

GRAND PRIX
1969

BY PONTIAC



This machine was designed for one purpose—driving. Intimate, luxurious, spirited driving. And if that's not your bag, neither is Grand Prix.



GRAND PRIX HARDTOP COUPE

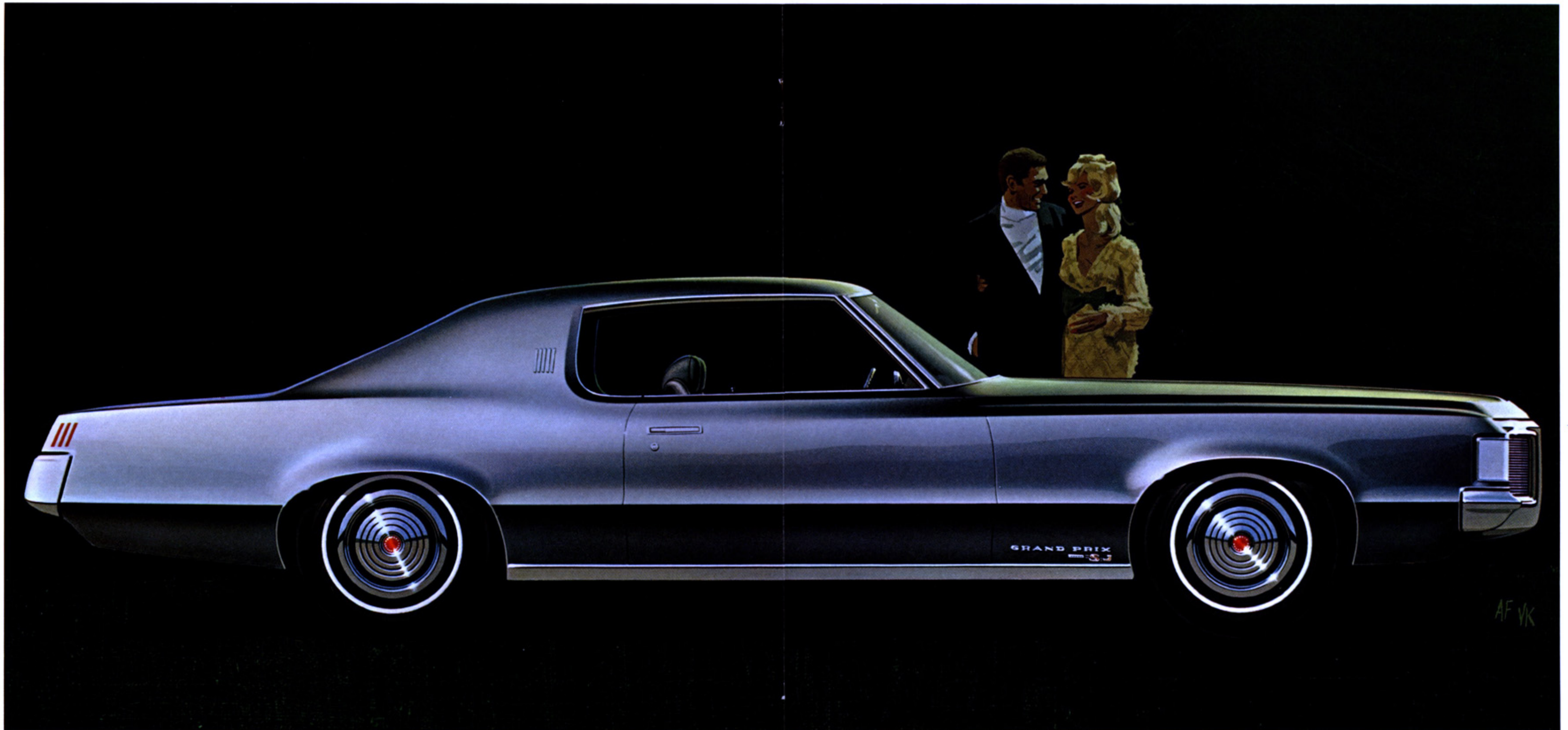
Some of the equipment illustrated is optional at extra cost.

