



OPEL MANTA

"The car feels like a sports car, responsive and taut..." (HOT CAR)

One look tells you the Manta's a real performer. It looks like a sports car. And out on the road, feels like a sports car too. Very sure-footed. Responsive and taut. A real 100 mph machine.

But the Manta has much more than sheer power.

Inside, it's more luxurious and quieter than many saloons. And finished to a very high standard.

The reclining seats are well contoured. And very comfortable.

The gear-shift and all the controls fall easily to hand.

There's a heated rear window, deep-pile carpet, emergency flashers, reversing lights, radial tyres and powerful servo-assisted disc brakes.

As well as lots of other comfort and safety features.

Everything about the Manta is well planned. Well engineered.

There are few performance cars with a boot as big as the Manta's. Or with such comprehensive safety equipment.

From the ashtrays down to the rust-proofed body, the Manta is built for years of reliable, trouble-free motoring.

And that goes for all Manta models, whether you choose the sporty 1.6, the powerful 1.9 Rallye SR, or the luxurious 1.9 Berlinetta.

Ask your local Opel dealer for a test drive.

You'll find the Manta's quite a car.

Opel Manta from £1,539. (Recommended retail price. Seat belts, delivery and GM Automatic transmission extra.)



Manta. It's an Opel.

Cool und Kult: der Opel Manta, Inbegriff der automobilen Gesellschaft. Die ändert sich allmählich, wie Weert Canzler und Andreas Knie in ihrem Beitrag über die zögernde Digitalisierung unserer Mobilität zeigen (S. 38-40). Erste Anzeichen deuten an: Es könnte cool werden, kein Auto zu besitzen, dafür aber entspannt, alle möglichen Verkehrsmittel zu nutzen. Dann kann es auch mal ein Opel sein. (Foto: picture alliance / The Advertising Archives)