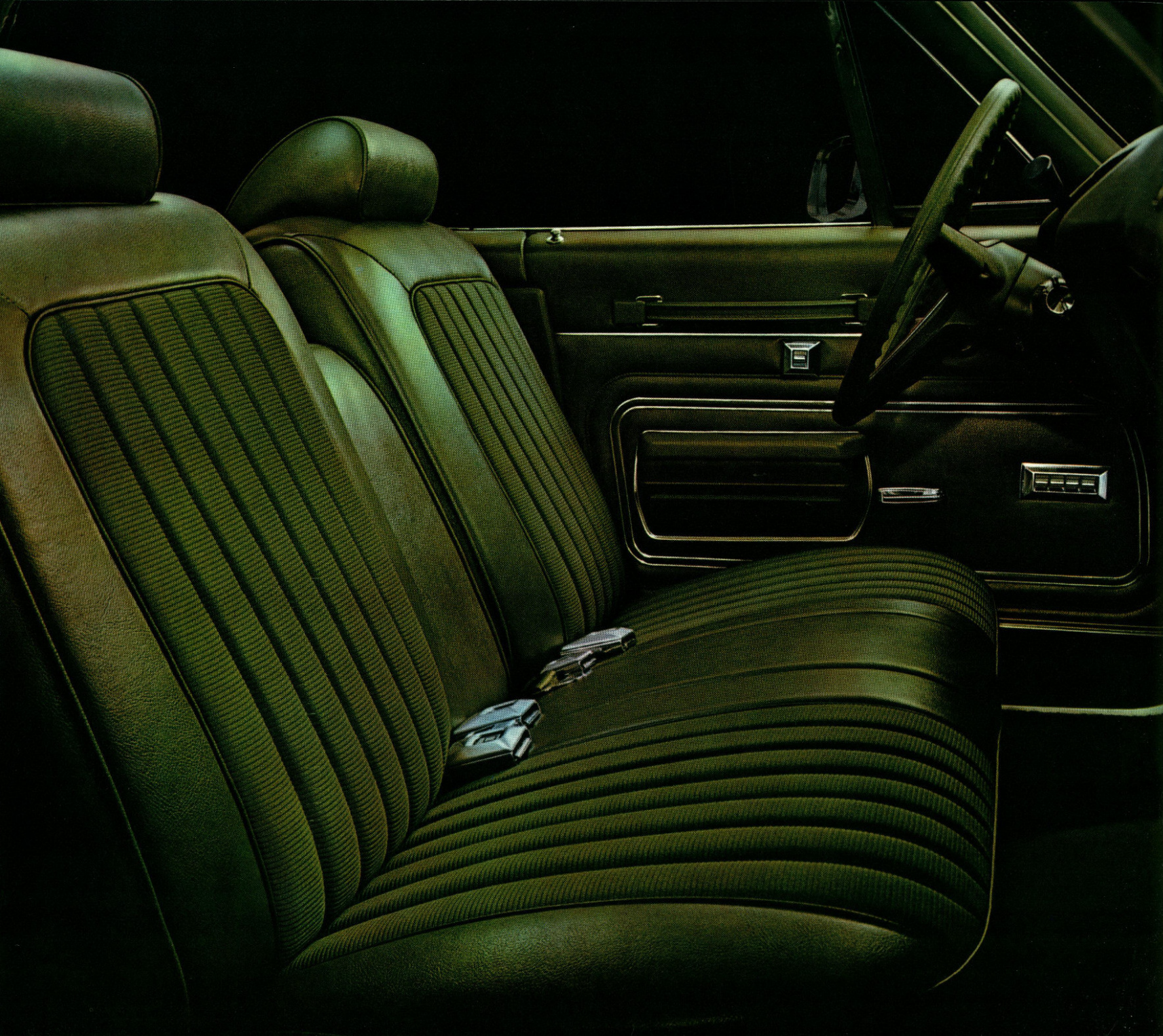
Ceylonese teak. Wood-like inlays on a cushioned steering wheel. Rich carpeting. And if you think you smell leather, you'll be wrong. But don't worry. You won't be the first who's made the mistake.

What looks like leather is really Morrokide. It's teamed with a rich patterned cloth...carefully fitted over the notch-back bench seat. The hardtop coupe is also available with bucket seats upholstered in all-Morrokide.

If you test-drive a Luxury LeMans and start to think your hearing's gone bad, it's probably just the extra sound insulation doing its job.

Now it's good to remind you that all this





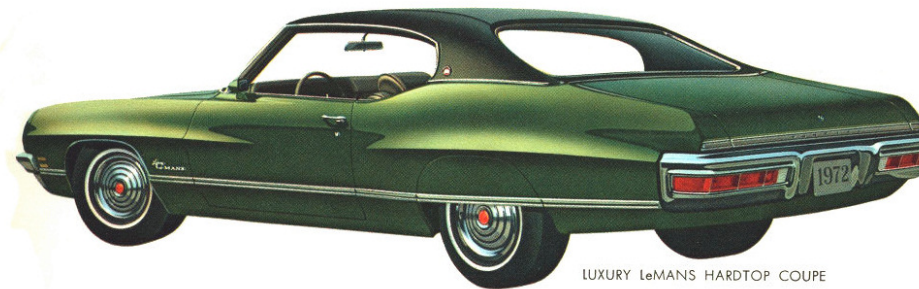
luxury isn't in a big, full-sized car. It's in a mid-sized car that's very easy to move around town. Easier to park. And capable of getting plenty of response from a 350-CID V-8.

We don't claim Luxury LeMans is the absolute luxury car. You're going to have to put a little of yourself into it to get it that far. By ordering the extras you think are right. Air conditioning. AM/FM stereo. Power windows. Cruise Control. Electric door locks. They're all available.