The looks need no elaboration. Just look. When you've got the longest hood in the industry, it shows. For that matter, there's nothing subtle about the massive, extruded-aluminum grille. Or the bulging G78-14 wide-oval style tires.

The 1969 Grand Prix is an honest Wide-Track, of course. But lower. Shorter. On an exclusive 118-inch wheelbase. For three good reasons.

Manoeuvrability. Handling. Performance. Three very good reasons.

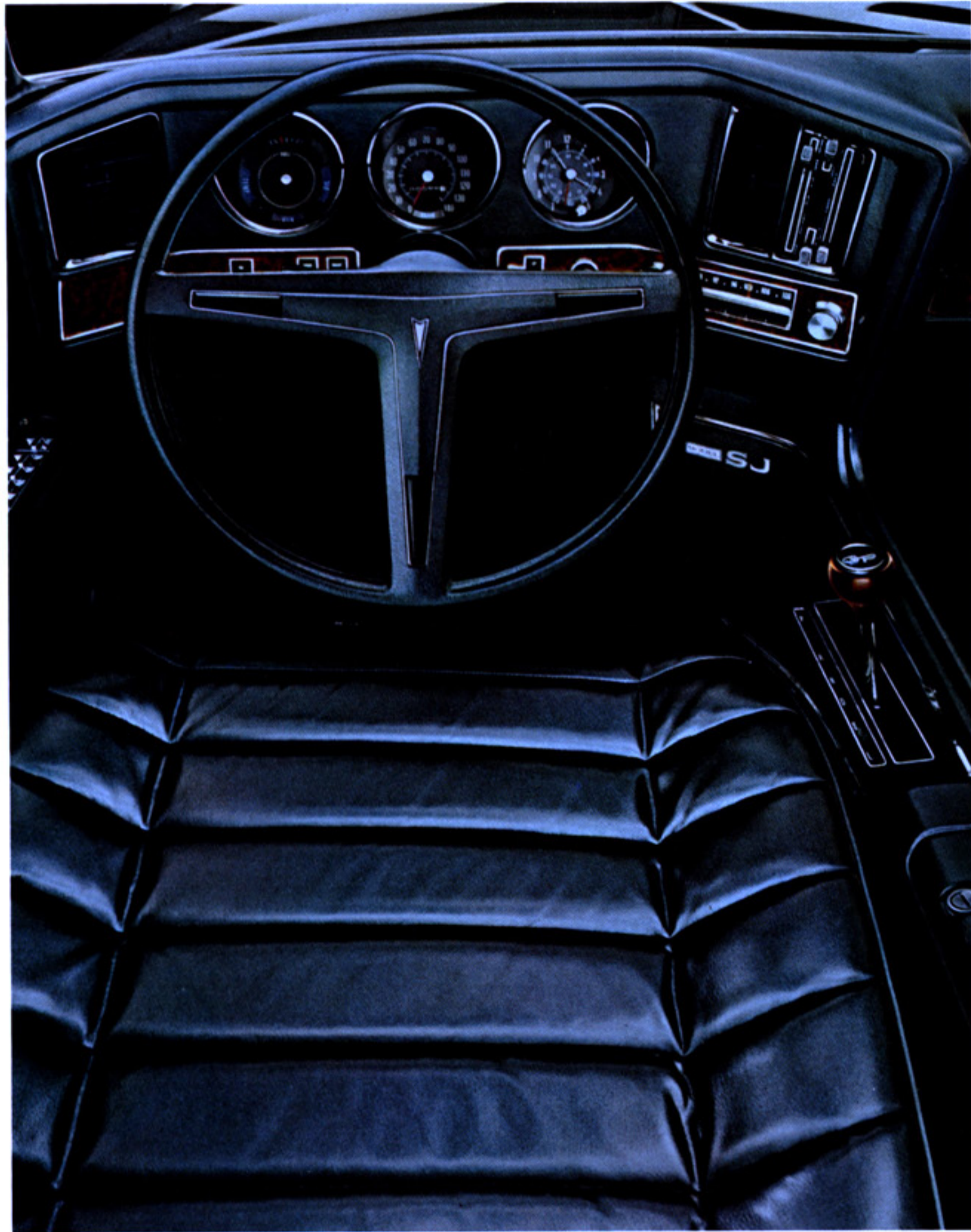
Especially when you figure that beneath the hood hides a 400-cubic-inch V-8. With a 4-barrel carburetor and special cold-starting circuit, dual exhausts and 350 horses. It could be a 428 V-8 with 370 or 390 horses, if you just slip your dealer the word. (The 370-horse 428 is standard when you order our Model 'SJ' package.)



