

# PONTIAC X 400



Styled for street or strip, this custom from GM is strictly experimental—but it features many design details that are practical enough for production



TWIN HOOD GRILLES, RECTANGULAR HEADLIGHTS, AND BRUSHED ALUMINUM INSERTS IN SIDE SCULPTURES ARE MORE APPARENT X-400 FEATURES.



Wood-rimmed wheel and angled instruments are a nice touch. Lever to right of shift lever controls loudness of exhausts.



Exhaust pipes are routed through each rear fender. Note the fiberglass top boot and twin, bullet-shaped side-view mirrors.

**A**FTER A STEADY STREAM of way-out, one-of-a-kind dream cars, it's refreshing to see something like the Pontiac Grand Prix X-400 come out of the GM Styling Center. The X-400 is basically a '62 convertible that's been mildly but very functionally customized as a personal car for Bill Mitchell, vice president in charge of the GM styling staff.

As the accompanying photos show, there are many unique features embodied in the X-400's design. None of them are so far out they couldn't be easily duplicated (either on future production models or by a good custom shop) for the private owner who wants something different but still practical.

The heavily chromed, stock "421" engine features a 4-71 GMC supercharger fed by four side-draft carburetors. This powerplant was built especially for the car by Mickey Thompson. /MT



Seat belts are carried in a spring-loaded reel. An internal inertia brake keeps them from extending suddenly on impact.



Headlights are protected by wire grilles that swing up to allow cleaning. Novel oblong lights have single bulb elements.

PHOTOS BY PAT BROLIER



Electric-starting carburetor ensures easy starts when engine is cold. Although boost is limited to 5½ psi, the Thompson-

built "421" gave us a 97.82-mph, 14.92-second ride through the quarter-mile. Not bad for a 5000-pound car in street trim.