



## Pontiac Two plus Two

**W**HEN YOU'VE produced an exciting Grand Prix one year and backed it up with a stimulating GTO the next, what can you do as a follow-on for the subsequent year? Pontiac, seemingly at no loss for answers to the question of "What does the car enthusiast really want?" accomplishes the near-impossible in 1965 with a tantalizing "2-Plus-2" variation on the Catalina theme.

Although Pontiac offered the 2-Plus-2 as a trim option—bucket seats and console—for the Catalina last year, the car has blossomed out as a virtually separate model for 1965. Not only does it have vinyl-covered bucket seats as standard equipment, it has distinctive exterior trim and a potent big 421-cu. in. V-8 plus 3-speed all-synchromesh transmission (4-speed optional) in a fastback-shaped hardtop coupe. Dual exhausts and headlight-to-taillight paint striping round out the package.

The quickest way to explain the 2-Plus-2 is to liken it to the GTO; that is, it relates to the basic Catalina line just as the GTO relates to the Tempest. It is a "super option" in that it includes engine, transmission and trimwork far above and beyond the ordinary. Price, of course, will be considerably above the more mundane model, too.

Biggest item in the 2-Plus-2 package is that 421-in. engine. Where the Catalina has a standard listing of 389 cu. in. and either 256 bhp (8.6:1 compression for manual transmissions) or 290 bhp (10.5:1 for automatic transmissions), the 2-Plus-2's 421 is rated at 338 bhp with

single 4-barrel carburetion. Optional, of course, is Pontiac's three 2-barrel set-up, which raises (with a compression increase to 10.75:1) the rating to 356 bhp at 4800 rpm; the special High Output option boosts things even more, to 376 at 5000 rpm.

The transmission behind this 421 will

be Ford's 3-speed synchro-low unit, made standard big Pontiac equipment. In Tempests, Pontiac will specify its own 3-speed transmission. The Ford unit has gear ratios of 2.42:1 in 1st, 1.61 in second, 1.00 third, all with continuous synchronous meshing of the gears.

Like all big Pontiacs, the 2-Plus-2 is mounted on a perimeter frame, with 4-link rear suspension and short-and-long-arm independent front suspension, utilizing four coil springs. Changes should give a softer ride.

**COKE-BOTTLE shape and sweeping slant roof give Pontiac 2-Plus-2 a powerful look. Standard engine is a 421-cu.in. V-8 of 338 bhp.**

