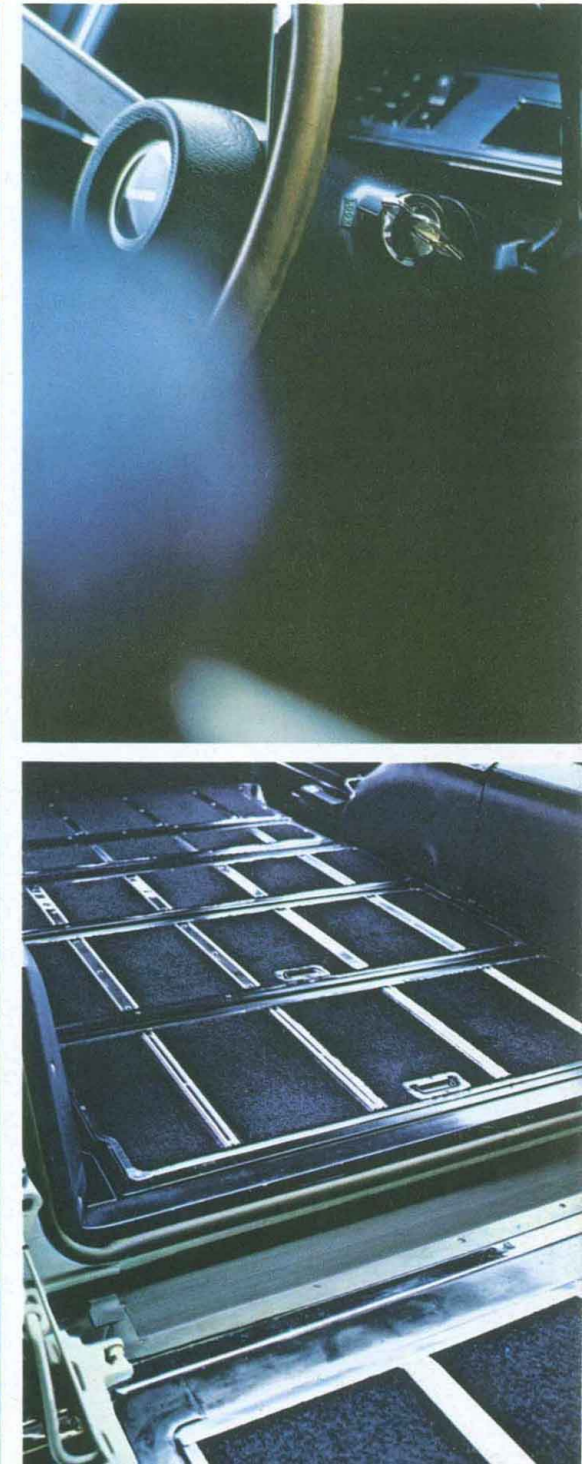




Read fast! These 1969 Pontiac Station Wagons won't be here long.

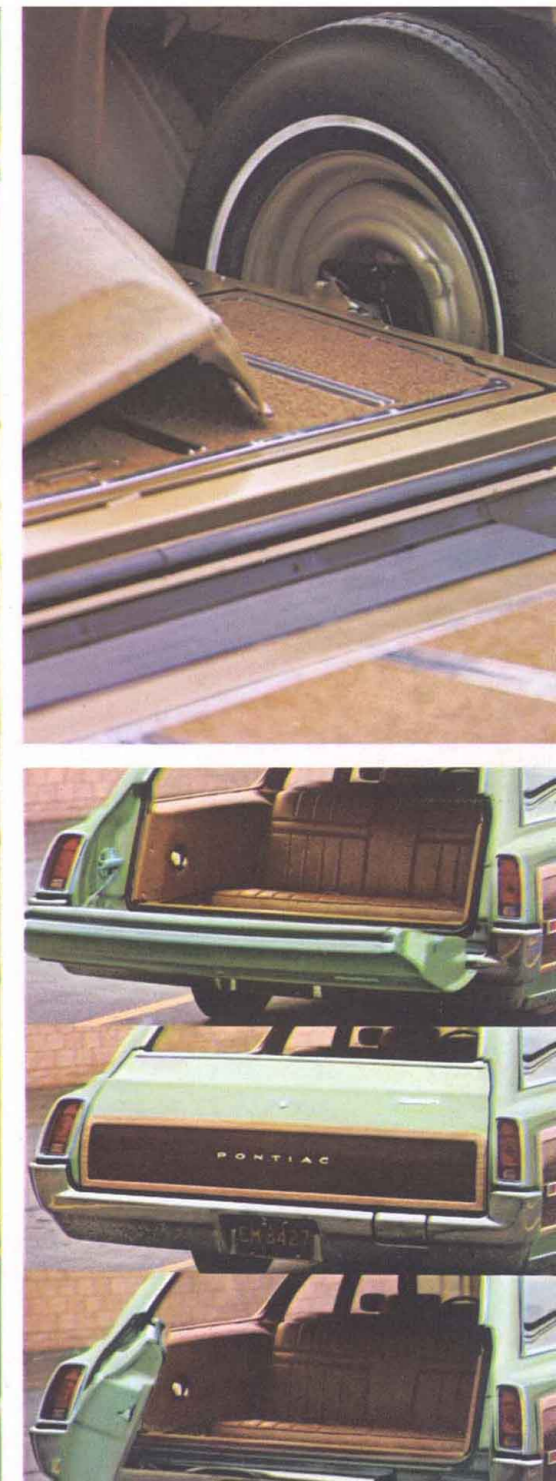
BONNEVILLE You can put a lot of organic fertilizer into the 90.8-cubic-foot cargo hold of our 1969 Bonneville Station Wagon. Bonneville can take it, all right. But it deserves better. Three seats worth of best friends. Or perhaps a Queen Anne highboy for dear old Uncle Reginald's birthday. We didn't extend our nylon-blend carpeting throughout the load area for nothing. You see, Bonneville was put together as a very luxurious kind of toter. Which explains the supple Morrokide upholstery, the bench front seat with the folding center armrest and the wood-grain

vinyl inserts splashed generously about. As well as niceties you can order, like variable-ratio power steering, power brakes, power windows (the power tailgate window is standard, of course) and air conditioning. Now, some people may be a bit boggled by Bonneville's 360-hp, 428-cubic-inch V-8. Very big for such a luxurious car. But keep in mind that we don't believe in underpowering any Wide-Track. After all, what if you really had to move all that fertilizer?



