

1969 Buick GS350.



Enthusiasts. Get enthused.

At last, a genuine performance machine that doesn't rattle your molars every time you're stopped at a traffic light. It's the 1969 Buick GS350.

It's about time that somebody made a car that sits down and dismantles an S turn with ease yet doesn't lumber into a parking spot like a chrome-plated road grader.

Buick figured you were just about ready for a genuine enthusiast's machine. A machine that's good for something other than the Summer Grand Nationals. Like a

machine you can drive to work on something less than a tankful of gas.

Get enthused. Over 350 cubic inches of V8. A 280 horsepower V8 that delivers 375 foot/pounds of torque and breathes deep and cool through a matched set of functional hood scoops. While a four-barrel quadrajet carburetor supplies the combustibles.

You can add a close ratio floor shift with linkage by Hurst. And a tight yet well-behaved rallye suspension with a front

stabilizer bar. And all-vinyl bucket seats.

And confidence that's built right in by GM. With deep, foam padding on the instrument panel, an energy-absorbing steering column and a new ignition, steering and transmission control lock to keep less ethical enthusiasts from taking an impromptu demo drive.

Enthusiast. Get enthused. Take your enthusiasm to your Buick dealer. Then take it right back out with you. With a 1969 Buick GS350.

Wouldn't you really rather have a Buick?