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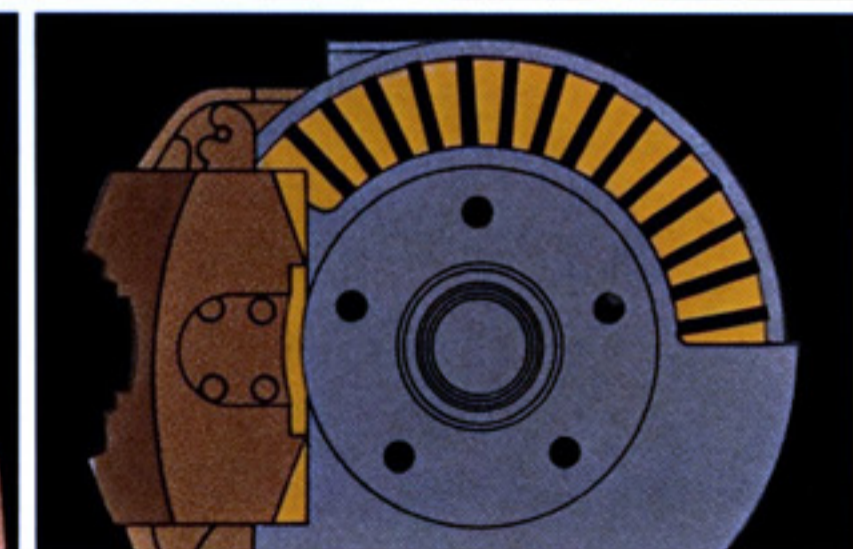
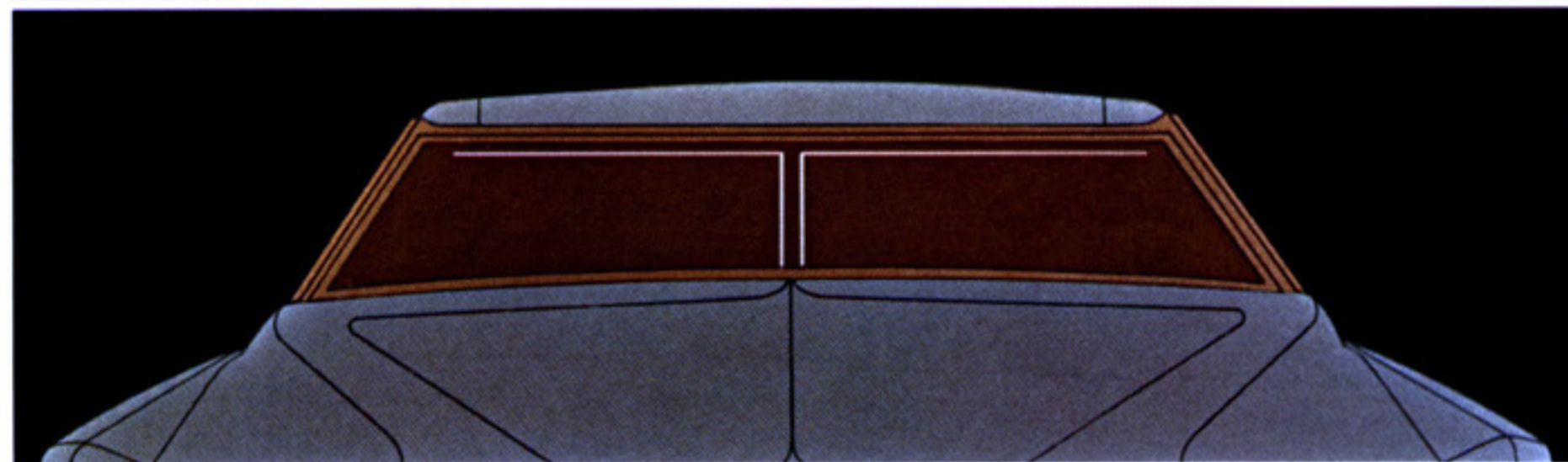
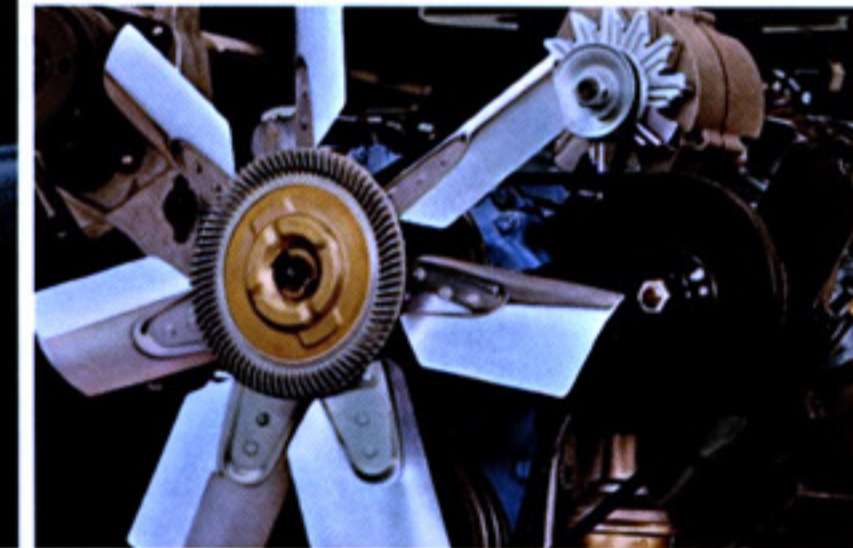
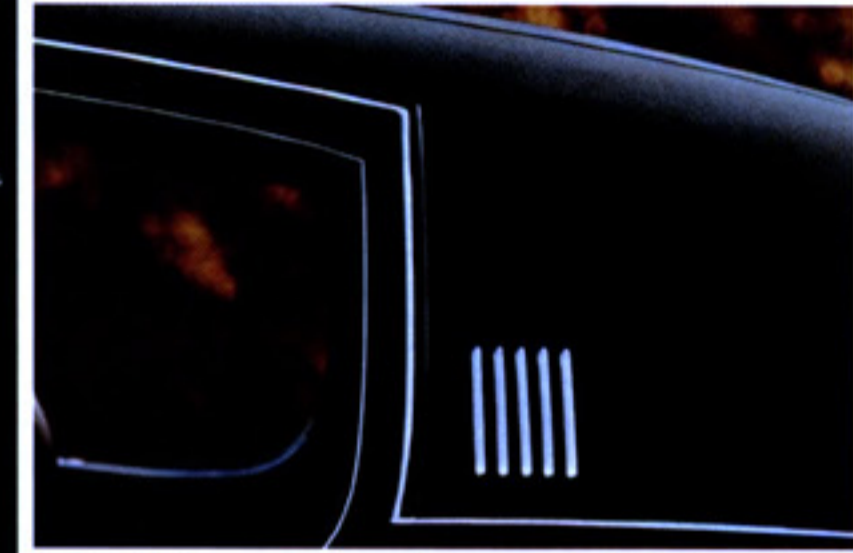
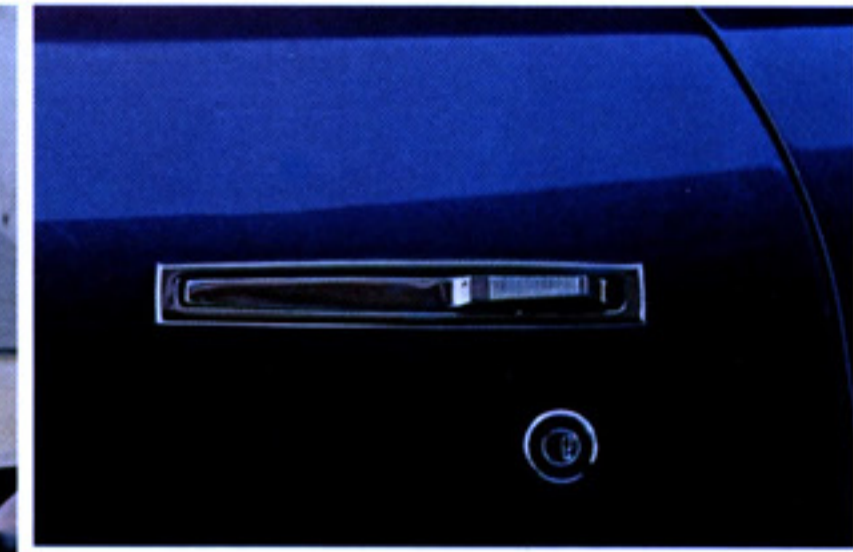
The control end of the power team is a floor-mounted, fully synchronized, heavy-duty 3-speed. But you can also order a close-ratio 4-speed, complete with Hurst shifter. Or Turbo Hydra-matic and a Rally Sports Speed Shifter. (Manual for you. Automatic for her.) While we're harnessing horses, there are a couple of other goodies you may want to check on your order form. Variable-ratio power steering. (The farther you turn, the faster it turns.) Tachometer. And Pontiac's new single-piston, power front disc brakes. Here's where we pull a disappearing act. The way only Pontiac can. You see, once everybody found last year's hidden windshield wipers, our engineers got restive. So they hid this year's radio antenna. If you can't find it, imagine how much trouble car wash machines will have. (We reveal the whole thing on Page 10. But hurry back.)