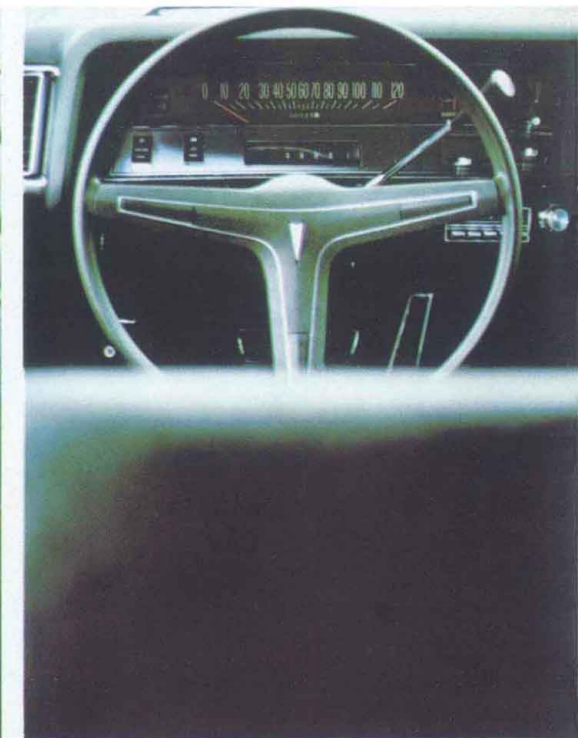
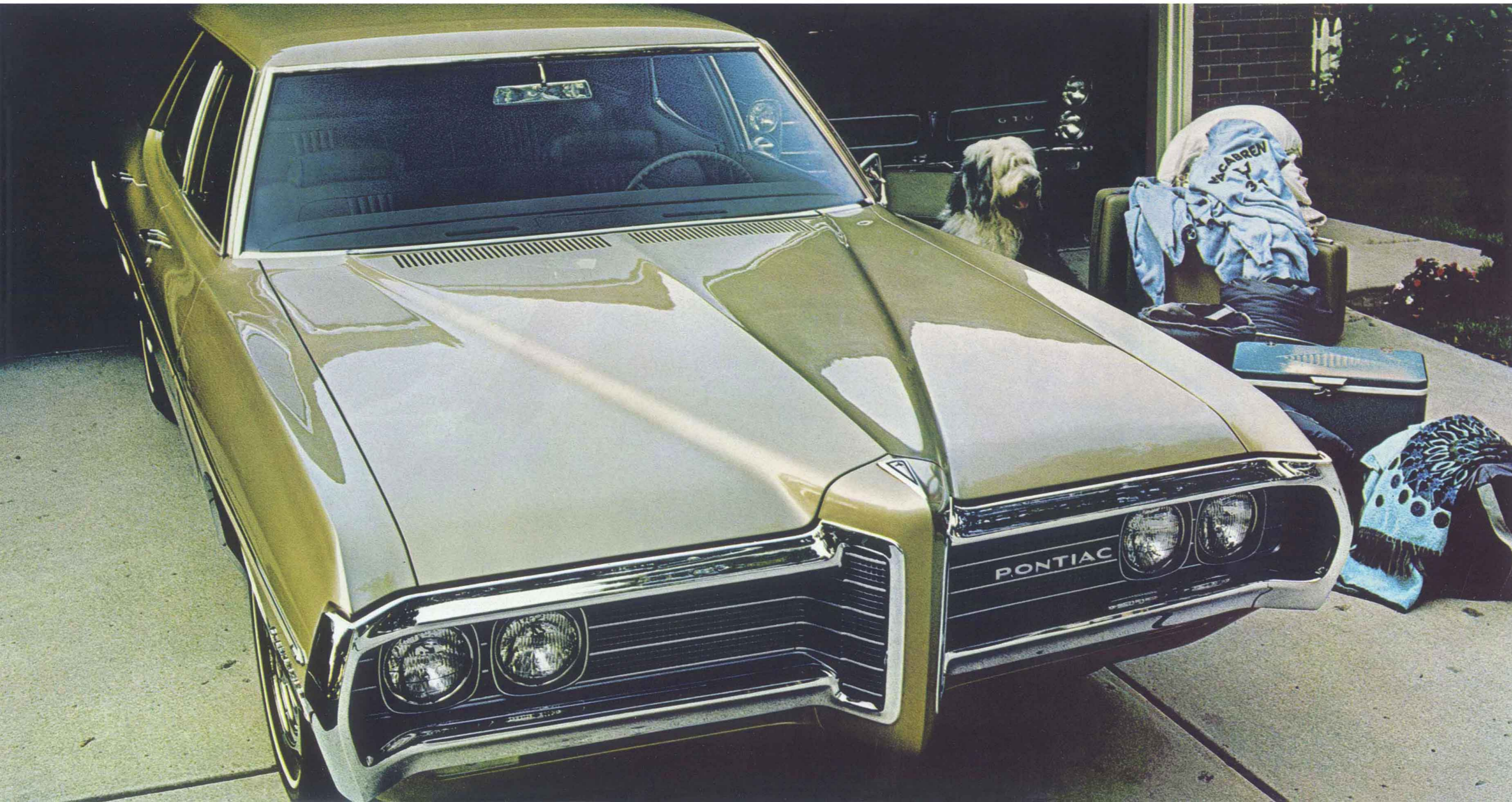
EXECUTIVE SAFARI No doubt about it. Dr. Jekyll would've gotten his jollies from the 1969 Executive Safari. Luxurious, well-mannered—a disciplined town car on one hand. Tough, powerful—a tyrant at taming turnpikes or backwoods paths on the other. Here's our formula. A liberal portion of wood-grain, teak-and-walnut vinyl paneling on the outside. Wall-to-wall carpeting, Morrokide upholstery, wood-grain dash and door inlays, electric clock, deluxe steering wheel and taffeta perforated headlining on the inside. Mounted on a wider Wide-

