



**Handling charge—\$6<sup>24</sup>\***

*Is this ad for people who know all about cars? our Chief Engineer asked. Good. Then tell them about Tempest's suspension. No, not the standard suspension; these guys really drive. Fill them in on Group 634. (Ever notice how engineers have a thing about numbers?)*

*Heavy-duty springs and shocks is what Group 634 is, and a paltry \$6.24 is what the whole shebang costs, installed right at the factory.*

*What it does to a Tempest just plain mortifies those poor souls resigned to wallowing along in their Mushmobiles (a Mushmobile being any non-Tempest laboring under the delusion that curves are for getting flustered in).*

*Ol' 634 (this number business is catching) is just the start of a long string of low-extra-cost sporting options*

*for Tempest. Like (hold your breath): a tachometer . . . high-output Delcotron a. c. generator . . . aluminum brake drums . . . heavy-duty clutch and linkage packages . . . and oversize tires, to pick at random.*

*Then there are engines. And what engines! The big 4 of 115, 120 or (with auto. trans. only) 140 bhp—plus, at extra cost, the 166-bhp version of the 4 and the omigosh 326-cu. in. V-8 of no less than 260 bhp. Axle ratios? A no-extra-cost range, all the way from a stump-pulling 3.90:1 to a high-fuel-economy 2.53:1. Dry your moist, trembling hands and clamp them onto a Tempest steering wheel. You're only young once.*

## **Wide-Track Pontiac Tempest**

\*Manufacturer's suggested retail price for specified optional equipment (including reimbursement for Federal excise tax). State and local taxes extra. Pontiac Motor Division • General Motors Corporation