

Just when everyone found our windshield wipers, we hid our radio antenna.



The Wide-Track Family for '69: Grand Prix, Bonneville, Brougham, Executive, Catalina, GTO, LeMans, Custom S, Tempest and Firebird.

It's all part of a plot. A fiendish scheme devised by our zealous engineers to keep Pontiac miles ahead of the usual, humdrum four-wheelers.

And judging from this year's Pontiac Grand Prix, the coup is complete.

Because if you think a radio antenna buried between layers of the windshield is something, the G.P. cockpit is something else.

This layout could win the space race on its own. Every single control, gauge and rocker switch faces the driver. Even the traditional glove box is anything but. It's been moved to the padded console between

G.P.'s Morrokide-covered, Strato-bucket front seats.

Now, if that cockpit suggests to you that Grand Prix was designed for two-fisted driving men, plant one gold star squarely in the middle of your brow.

You see, it's a genuine Wide-Track. Based on an exclusive, agile 118-inch wheelbase. With G78—14 boots. (Sporty, mag-type, steel Rally II wheels, if you so specify.)

Once Grand Prix grabs a hunk of road, consider it grabbed. That's what Wide-Tracking's really all about.

Engines range from the standard 350-hp, 400-cube

V-8 up to 370- and 390-hp versions of our 428 V-8 which you can order. (Specify the "SJ" package and the 370-hp version is included). Transmissions from the standard, fully synchronized 3-speed to a close-ratio, fully synchronized 4-speed or a 3-speed Turbo Hydra-matic (with automatic and manual shifting) which you can order.

See what we mean about our engineers? Relentless. Unmerciful toward competitors.

Perhaps that's why Pontiac can offer you the only honest break away cars for 1969.



MARK OF EXCELLENCE
Pontiac Motor Division

The year of the Great Pontiac Break Away