Track chassis with 9.15-15 tires and deluxe wheel covers. With a 290-hp, 400-cubic-inch V-8 and a fully synchronized 3-speed thrown in. (Order a 360-hp, 428 V-8 and Turbo Hydra-matic, if you prefer.) Zap! Executive Safari. 2- or 3-seat models. Both with Pontiac's 2-way tailgate and nonskid bumper step, which appears when you use the gate as a door. Now load up 91-plus cubic feet of landing nets, no. 14 Lady Beaverkills and such, and take off for some rainbow wrangling. Just be home in time for Friday's fun and games at the club.



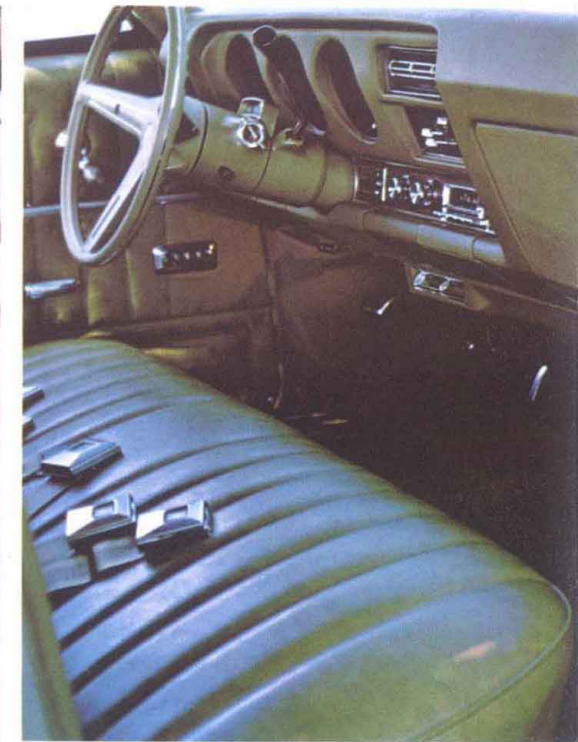
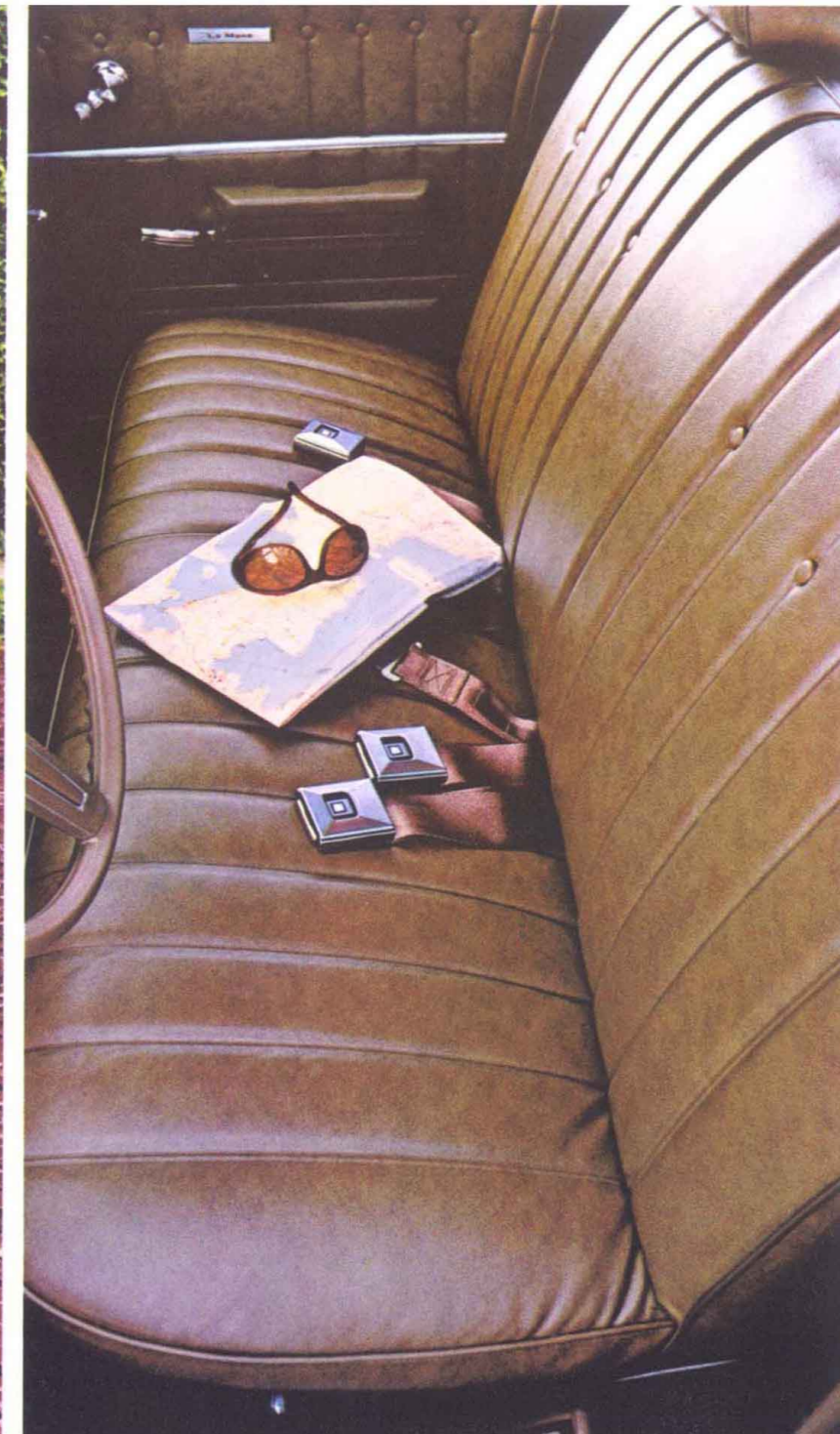
CATALINA See below for picture of one happy, mop-topped pooch. The family's off for a two-week jaunt to the shore. And he's invited. Why not? That beautiful hulk of machinery parked next to the gear is a Catalina wagon. The lowest priced, full-size wagon in the Pontiac clan. 2- or 3-seat models. With up to 91.7 cubic feet of wide-open storage space. Plus 8.9 cubic feet (4.2 in the 3-seater) of hideaway area. See? There's no reason why Fido can't go along. Or fat Uncle Bob. Or your dismantled Steinway. Or . . . But just to be sure, Catalina packs a 400-

