

Last October, Pontiac announced the GTO as its candidate for 1968 Car of the Year. And it won.

For 1969, we humbly withdraw the GTO... and submit our 1969 Pontiac Grand Prix.

Cool it, GTO fans. The Great One is still The Great One.

It's just that our 1969 Pontiac Grand Prix is such a gas. With the kind of qualifications that keep our competitors wondering where they went wrong. At 3 a.m.

The hood alone is enough to give them the whims. It's the longest in the business. (The bulge shown is a tach you can order.) And we filled the space underneath with 350 horses. Or you can specify up to 370 or 390 in a 428 V-8.

A floor-mounted, heavy-duty, fully synchronized, 3-speed stick is standard. But you can order Turbo Hydra-Matic. Or a close-ratio 4-speed with the 428.

Now, any car worth its ethyl has to grab a road and go where it's told.

Our '69 Grand Prix does. With an exclusive 118-

inch wheelbase. A wide-oval 8.25 x 14 boot at each wheel (7¼" offset rims or mag-type wheels, if you say so). And Pontiac's Wide-Track stance.

G.P. will do about anything you want it to. Except show up with a bent radio antenna.

Maybe you noticed. You can select from several radios, but the antenna has vanished. (Try spotting two .005" wires embedded in the windshield.)

We'll say one word about the interior. It's a carpeted cockpit.

And another about the SJ package you can order. It includes nifties like a 370-hp, 428-cubic-inch V-8, performance rear axle, special gauges, automatic leveling and "SJ" I.D.

Now, about that Car of the Year award...



MARK OF EXCELLENCE
Pontiac Motor Division

