

## 1969 Pontiac Grand Prix. Worth waiting for, wasn't it?

Somebody finally broke away. Came up with a car that marries luxury with a quickness usually reserved for sports machines. That somebody is Pontiac. And the car is Grand Prix.

Consider. It has the longest hood of any stateside-built car. Fitting, since it houses a 400-cu.-in. V-8 with 350 horses.

Those great lines are spun over an exclusive 118" wheelbase. So you get crisp handling plus a very wieldy overall length. And since Grand Prix is a Pontiac, it's also a Wide-Tracker. If you know about cars, you know that's good.

There's a great inside story to Grand Prix, too. Look in front

of the "soft-rim" steering wheel, and all instruments, gauges and switches stare back at you. No hunt-and-peck in this car.

The front seats are called Strato-buckets. And they bracket a center console with whichever transmission control you order—standard 3-speed, 4-speed or Turbo Hydra-matic.

We could go into all the other tasty features in the new Grand Prix. Hidden radio antenna, the 370- and 390-hp 428 V-8's you can order, etc.

But we think you've waited long enough. See them at your local authorized Pontiac dealer's today.



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

The year of the great



Pontiac break away.