Luxury LeMans is a pretty heady name for a car. But we think this car deserves it. After all, it's a true luxury car. It's just that it comes in a medium size with a manageable price.

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed (standard) 3-speed heavy-duty 4-speed manual	3.23:1	3.08:1
	Automatic	2.78:1	
	Turbo Hydra-matic	2.56:1 2.78:1 (1)	
Available Engines			
V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.78:1	3.08:1
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	4-speed manual	3.55:1 3.23:1 (1)	3.23:1
	4-speed close-ratio	3.55:1 (2)	
	Turbo Hydra-matic	3.23:1	3.08:1 3.55:1 (2)
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1 (1)	
(1) Standard with air conditioning (2) Not available with air conditioning			

Dimensions. Luxury LeMans Hardtop Coupe and 4-door Hardtop have the same dimensions as LeMans Hardtop Coupe and 4-door Sedan, page 39.



LUXURY LeMANS HARDTOP COUPE



LUXURY LeMANS 4-DOOR HARDTOP



LeMans

Let's get one thing straight right off. LeMans is the lowest priced mid-sized Pontiac. We think it's important to make that perfectly clear. Because LeMans is built on the theory that a low-priced car doesn't have to look at all low-priced. And one glance at the good looks of the 1972 LeMans will show you how beautifully the theory works.

We solicit your glance left. At LeMans' distinctive new grille. And the way we kept the lines clean by recessing the windshield wipers (they're even available on our lowest priced coupe). And embedding the radio antenna in the windshield.

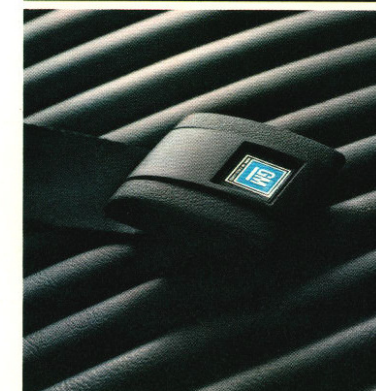
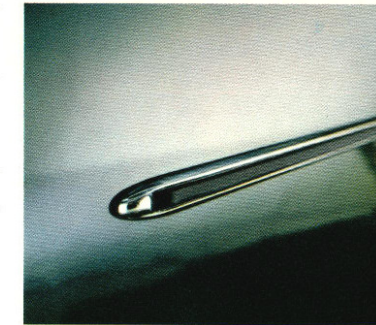
Beneath all those typical Pontiac good looks, there's typical Pontiac value. Side-guard steel beams in the doors. An energy-absorbing instrument panel. A Cargo-Guard steel barrier that separates the trunk from the passenger compartment. An energy-absorbing steering column. A dual master cylinder brake system. Self-adjusting brakes. And a lot more.

Be prepared for much the same story when it comes to

LeMans' interior. There you'll find all-new designs with richly patterned cloth and vinyl upholstery. The look of polished teak on the instrument panel. A deluxe steering wheel. And Morrokide-covered door panels with soft armrests. With the exception of the 2-door coupe, every LeMans even has nylon-blend carpeting covering the floor. Features you just don't expect to see in a low-priced car.

The mechanics of LeMans are equally impressive. An economical 250-cubic-inch six is standard. And five available V-8s offer you any kind of response you're after.

The standard 3-speed manual transmission will get you where you want to go nicely. Or you can specify from a heavy-duty



AVAILABLE LeMANS ALL-VINYL INTERIOR



LeMANS CLOTH AND VINYL INTERIOR



3-speed, close- or wide-ratio 4-speeds, 2-speed automatic or 3-speed Turbo Hydra-matic. They're all available.

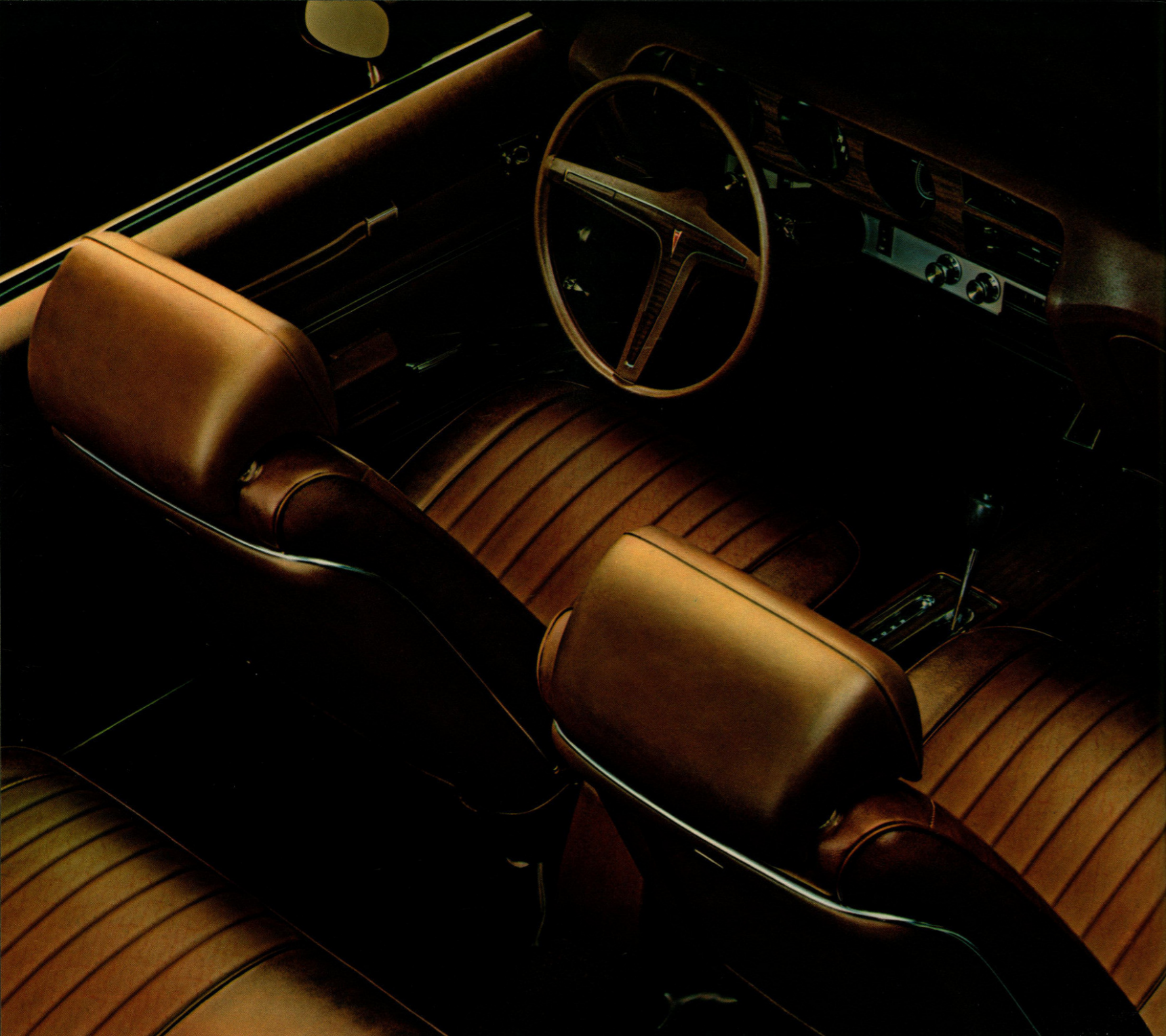
Of course, engines and transmissions aren't the only availables that'll make LeMans yours and yours alone. There's a lot of picking and choosing to do from Pontiac's long list of extras.