The '69 Grand Prix interior is a story in itself. One that begins with a vinyl-covered console and front Strato-bucket seats. Wide. Heavily padded. Upholstered three different ways. Knitted vinyl with fully expanded Morrokide. Combination Morrokide and patterned fabric. And, for a few well-spent bucks, genuine leather and expanded Morrokide. In three tones: black, saddle and midnight green. Round out the decor with lush nylon-pile carpeting, wood-grain vinyl inlays and perforated taffeta headlining, and you've got a most personal "cockpit". That goes double for the instrument panel. Every single control, rocker switch and gauge faces the command seat. Even Pontiac's new ignition-steering-transmission lock is mounted on the steering column. Right behind Grand Prix's "soft" rimmed steering wheel.

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Of course, our hidden windshield wipers are still hidden. But now they'll appear for one quick swipe at the press of a button. Great for misty days when one quick swipe will do. Grand Prix's new door handles (top, right) aren't as baffling. They are recessed, however, just to keep the lines clean. They work on a rocker switch principle. No rocker switch or button will bring back vent windows. So enjoy the view. It's a nice fringe benefit of our upper-level ventilation system. And Grand Prix's new roofline tops everything (middle, right). As dressy as you specify in five shades of Cordova. Depending on your choice of exterior hue. Enough of the chit-chat. We said in the beginning Grand Prix '69 is for driving. So drive it. If that doesn't convince you G.P. is miles ahead of the humdrum four-wheelers you've tried lately, maybe you're too young to break away. Or maybe too old.

