

**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. It's a really intimate automobile for people who know and appreciate what driving's all about.

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 whim-whams. 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.

As all true-blue driving men will tell you, horsepower and Hurst shifters aren't everything. Any car worth its ethyl has to grab a road and go where it's told.

Our '69 Grand Prix does. With an easily maneuvered, exclusive 118-inch wheelbase. A wide-oval 8.25 x 14 boot at each wheel (mag-type, if you say so). 7¼" off-set wheel rims. And Pontiac's famous Wide-Track stance.

See what we mean? Grand Prix will do about anything you want it to. Except show up with a bent radio antenna.

Maybe you noticed. Although you can select from several radios this year, the antenna has vanished. It's gone where a low-hanging garage door can't possibly find it. (Try spotting two .005" wires embedded in the middle of the windshield.)

We'll say one word about the interior. It's a carpeted cockpit. Every single control faces the driver.

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 . . .