For example, you can change the whole front end of your new LeMans with the Endura styling package available. What you get is scoops on the hood. Front-fender air extractors. And the famous

Endura bumper that looks like painted metal, but is really a man-made material pioneered by Pontiac. It resists denting, chipping and dinging ... and won't ever rust.

You can do something else with a LeMans this year. Turn it into a LeMans GT.

All you do is order a LeMans Hardtop or Sport Convertible with a V-8 and specify the GT package. You'll get a 3-speed, heavy-duty transmission with Hurst floor shifter. Dual exhausts with side splitters



G70—14 white-lettered tires on mag-type wheels. Body-colored outside mirrors. Plus an allotment of stripes and decals.

Pretty flexible, our LeMans. But on one point we're unbending. Integrity. The same design and engineering integrity that goes into our most expensive Pontiacs goes into our low-priced LeMans.

LeMans Sport

As you might have guessed, Pontiac's 1972 LeMans Sport is a sportier version of Pontiac's 1972 LeMans.

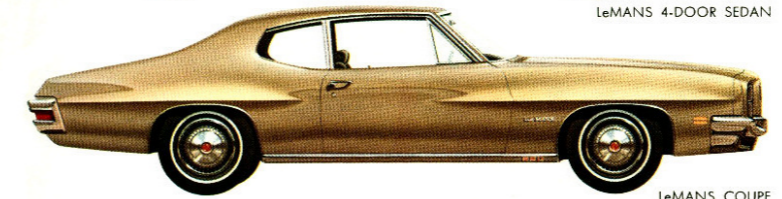
Actually, two versions: order a LeMans Hardtop Coupe with bucket seats or a LeMans Convertible with standard bucket seats. Both versions include assist straps and carpeting on the door panels. All-Morrokide upholstery. And a few classy I.D. emblems.

The convertible has a power-operated top. And a tempered-glass rear window, which cleans up nicely in ice, snow or rain.

How about that, sport? Your Pontiac dealer's got one for you.



LeMANS 4-DOOR SEDAN



LeMANS COUPE



AVAILABLE LeMANS GT HARDTOP COUPE



LeMANS SPORT CONVERTIBLE

LeMANS SPORT ALL-VINYL INTERIOR

Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
6-cyl., 250-cu.-in. 1-bbl. Compression ratio: 8.5:1	3-speed (standard)	3.23:1	
	Automatic	3.08:1 (2)	3.23:1 (2)
	Turbo Hydra-matic	3.08:1 3.23:1 (1)	2.78:1 (2) 3.23:1
Available Engines			
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1	3-speed (standard) 3-speed heavy-duty 4-speed manual	3.23:1	3.08:1
	Automatic	2.78:1	
	Turbo Hydra-matic	2.56:1 2.78:1 (1)	
V-8, 400-cu.-in. 2-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	2.78:1	
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	4-speed manual	3.55:1 3.23:1 (1)	3.23:1
	4-speed close-ratio	3.55:1 (2)	
	Turbo Hydra-matic	3.23:1	3.08:1 3.55:1 (2)
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1 (1)	
	4-speed close-ratio	3.55:1 3.31:1 (1)	
V-8, 455-cu.-in. H.O. 4-bbl. Compression ratio: 8.4:1 (3)	4-speed close-ratio	3.55:1 3.31:1 (1)	
	Turbo Hydra-matic	3.55:1 3.07:1 (1)	

(1) Standard with air conditioning (2) Not available with air conditioning (3) Not available on station wagons or sedans

Dimensions	Coupe	4-door
	Hardtop Coupe	Sedan
Wheelbase	112.0"	116.0"
Overall Length	202.8" (203.3" with Endura front end)	
Overall Width	76.7"	76.7"
Front Tread	61.0"	61.0"
Rear Tread	60.0"	60.0"
Overall Height	52.0"	52.6"
Front-seat Leg Room (1)	42.4"	42.4"
Rear-seat Leg Room (2)	32.2"	34.8"
Front Head Room (3)	37.9"	38.5"
Rear Head Room (3)	36.3"	37.1"

(1) Maximum effective
(2) Minimum effective
(3) Seat depressed



GTO

You'll be seeing a lot more of this great road car in 1972. Because Pontiac has made the GTO much easier to own. By letting you decide just how grand you want your Gran Turisimo Omologato to be. Here's the plan.