Should you want a more spirited version of the 1969 Grand Prix, our Model "SJ" package is yours for the ordering. It includes items like a 370-hp, 428-cubic-inch V-8 (middle, right), performance rear axle, special instrumentation, automatic leveling (which also lowers G.P. a bit), fiber-glass cord whitewalls and "SJ" I.D. Been wondering where we hid the radio antenna? The diagram (bottom, left) shows it. Two .005" wires are embedded in the middle of the windshield. The radio at the other end can be AM, AM/FM or AM/FM with FM stereo multiplex. Specify your choice. Another Grand Prix exclusive you can specify (bottom, centre). An electrically heated back window with ribbons on the inside glass surface that heat up to de-ice and de-fog. Silently. Order our new single-piston front disc brake (bottom, right). It's extremely efficient and easier to maintain than the four-piston design it replaces. Disc brakes will have a power assist.

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Standard Equipment, including Pontiac's safety, comfort and convenience features

- Circ-L-Aire Heater and Defroster
- Energy-Absorbing Steering Column
- Energy-Absorbing Instrument Panel, Padded Sun Visors
- Delcotron Alternator-Regulator with Integrated Circuit Voltage Regulator
- Starter Safety Switch on all Transmissions—manual and automatic
- Full-width Instrument Panel Pad
- Labelled Instrument Panel Control Switches
- Windshield Washer and Dual-speed Wipers
- Side Marker Lights and Parking Lights that illuminate with headlights
- Wide Inside Day-Night Mirror with Deflecting Base
- Outside Rearview Mirror
- Instant-Response Windshield Washer
- Thick Laminate Windshield
- Driver and Right Front Passenger Shoulder Belts with Pushbutton Buckles and Special Storage Provision
- Front Seat-belt Retractors
- Latches on Folding Seatbacks
- Two Front Seat Head Restraints
- Four-way Hazard Warning Flasher
- Lane-change Feature in Direction Signal Control
- Dual Master Cylinder Brake System with Warning Light and Corrosion-resistant Brake Lines
- Parking Brake Warning Light
- Passenger-Guard Door Locks with Forward Mounted Lock Buttons
- Safety Door Latches and Hinges
- Soft, Low-profile Window Control Knobs, Coat Hooks, Dome Light
- Reduced-Glare Instrument Panel Top, Inside Windshield Moldings, Horn Buttons, Steering Wheel Hub, and Windshield Wiper Arms and Blades
- Safety Armrests
- Rear Armrests Including Ashtrays
- Foam-padded Front and Back Seat Cushions
- Padded Front Seat Back Tops
- Full Nylon-blend, Loop-pile Carpeting
- Map and Courtesy Light
- Backup Lights

- Glove Box Light
- Front Ashtray & Cigar Lighter Light
- Trunk Light
- Cigar Lighter
- Ball Bearing Track Ashtray
- Bright Metal Wheel Opening Moldings
- Smooth Contoured Door and Window Regulator Handles
- Uniform Automatic Transmission Quadrant (PRNDL)
- Improved Fuel Tank Retention
- Snag-resistant Steering Wheel Hardware
- Non-projecting Wheel Nuts, Discs and Caps
- Dual-action Safety Hood Latch
- Theft-deterrent Door Locks and Keys
- Delco Eye Energizer Battery
- 18 Imp. Gallon Fuel Tank
- Full-flow Oil Filter
- G78-14 Tires
- Tire Safety Rim
- Carpeted Lower Door Trim
- Simulated Carpathian Elm Burl Grain on Instrument Panel
- Simulated Burl Grain on Door Inserts
- Upper-level Ventilation System
- Rocker-type Windshield Wiper/Washer and Accessory Switches