cubic-inch, 290-horse V-8. (A bit more oomph, if you order a 360-hp, 428 V-8; more thrift with a 265-hp, 400 V-8—no extra cost, if you order Turbo Hydra-matic.) Now there are some skeptics who'll question whether or not Catalina's plush Morrokide upholstery and nylon-blend carpeting can take bumps and bruises. You know better than to ask. This one's tough. (So is the even richer Ventura interior, below right, you can specify.) And tough means long-lasting. So long-lasting, your canine buddy probably won't need a sitter, as long as Catalina's on the scene.



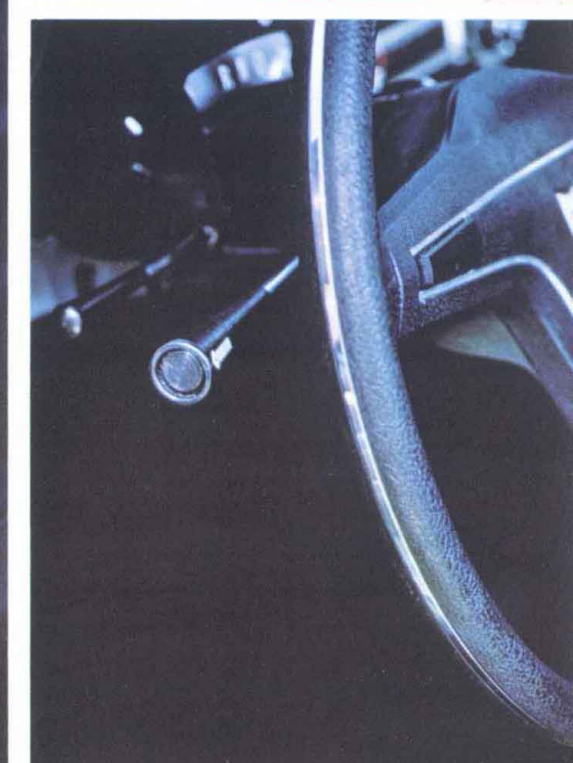
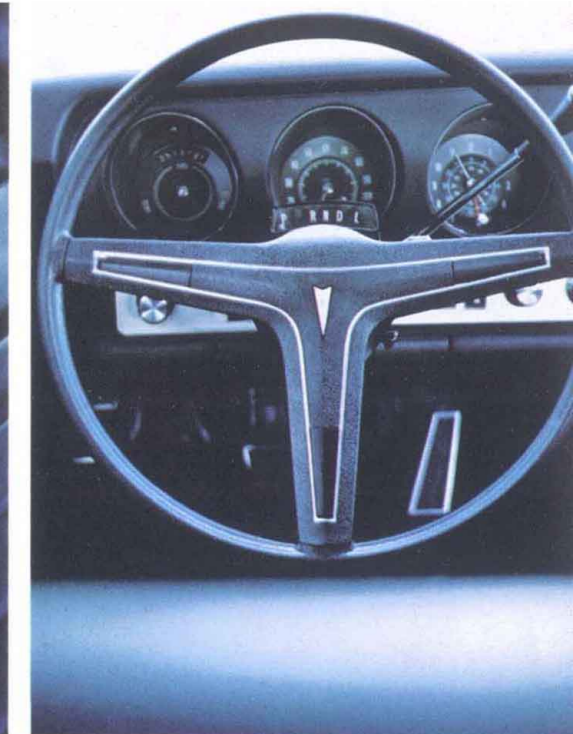
LEMANS SAFARI We'd like to put in a couple of good words for the much-maligned Sunday driver. LeMans Safari. The name of the dressy wagon shown below. With simulated walnut-and-teak paneling on the outside. Morrokide upholstery and nylon-blend, wall-to-wall carpeting on the inside. A very nimble size. At a very nimble price. The nicest thing that's ever happened to the guy who relaxes by buckling in the wife and five kids and taking off on sunny Sundays. Especially when you figure the hours per tankfull you can get out of the standard,

spirited, 250-cubic-inch, 175-hp Overhead Cam Six. If you're willing to sacrifice slightly on the hpt for even more spirit, there's a 265-hp, 350-cube V-8, which can be had for the ordering. As can air conditioning, a stereo tape player and some pretty racy mag-type Rally II wheels. So much for LeMans Safari on Sunday. With 83.1 cubic feet of load space, a two-way tailgate and a vinyl-covered load floor, can you imagine what it'll do for you on Saturday?