One way we made GTO more affordable. It's now available as a coupe, as well as a hardtop.

We give you a great road engine as standard equipment. A 400-CID, 4-bbl V-8.

However, you may want to order more cubic inches. Such as our 455-CID, 4-bbl V-8 or the 455 H.O. with Ram Air.

Transmissions affect GTO's price, too. We drop in a 3-speed. Not an ordinary 3-speed, you understand. A heavy-duty job. With a Hurst floor shifter. If you want more speeds, you can order a close- or wide-ratio 4-speed. If you want less work, order Turbo Hydra-matic.

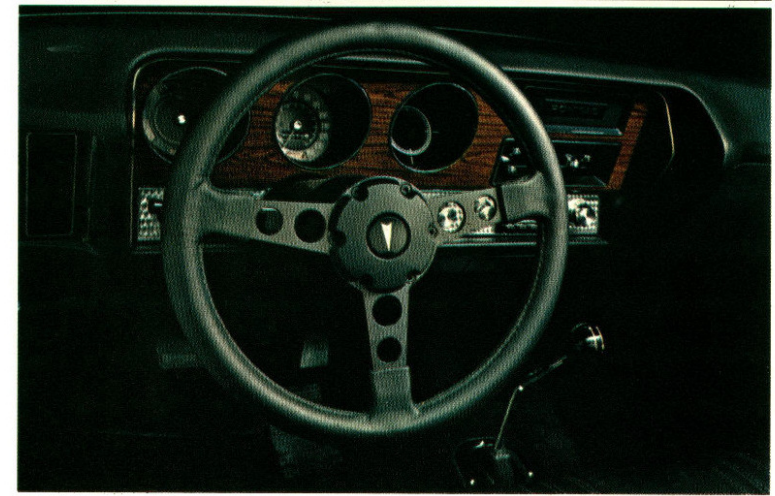
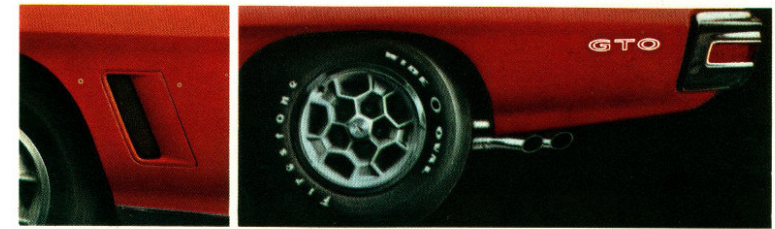
We think the interior we give you in the '72 GTO is just right for a road car. Bench seats covered with cloth and Morrokide. Very businesslike. Very comfortable. There are those who prefer bucket seats, however. So buckets are available.

Without certain things, GTO wouldn't be GTO. Things like front and rear stabilizer bars. Firm shocks. G70—14 tires. Hood scoops. A protective Endura bumper.

We've added a few new niceties for '72. Front-fender air extractors. They keep the engine compartment cooler and reduce air-pressure buildup. New performance dual exhausts with side outlets. They help make sure GTO's classic burble is on pitch.

Of course, there also exists a list of items you might want to order. Tach. Gauges. A rear spoiler. New side stripes. It's all there if you want it. But only if you want it.

Affordability, remember?



Standard Engine	Available Transmissions	Standard Axle Ratios	Available Axle Ratios
V-8, 400-cu.-in. 4-bbl. Compression ratio: 8.2:1	3-speed manual (standard)	3.55:1 3.23:1 (1)	3.23:1
	4-speed close-ratio	3.55:1 (2)	
	Turbo Hydra-matic	3.55:1 3.23:1 (1)	3.08:1
Available Engines			
V-8, 455-cu.-in. 4-bbl. Compression ratio: 8.2:1	Turbo Hydra-matic	3.31:1 3.07:1	
	4-speed close-ratio	3.55:1 3.31:1 (1)	
V-8, 455-cu.-in. H.O. 4-bbl. Compression ratio: 8.4:1	Turbo Hydra-matic	3.55:1 3.07:1 (1)	

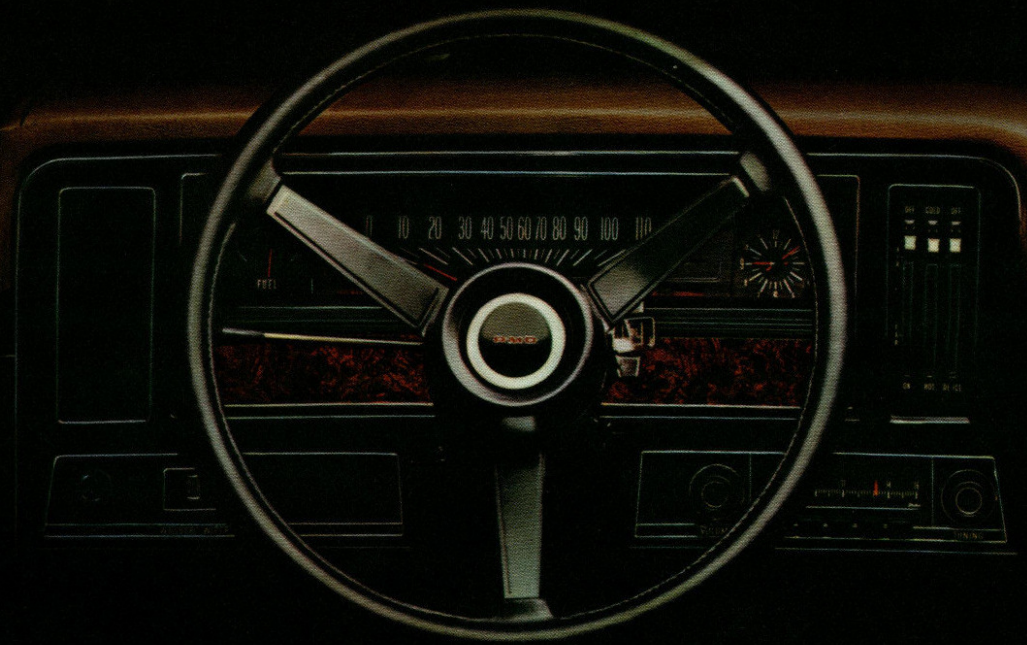
(1) Standard with air conditioning (2) Not available with air conditioning

Dimensions. GTO Hardtop Coupe and Coupe have the same dimensions as LeMans Hardtop Coupe and Coupe, page 39.