- Seat Belts with Pushbutton Buckle Release for all Passenger Positions
- Carburetor Air Pre-heater
- Taffeta Perforated Headlining
- Electric Clock
- Integrated Door-release Armrests
- Deluxe Steering Wheel
- Spare Tire and Wheel Cover
- Die-cast Rocker Panel Moldings
- Interior Roof Lamp
- Rear Seat Radio Speaker Grille
- Deluxe Wheel Discs
- Anti-theft Ignition Key Warning Buzzer
- Anti-theft Ignition, Steering and Transmission Lock

Extra-cost Options

- Bi-Level Air Conditioning, Custom and Automatic Temperature Control
- Rear Window De-fogger
- Tissue Dispenser
- Cruise Control System
- Floor Mats, Front and Rear
- Tinted Glass, all Around or Windshield only
- Door-edge Guards
- Cornering Lights
- Outside, Remote-control Rearview Mirror
- Visor Vanity Mirror
- Radios: AM, AM/FM, AM/FM with FM Stereo Multiplex
- Rear Seat Speaker or Verbra-Phonic Speaker
- Cordova Roof—Exclusive Design
- Reclining Passenger Seat
- Variable-ratio Power Steering
- Power Brakes, Windows, Door Locks, 4-way Driver's Seat
- Tilt Steering Wheel
- Custom Sports Steering Wheel (looks like wood)
- Whitewall Tires
- Rally II Wheels
- Front Wheel Power Disc Brakes
- Remote-control Trunk Lid Release
- Heavy-duty Battery
- Custom Gauge Cluster
- Limited Slip Differential
- Tachometer, Instrument Panel
- Tachometer, Hood—Dir. Installed
- Custom Wide-tread Tires



Engine	Standard	Optional	400	400	428	428	Engines	400-4 bbl.	400-2 bbl.	428	428 HO
Transmission	Standard	Optional	3-speed manual, floor-mounted	4-speed manual, floor-mounted	Turbo Hydra-Matic		Displacement (cu. in.)	400	400	428	428
Brakes	Drum (dia.)	Area	11 in.	326.9 sq. in.		HP @ rpm	350 @ 5000	265 @ 4600	370 @ 4800	390 @ 5200	
Steering Ratio overall	Standard	Power variable ratio	24:1	16.0-12.2:1		Torque @ rpm	445 @ 3000	397 @ 2400	472 @ 3200	465 @ 3400	
Turning Radius (ft.)	Curb-to-curb		39.3			Compression Ratio	10.5:1	8.6:1	10.5:1	10.75:1	
Energizer	61 amp. hr.	53 amp. hr. (400-2 bbl.)	Tread Front	62 in.	Headroom Front	37.5 in.	Carburetion	4-bbl.	2-bbl.	4-bbl.	4-bbl.
Suspension	Full Coil		Rear	60 in.	Rear	36.2 in.	Bore X Stroke	4.12X3.75	4.12X3.75	4.12X4.00	4.12X4.00
Frame	Perimeter		Tires	G78 x 14	Legroom Front	42.4 in.	Fuel	Premium	Regular	Premium	Premium
Wheelbase	118.0 in.		Wheel Size	14 x 6 in.	Rear	31.6 in.	Oil System (qts.)	5	5	5	5
Length	210.2 in.		Road Clearance	4.6 in.	Shoulder Room Front	58.2 in.	Cooling System (qts.)	15.5	15.5	14.3	14.3
Height	51.9 in.		Fuel Tank Capacity	18.0 Imp. gal.	Rear	56.5 in.	Exhaust System	Dual	Dual	Dual	Dual
Width	75.7 in.				Hiproom Front	57.5 in.	Valve Lifters	Hydraulic	Hydraulic	Hydraulic	Hydraulic
					Rear	52.7 in.	Axle Ratio				
							3-Speed manual	3.23:1	—	3.55:1	3.55:1
							4-Speed manual	3.55:1	—	3.55:1	3.55:1
							Hydra-Matic	3.23:1	2.93:1	3.23:1	3.36:1

General Motors Products of Canada, Limited, Oshawa, Ontario

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Every Pontiac has to make it before we mark it