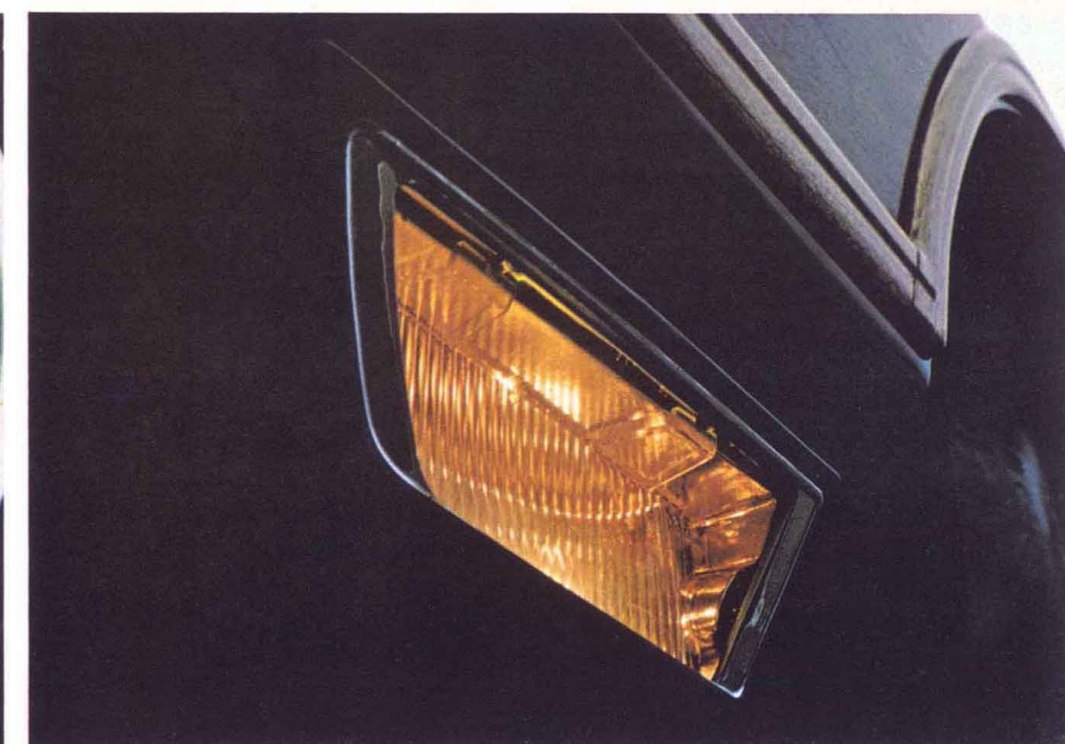
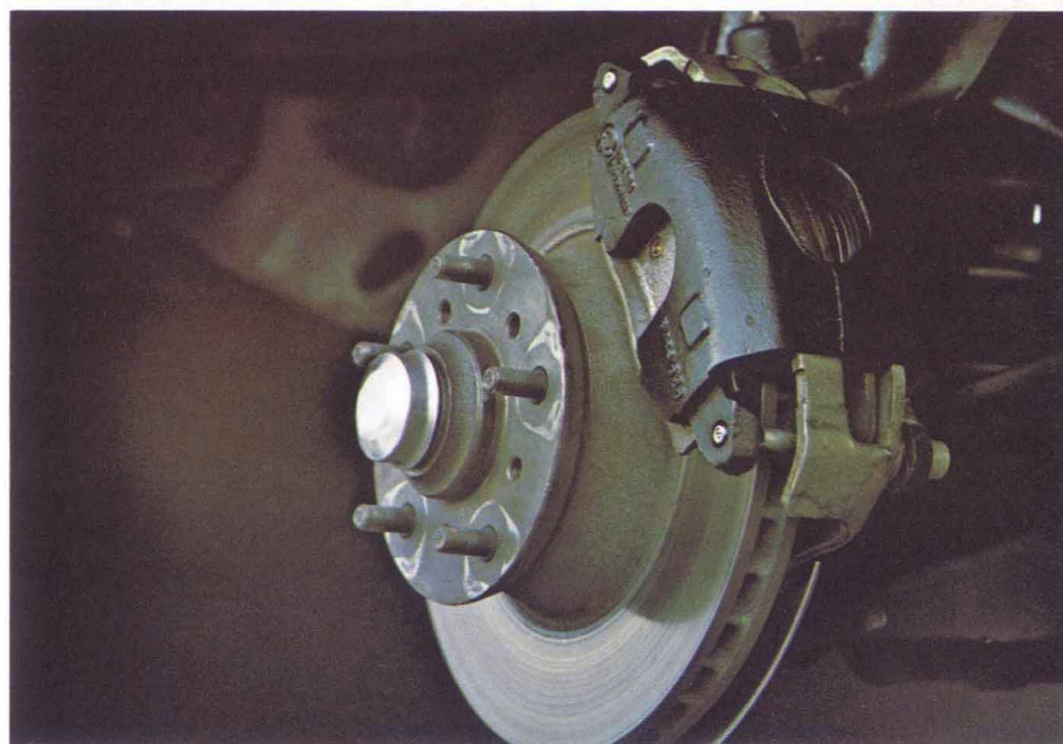
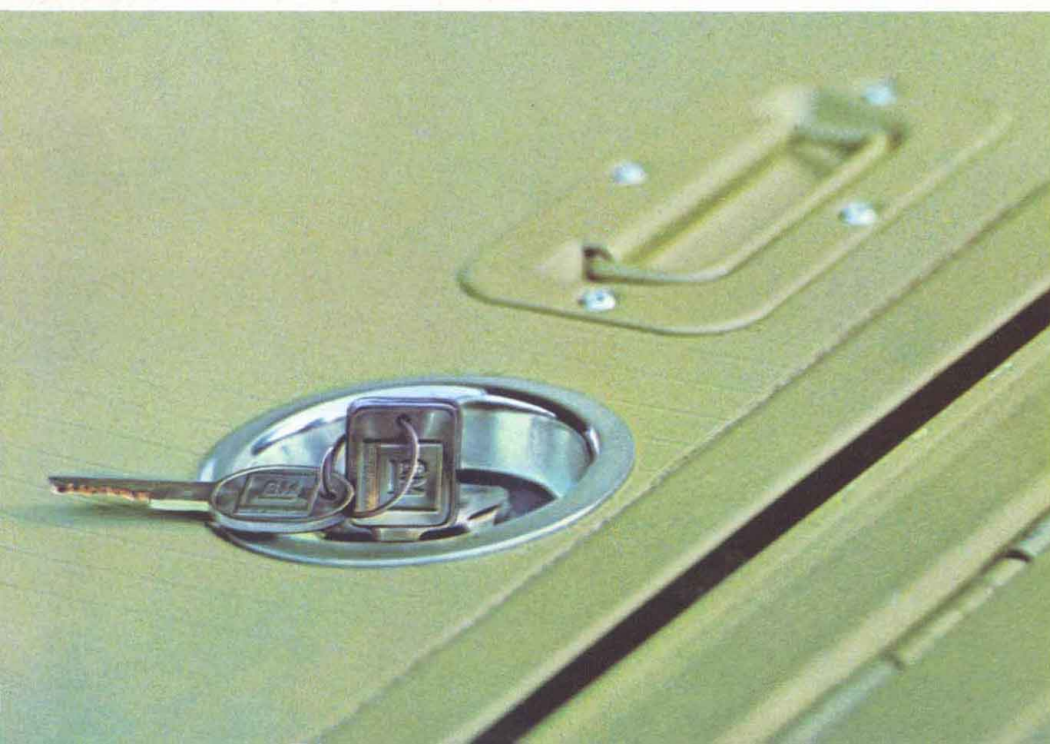
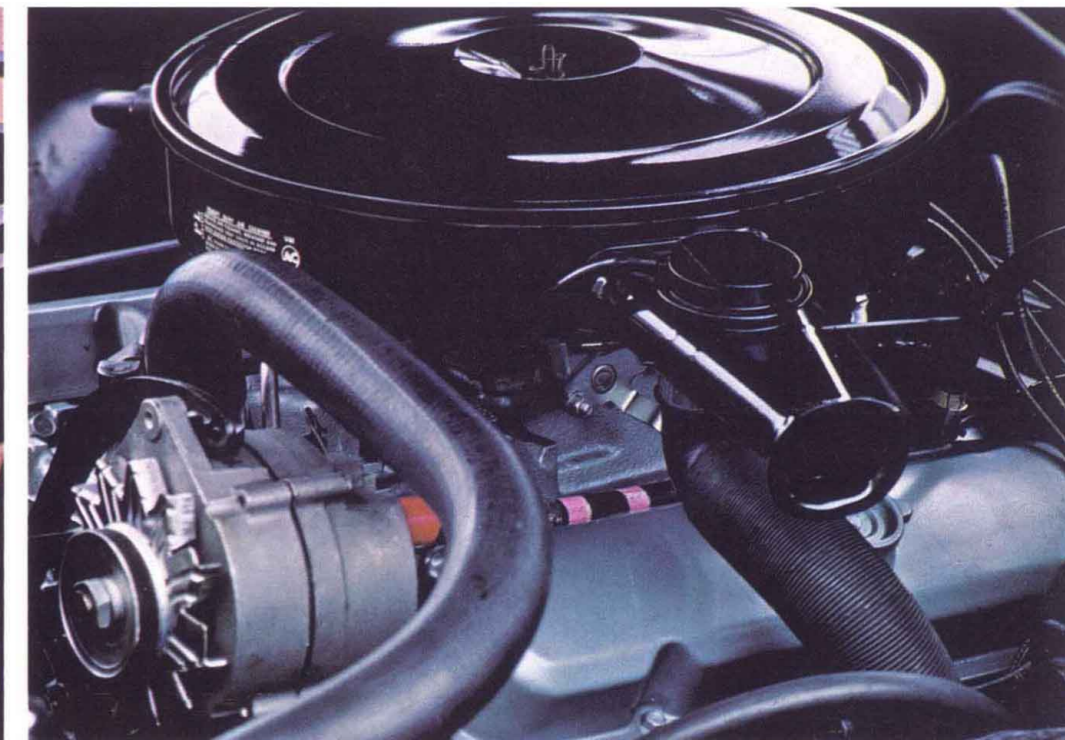
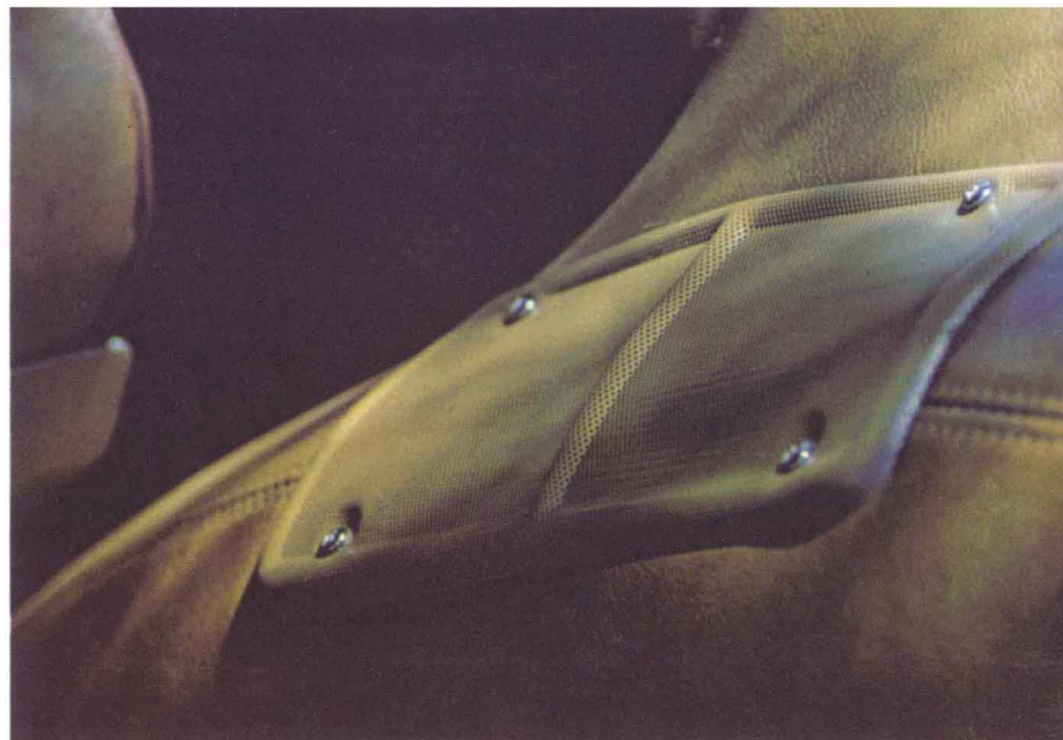
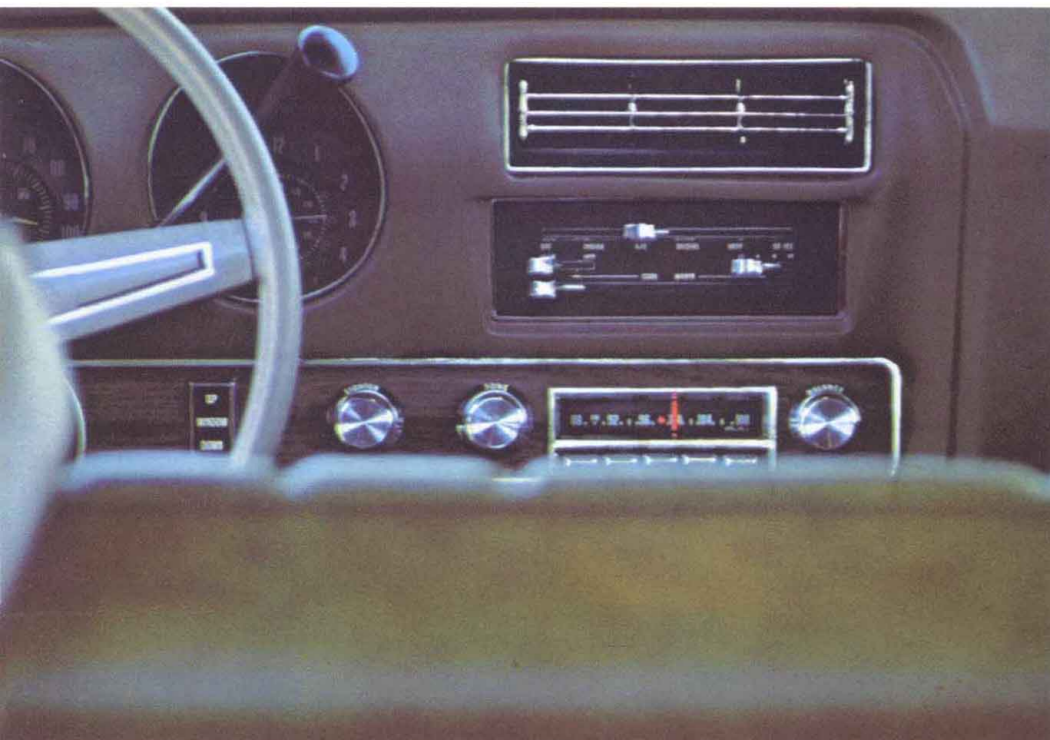
CUSTOM S Far be it from us to deny the kicks of Wide-Track wagoning to anyone just because his honeymoon cottage isn't perched atop a 900-barrel gusher. We have Custom S. Our most economical way to shake the hauling ho-hums. Custom S starts with an also-ran kind of price tag, and takes off from there. A trusty, 250-cube Overhead Cam Six produces 175 horses on regular gas. Small amounts at that. And small amounts of maintenance, too. Yet for all its pocket pampering, this job looks anything but low-priced. It's a Pontiac, remember? Durable