GTO HARDTOP COUPE

GTO COUPE





VENTURA II COUPE

Ventura II

Most people buy economy cars just for economy. That's sad. A small car should be something you're proud to own. It should offer more than just economy. So we built our 1972 Ventura II to give you more ... and make you proud.

Ventura II is tough. The Body by Fisher is made of heavy-gauge steel. There's double paneling in the deck lid, hood and doors. And there's one hefty bumper on the front end.

Pontiac figures an economy car that isn't built to last isn't worth one drop of gas.

And speaking of gas, Ventura II is pretty thrifty. An economical 250-cubic-inch six is standard. The 307 V-8 you can order is almost as economical. And the 350 V-8 (which will be the available V-8 for Ventura II in California) also hangs right in there with the tightwads.

If you're starting to add up your savings, keep the calculator handy. You're going to save on maintenance, too. Ventura II's 250 engine had its start at Pontiac in 1964. For the past eight years it has been reworked and refined. So it's smooth. Reliable. Easy to work on by yourself. Economical to have the work done.

Ventura II is comfortable. It's from the Wide-Track people. And the good-sized, 111-inch wheelbase makes the ride smooth.

Inside, there's room for six adults.

All that room is nicely appointed. The seats are upholstered in a cloth/Morrokide combination. The dash and door panels are accented with wood-grained vinyl inserts. Kind of sporty.

Definitely sporty if you order the Sprint package available for coupes. It includes custom carpeting. All-Morrokide upholstery. A padded Custom Sport steering wheel. Plus a special black grille. Bold body stripes. Body-colored sport mirrors. E78 whitewall tires. Wide



VENTURA II 4-DOOR SEDAN

VENTURA II CLOTH AND VINYL INTERIOR



14 x 6 wheels. You might even order the sunroof.

Anything else you'd like in an economy car? Of course, a small-car price. Ventura II has that, too. You'll find out when you ask your local Pontiac dealer.

Standard Engine	Available Transmissions	Standard Axle Ratios
6-cyl., 250-cu.-in. 1-bbl. Compression ratio: 8.5:1	3-speed (standard) Automatic	3.08:1
Available Engines		
V-8, 307-cu.-in. 2-bbl. Compression ratio: 8.5:1 (Except Calif.)	3-speed (standard) Automatic	3.08:1
	Turbo Hydra-matic	2.73:1
V-8, 350-cu.-in. 2-bbl. Compression ratio: 8.0:1 (Calif. only)	Turbo Hydra-matic	2.73:1
Dimensions		
	Coupe	4-door Sedan
Wheelbase	111.0"	111.0"
Overall Length	194.5"	194.5"
Overall Width	72.4"	72.4"
Front Tread	59.0"	59.0"
Rear Tread	58.9"	58.9"
Overall Height	52.5"	53.9"
Front-seat Leg Room (1)	41.0"	41.0"
Rear-seat Leg Room (2)	32.6"	35.7"
Front Head Room (3)	37.6"	38.8"
Rear Head Room (3)	36.6"	37.2"

(1) Maximum effective (2) Minimum effective (3) Seat depressed



GRAND SAFARI 3-SEAT STATION WAGON



GRAND SAFARI 2-SEAT STATION WAGON

Grand Safari

The word "safari" is Swahili for travel. The word "grand" needs no explanation. Combine the two and you have Pontiac's most luxurious station wagon. Grand Safari—a truly elegant way to travel.

When you slide that bushel of Jonathans onto the carpeted load floor, it passes through a rear tailgate that disappears on command. Just flip a switch or turn a key and the window recedes into the roof. Then, either manually or through an available power unit, the tailgate tucks under the floor.

If all you want to transport is people, both the Grand Safari 2-seat and 3-seat models do so in high style and comfort.

Everyone faces forward. On seats tailored in the softest vinyl. The floor is covered by yards of deep, loop-pile carpet. In case you don't order air conditioning, center-flow ventilation supplies the passenger compartment with a constant change of air.

Whenever you have a car that's built to carry a lot, make sure it has what's needed to move all that stuff around. Like Grand Safari's standard 2-barrel 455-cubic-inch V-8. Standard variable-ratio power steering. Standard power brakes with front discs and 12" rear drums. And Turbo Hydra-matic transmission. Also standard.

Incidentally, if you'll be using your Grand Safari—or any Pontiac station wagon, for that matter—to pull a trailer or boat, ask your Pontiac dealer for his special trailer-towing brochure. It will tell you about all the equipment Pontiac offers to help make your Grand Safari the most luxurious, best handling, best towing wagon on the pike.



