

The Graduate.

We'll grant you two wheels are better than none. But look what happens when Firebird swoops onto the scene. It's our 400 version.

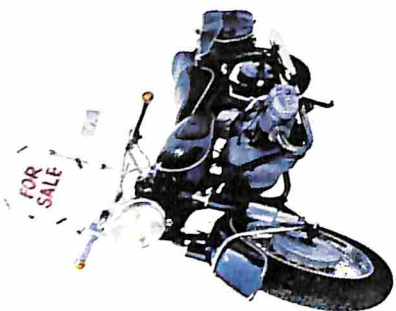
You won't believe how this one handles. Don't let the smoothness fool you. New rear axle, new load rates on our multi-leaf rear springs and a set of sticky wide ovals (mounted on 7-inch rims) put new shine on Firebird's cornering reputation. A 400-cubic-inch, Quadra-jet V-8 attached to a 3-speed, heavy-duty transmission, stirred by a Hurst, is your standard power setup. But there's also our two-scoop Ram Air IV that you can order with a 4-speed hand shifter or with 3-speed Turbo Hydra-matic, if you just tell your dealer.

Obviously, all that genius is below decks. Topside, Firebird comes on with all new looks. Inside, new comfort. With wider, more heavily padded bucket seats wrapped in Pontiac's own woven vinyl. Also, an all-new highly readable instrument panel.

Hood tach, front disc brakes, variable-ratio power steering, polyglas-cord, wide-tread rubber... all that great Pontiac stuff... will practically let you build your own Firebird... if you want to.

And that's a liberal education in itself.

Firebird 400 by Pontiac



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&T**

ROAD & TRACK

November 1968

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COVER

Jaguar XJ—photographed in England in 35-mm Ektachrome by Geoff Goddard

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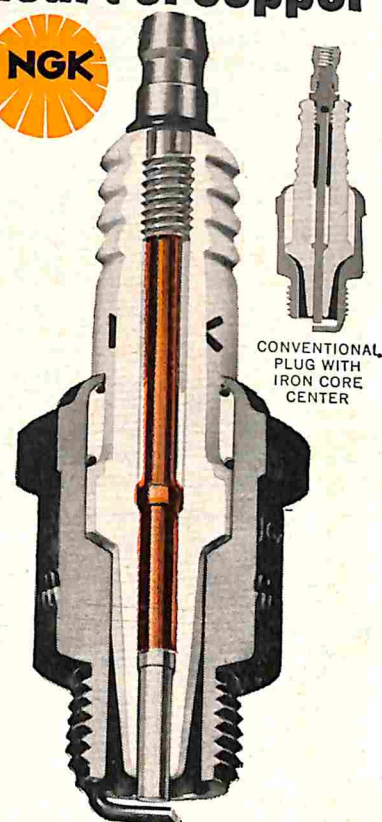
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heart of copper



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