



The brilliancy of Italian coachwork is known and recognized the world over. Among the great Italian coachbuilders, Ghia Studios of Turin stands unsurpassed. In all its 50 years

Ghia has never displayed more superb styling or meticulous detailing than in the de Tomaso Pantera. Here is feline grace captured in tautly smooth steel, an exciting marriage of form and function, with body and frame welded as a single structure to make this a singularly light yet most rigid car of high-performance.

Pantera's sound-proofed cockpit is elegantly appointed and richly designed. The emphasis is on luxurious comfort, an avoidance of the Spartan austerity usually associated with sports car interiors. Space-age technology is reflected in the instrument layout and the central command console, angled to provide optimum visibility for the driver and easy access to the bank of rocker-type switches. The steering wheel and dash pad, of course,

are handsomely padded. Uncompromising care is evident in every detail of the interior, from the body-contoured bucket seats to the curved glass of the side windows.

Pantera is Italian for panther. Under Pantera's sleek skin is a high-performance automobile as you might expect. The mid-ship engine is placed to provide the ultimate in weight distribution and unsurpassed road-holding. The magnesium wheels were especially created for the Pantera. Each wheel is independently suspended and provided with its own power-assisted disc brake, internally vented for cooling, giving Pantera superb braking ability. The 351 CID 4V Ford V-8 delivers its power to the rear wheels through a five-speed gearbox, fully synchronized in all forward gears.

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