GRAND SAFARI ALL-VINYL INTERIOR



Dimensions (in inches)		Engine availability same as Bonneville.	
Wheelbase	127.0	Second seat at floor to end of closed tailgate	64.8
Overall length	227.7	Second seat at floor to end of open tailgate	70.4
Cargo volume (cu. ft.)	106.0	Maximum width of cargo space at floor	64.2
Underfloor compartment 2-seat (cu. ft.)	5.6	Minimum distance between wheelhouses at floor	48.8
Underfloor compartment 3-seat (cu. ft.)	3.0	Rear-end opening width at floor	50.2
Top of front seatback to closed tailgate	92.3	Rear-end opening width at belt	42.0
Top of second seatback to closed tailgate	55.6	Maximum cargo height	30.6
Front seat at floor to closed tailgate	100.5	Maximum height at rear opening (tailgate open)	29.5
Front seat at floor to end of open tailgate	106.5	Platform height of load floor (curb weight)	22.3



Safari

If you've ever moved or taken an extended trip with a tribe of howling little ones, you know that the more room to stack things into (or to keep kids separated), the better your chances of holding on to your usually sunny disposition.

Well, that's what Pontiac's Safari Station Wagon is all about. Room. As much room, in fact, as the Grand Safari, only not quite so fancied up.

Cargo capacity is a cavernous 106.0 cubic feet (not including the hidden stowage under the floor). You could tote around a heap of pumpkins, watermelons, large dogs or box elders in that.

There's a 2-seat Safari that holds six strappers, and a 3-seater that holds even more.

Those seats, by the way, hold up as well as they hold. They're covered in a tough vinyl called Morrokide. Which cleans up easily.

Safari also has our famous Glide-away disappearing tailgate. In addition to making loading easier, it has a rounded shape when closed that makes a dust deflector unnecessary. The natural flow of air over the roof helps keep the rear window clean.

It would be hard to improve on Safari's looks, but if you'd like to try, order yours with the new simulated wood paneling you see on the opposite page. It's translucent, so it picks up a hint of the body color. With a green car, it looks like it's been antiqued. With red finishes, like polished cherry.

The paneling on the tailgate reflects light. Like the headlights of any car coming up on you at night.

Safari is mechanically equipped with a 400-cubic-inch V-8 that runs beautifully on no-lead or low-lead fuels. Turbo Hydra-matic transmission. Power brakes with front discs. And variable-ratio power steering. All standard.

When Pontiac builds a station wagon, it has to deliver.



SAFARI ALL-VINYL INTERIOR



Dimensions (in inches)		Engine availability same as Catalina.	
Wheelbase	127.0	Second seat at floor to end of closed tailgate	64.8
Overall length	227.7	Second seat at floor to end of open tailgate	70.4
Cargo volume (cu. ft.)	106.0	Maximum width of cargo space at floor	64.2
Underfloor compartment 2-seat (cu. ft.)	5.6	Minimum distance between wheelhouses at floor	48.8
Underfloor compartment 3-seat (cu. ft.)	3.0	Rear-end opening width at floor	50.2
Top of front seatback to closed tailgate	92.3	Rear-end opening width at belt	42.0
Top of second seatback to closed tailgate	55.6	Maximum cargo height	30.6
Front seat at floor to closed tailgate	100.5	Maximum height at rear opening (tailgate open)	29.5
Front seat at floor to end of open tailgate	106.5	Platform height of load floor (curb weight)	22.3



LeMANS 3-SEAT STATION WAGON

LeMans Station Wagons

Maybe you don't need all the room of a Safari or Grand Safari. You own a miniature schnauzer instead of a St. Bernard. You've got two kids, not a platoon.

Suggestion: Pontiac LeMans 2-seat Station Wagon or Pontiac LeMans 3-seat Station Wagon. They each have a capacity of 83.6 cubic feet, without the hidden cargo area. More than our regular passenger cars, but they're not as big as our full-sized wagons (106.0 cubic feet).

Since they aren't as big, they don't need as big an engine. Pontiac's 250-cubic-inch six moves them around very nicely. Should you want more, however, there are four V-8s available from 350 cubic inches up to 455 cubic inches.

The interiors are as practical as they are good-looking. The seats are covered in solid vinyl. There's also passenger compartment carpeting. You get a deluxe two-spoke steering wheel. And the instrument panel is trimmed in teakwood-grain vinyl.

Another nice feature about LeMans Station Wagons is the standard two-way tailgate. It drops down to facilitate loading and hauling longer objects. And it swings open like a door for passengers.

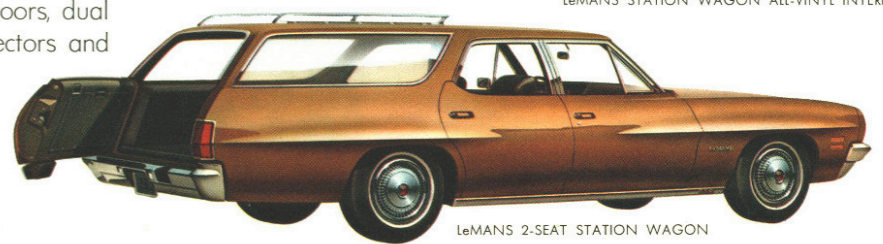
In addition, every LeMans Station Wagon is completely equipped with Pontiac's occupant-protection, accident-prevention and anti-theft features. These include an energy-absorbing steering column, thick laminate windshield, steel Side-guard beams in the doors, dual master cylinder brake system, side marker lights with reflectors and

an anti-theft steering column lock. A complete list of all these features appears in the next section. Take a look. You'll see that even our smallest station wagon is full-sized when it comes to value.