Morrokide upholstery on both seats. Cushy carpeting. A deluxe steering wheel. A vinyl-covered load floor. And a whopping 83.1 cubic feet of space for haulables. Hoo-boy, does that price look puny! You'll have enough to pop for lots of accessories. Perhaps an AM/FM radio with FM Stereo Multiplex. Or Automatic Cruise Control. Maybe even Turbo Hydra-matic transmission. Does all this sound like we built Custom S exclusively to give beginning budgets a better start? Talk to the 8-year vets around town, who just decided Mama needs wheels.



OPTIONS & THINGS Custom Air Conditioning—provides a full range of comfort settings for inside air cooling, outside air cooling, bi-level cooling and heating, heating and de-fogging/deicing. Shown here on the LeMans Safari ■ Luggage compartment lock—protects valuables packed in rear load compartment. Available in Catalina, Executive and Bonneville 3-seat wagons only. ■ Sepra-Phonic rear speaker—fader switch, integrated into radio controls, lets you vary front to rear speaker volume. ■ Front power disc brakes—new efficient single-piston design. ■ Rear-

window deflector—directs airstream onto rear window, to help keep it free of dust. ■ Rally II wheels—Mag-type stainless steel with chrome-plated wheel nuts. ■ 400-cubic-inch V-8—available at no extra cost on Catalina, Executive Safari, and Bonneville with Turbo Hydra-matic transmission only. 265 horsepower. 8.6:1 compression. Regular fuel. ■ Cornering lamps—available on Catalina, Executive Safari and Bonneville. Helpful when cornering with headlamps and directional signals on. ■ Luggage carrier cover—Rak Pak—protects baggage with water- and dust-



resistant fabric. Side opening can be locked. ■ Chrome luggage carrier—provides considerable extra stowage space. Side rails allow easy tie-down. Smart chrome, stainless steel and simulated wood-grain styling. Installs permanently. ■ Rear compartment light—standard equipment on 3-seat wagons. Not available on 2-seat models. Operates with a switch next to the light. ■ Load level control—automatically keeps rear end of car level under heavy loads in Catalina, Executive Safari, Bonneville. Superlift shock absorbers required.