Dimensions (in inches)		Engine availability same as LeMans 4-door sedan.	
Wheelbase	116.0	Second seat at floor to end of closed tailgate	59.1
Overall length	210.9	Second seat at floor to end of open tailgate	85.0
Cargo volume (cu. ft.)	83.6	Maximum width of cargo space at floor	59.5
Underfloor compartment 2-seat (cu. ft.)	10.0	Minimum distance between wheelhouses at floor	44.5
Underfloor compartment 3-seat (cu. ft.)	5.6	Rear-end opening width at floor	50.0
Top of front seatback to closed tailgate	79.9	Rear-end opening width at belt	49.6
Top of second seatback to closed tailgate	46.8	Maximum cargo height	31.5
Front seat at floor to closed tailgate	90.9	Maximum height at rear opening (tailgate open)	28.6
Front seat at floor to end of open tailgate	117.1	Platform height of load floor (curb weight)	22.0



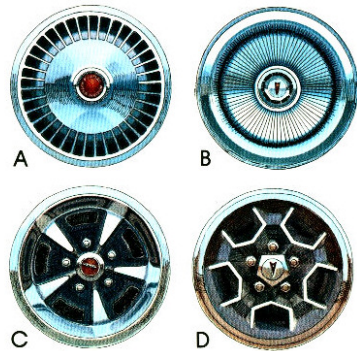
LeMANS STATION WAGON ALL-VINYL INTERIOR



LeMANS 2-SEAT STATION WAGON

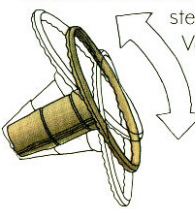
Options & Accessories

See Pontiac's 1972 Accessories Catalog for complete listing.

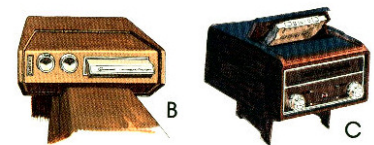


Wheels and Wheel Covers. A—Deluxe wheel covers available on all LeMans. B—Finned wheel covers available on Grand Prix Model "J" and all full-sized Pontiacs. C—Rally II wheels available on all except Safari, Grand Safari. D—Honeycomb wheels available on Grand Prix, LeMans and all Firebirds.

Tilt Steering Wheel. Adjusts to any one of seven different positions. Helps make getting in and out of the car easier, too. Available on all Pontiac models with variable-ratio power steering. Except Ventura II. Not available with column-shift manual transmission.



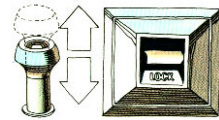
Radios and Stereos. A—Specify AM, AM/FM or AM/FM stereo radio. Available all models. (AM/FM stereo not available on Ventura II.) There's a stereo AM/FM radio, tape player with an 8-track cartridge player and radio all in one unit. It's available on all full-sized Pontiacs. B—This stereo tape player plays 8-track cartridges from a separate unit. Available only with radio on all but full-sized Pontiacs. C—Stereo cassette tape player lets you play the new compact cassettes in your Pontiac. Available on all models but Ventura II.



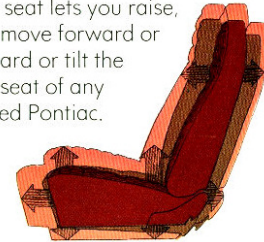
Automatic Temperature Control Air Conditioning. Just set it at the temperature you want and forget it. Sensors determine how much heat or cooling is needed. You drive in year-round comfort. Available on all full-sized Pontiacs and Grand Prix.



Power Windows and Door Locks. Power windows and door locks are available on all Pontiacs except Ventura II. On Grand Prix, Grand Safari, Catalina Brougham, Bonneville or Grand Ville, the controls are housed in a power pod at the front of the driver's armrest. So they're at fingertip command.



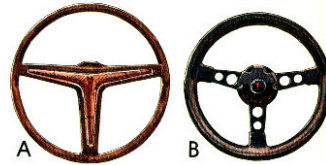
Power Seats. The available 6-way power seat lets you raise, lower, move forward or backward or tilt the bench seat of any full-sized Pontiac.



Bumper Guards. Available on most Pontiacs, these rubber-faced guards provide an added measure of protection in parking situations.



Steering Wheels. A—Custom Cushion wheel. Not available on Trans Am. B—Formula wheel. Available on all Firebirds and mid-sized Pontiacs.



Cruise Control. Once you reach your desired speed, just touch the button. Cruise Control will maintain the speed. A touch on the brake disengages it. Available on all models with V-8 and automatic except Firebirds and Ventura II's.



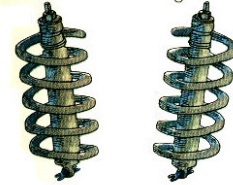
Safe-Track Differential. Transfers torque to rear wheel that has the best traction. Great for sand, mud, ice and snow conditions. Available on all Pontiac models.



Deck-lid Release. Available on all Pontiacs except station wagons and Firebirds. Lets you unlock your trunk without getting out of the car. Simply press the button, located in the glove compartment or console, and the deck lid pops open. Trunk can also be locked and unlocked in the conventional manner.



Superlift Shock Absorbers. Available on all full-sized Pontiacs. Have adjustable air springs with tire-type air-filler valves. Keep ride level under heavy load conditions.



Heavy-duty Battery. Available on all Pontiac models, this option has longer life, gives better cranking ability and more power to operate accessories. Give it special consideration if you plan on towing trailers often.



Trailer-towing Packages. Pontiac offers seven distinct packages of trailer-towing equipment. Each package starts with a special constant-rate signal flasher and trailer light wiring harness. Then they change according to the car and the weight you intend to tow.

Full-sized Pontiacs towing light trailers* get a higher axle ratio and a heavy-duty fan. That's all they need.

Grand Prix get more. In addition to the above, they get heavy-duty tires, springs, shocks and radiator.

Mid-sized Pontiacs get all the above plus a heavy-duty frame.

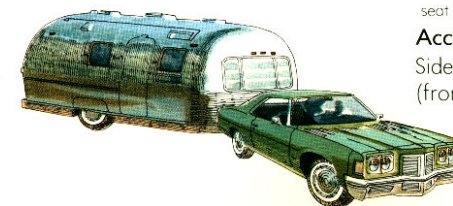
For towing medium-weight trailers,† full-sized Pontiacs get everything in the light trailer package, plus heavy-duty springs, shocks, transmission, oil cooler, tires, radiator and a dual exhaust system. No additions, other than those mentioned in the light trailer package, are required for Grand Prix or mid-sized Pontiacs.

Only full-sized Pontiacs are recommended for towing heavy trailers.‡ The heavy trailer-towing package is basically the same as the medium-weight package, with the addition of a still higher axle ratio and a heavy-duty frame.

Those are Pontiac's trailer towing packages. We think they're essential for problem-free trailer towing. But it's important for you to order the package when you order your Pontiac. That way, the cost is less than it would be were you to add these items later.

For further information, Pontiac has a special Trailer-towing Catalog. Ask for it at your Pontiac dealer's.

*1,000 to 2,000 lbs. Tongue load up to 200 lbs.
†2,000 to 3,500 lbs. Tongue load up to 350 lbs.
‡3,500 to 6,000 lbs. Tongue load up to 600 lbs.



Pontiac Safety Features

Occupant Protection

Seat belts with pushbutton buckles for all passenger positions • Shoulder belts with pushbutton buckles—driver and right front passenger (except convertibles) • Two, front-seat head restraints • Energy absorbing steering column • Passenger-guard door locks with forward-mounted lock buttons • Safety door latches and hinges • Folding seat-back latches • Energy absorbing padded instrument panel and front seat back tops* • Contoured windshield header (except convertibles) • Thick laminate windshield • Padded sun visors • Safety armrests • Safety steering wheel • Cargo-Guard • Side-guard beams (except Ventura II) • Contoured full roof inner panel (except LeMans, Luxury LeMans, Ventura II and all convertibles) • Fuel tank impact security • Glove box and console door-latch impact security • Yielding windshield pillar moldings • Smooth, contoured door and window-regulator handles • Soft, low-profile, window-control knobs, coat hooks, dome lamp • Two front-seat belt retractors (except Ventura II) • Shoulder belt anchorages for rear-seat, outboard occupants • Pressure-lock radiator cap • High-strength, front-seat anchorages and construction • High-strength, rear-seat retention • Stamped steel door hinges




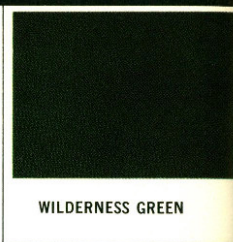
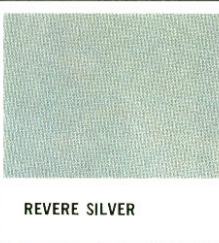



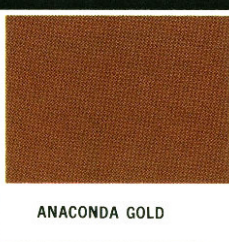


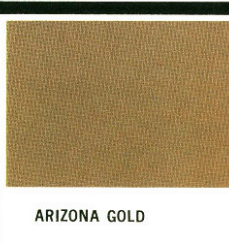
directional signal) • Parking lamps that illuminate with headlamps • Four-way hazard warning flasher • Backup lights • Lane-change feature in direction signal control • Windshield defrosters, washers and dual-speed wipers • Wide-view inside day/night mirror (vinyl-edged, shatter-resistant glass and deflecting support)* • Outside, rearview mirror (driver & passenger on full-sized wagons) • Dual master cylinder brake system with warning light • Starter safety switch • Dual-action safety hood latches • Headlamp aiming access provision • Low-glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces • Safety wheel rims • Uniform shift quadrant • No winged wheel nuts, discs and caps • Self-adjusting brakes. *Ventura II does not have day/night feature.

Anti-theft

Anti-theft ignition key warning buzzer • Anti-theft steering column lock • Inside hood-latch release (full-sized Pontiacs only) • Multiple key combinations • Visible vehicle identification • Tamper-resistant odometer with telltale feature

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 some on cars built prior to date of such change.



<p>Available on all Pontiac models except Firebird Trans Am. (Firebird Trans Am available only in Cameo White with blue striping or Lucerne Blue with white striping.)</p>	 <p>CAMEO WHITE</p>	 <p>BRITTANY BEIGE</p>	 <p>SHADOW GOLD</p>	 <p>BRASILIA GOLD</p>	 <p>SPRINGFIELD GREEN</p>	 <p>WILDERNESS GREEN</p>
 <p>ADRIATIC BLUE</p>	 <p>REVERE SILVER</p>	 <p>CARDINAL RED</p>	<p>Available on Ventura II and every Firebird except Trans Am.</p>	 <p>JULEP GREEN</p>	<p>Available on Grand Prix, Grand Ville, Bonneville, Catalina Brougham, Catalina, Grand Safari and Safari.</p>	 <p>STARLIGHT BLACK</p>
<p>Available on Grand Prix, Luxury LeMans, LeMans, GTO, Ventura II and every Firebird except Trans Am.</p>	 <p>QUEZAL GOLD</p>	 <p>LUCERNE BLUE</p>	 <p>ANACONDA GOLD</p>	 <p>MONARCH YELLOW</p>	 <p>SUNDANCE ORANGE</p>	<p>You will also find a wide range of 1972 Pontiac interiors to choose from. Ask your Pontiac dealer to show you his Color & Trim Album to decide which go best with the exterior finish you prefer. In addition, your Pontiac dealer has complete information on the many Cordova tops, convertible tops and two-tone exteriors available.</p>
<p>Available on Grand Ville, Bonneville, Catalina Brougham, Catalina, Grand Safari and Safari.</p>	 <p>CINNAMON BRONZE</p>	 <p>ANTIQUE PEWTER</p>	 <p>CUMBERLAND BLUE</p>	 <p>SPICE BEIGE</p>	 <p>ARIZONA GOLD</p>	

*The color swatches shown here may not duplicate exactly the exterior finishes of the 1972 Pontiacs; however, they do represent the wide variety of colors available.