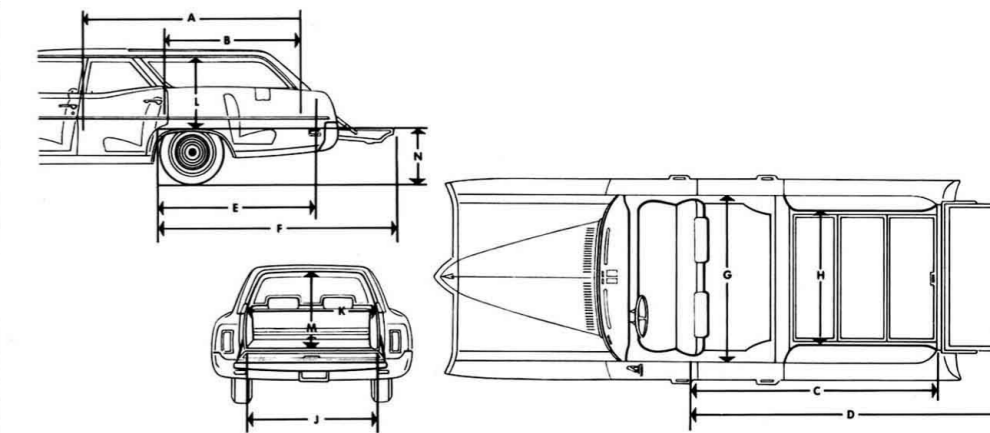


Features, Specs & Dimensions

Our 1969 wagons feature all the comfort and safety items found in every Pontiac we build this year. For example:

- Energy absorbing steering column.
- Seat belts with pushbutton buckle releases for *all* positions.
- Shoulder belts with pushbutton buckle releases and special storage convenience provision for driver and right front passenger (except convertibles).
- Two front-seat head restraints.
- Passenger-guard door locks with forward-mounted lock buttons.
- Four-way hazard warning flasher.
- Dual master cylinder brake system with warning light and corrosion-resistant brake lines.
- Folding seat back latches.
- Dual-speed windshield wipers and washers.
- Dual-action safety hood latches.
- Outside rearview mirror.
- Backup lights.
- Side marker lights and parking lamps that illuminate with headlamps.
- Energy absorbing instrument panel, padded sun visors.
- Thick laminate windshield.

- Reduced-glare instrument panel top, inside windshield moldings, horn buttons, steering wheel hub and windshield wiper arms and blades.
- Wide, inside day-night mirror with deflecting base.
- Lane-change feature in direction signal control.
- Safety armrests.
- Soft, low-profile window control knobs, coat hooks and dome lamp.
- Padded front and intermediate seat back tops.
- Smooth contoured door and window-regulator handles.
- Anti-theft ignition key warning buzzer.
- Anti-theft ignition, steering and transmission lock.
- Starter safety switch on all transmissions.
- Safety rim wheels.
- Safety door latches and hinges.
- Uniform automatic transmission shift quadrant (PRNDL or PRNDL).
- Snag-resistant steering wheel hardware.
- Nonprojecting wheel nuts, discs and caps.
- Improved fuel tank retention.
- Improved glove-box door latches.



	Catalina & Executive Safari (2- & 3-seat)	Bonneville (3-seat)	Custom S (2-seat)	LeMans Safari (2-seat)
Cargo Volume (cu. ft.)	91.7	90.8	83.1	83.1
Underfloor Compartment, 2-seat (cu. ft.)	8.9	—	10.0	10.0
Underfloor Compartment, 3-seat (cu. ft.)	4.2	3.9	—	—
Length (inches)				
A. Top of front seatback to closed tailgate	84.5	84.5	79.9	79.9
B. Top of second seatback to closed tailgate	49.7	49.7	46.8	46.8
C. Front seat at floor to closed tailgate	93.7	93.5	90.9	90.9
D. Front seat at floor to end of open tailgate	121.6	121.4	117.0	117.0
E. Second seat at floor to closed tailgate	60.7	60.2	59.1	59.1
F. Second seat at floor to end of open tailgate	88.6	88.2	85.2	85.2
Width (inches)				
G. Maximum width of cargo space at floor	63.2	63.1	59.5	59.5
H. Minimum distance between wheelhouses at floor	48.9	48.9	44.5	44.5
J. Rear-end opening width at floor	52.3	52.3	50.0	50.0
K. Rear-end opening width at belt	52.4	52.4	49.6	49.6
Height (inches)				
L. Maximum height	30.6	30.3	31.3	31.3
M. Maximum height of rear opening (tailgate open)	28.7	28.4	28.4	28.4
N. Platform height of load floor (curb weight)	25.6	25.9	23.8	23.8

Specifications	Custom S & LeMans Safari		Catalina, Executive Safari & Bonneville		
	250	350	400	400	428
Engine Size (cu. in.)	250	350	400	400	428
Engine Type	OHC 6, 1-BBL Reg. Fuel	V-8, 2-BBL Reg. Fuel	V-8, 2-BBL Reg. Fuel	V-8, 2-BBL Prem. Fuel	V-8, 4-BBL Prem. Fuel
Transmission Availability	Standard with 3-speed Manual or Automatic Transmission	Extra-cost Opt. with 3- or 4-speed Manual or Automatic Transmission	No-cost Opt. with Turbo Hydra-matic Transmission only	Standard on Catalina and Executive with 3-speed Manual or Turbo Hydra-matic Transmission	Standard on Bonneville Extra-cost Opt. on Catalina and Executive with 3-speed Manual or Turbo Hydra-matic Trans.
Bore and Stroke (inches, nominal)	3.88 x 3.53	3.88 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 4.00
Horsepower	175 @ 4800 rpm	265 @ 4600 rpm	265 @ 4600 rpm	290 @ 4600 rpm	360 @ 4800 rpm
Torque (lb.-ft.)	240 @ 2600 rpm	355 @ 2800 rpm	397 @ 2400 rpm	428 @ 2500 rpm	472 @ 3200 rpm
Compression Ratio	9.0:1	9.2:1	8.6:1	10.5:1	10.5:1
Cooling System Capacity	12.1 qts.	18.6 qts.	18 qts.	18 qts.	17.2 qts.
Oil Capacity (less filter refill)	5 qts.	6 qts.		5 qts.	
Fuel Tank Capacity	20 gals.			24 gals.	

Note: 4-speed Manual, Automatic and Turbo Hydra-matic Transmissions, where indicated, are extra-cost options. All options noted herein are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire.



Break Away!