

## We'd like you to meet one of the most active members of our Break Away movement. GTO!

Pontiac's Great One has never been one to meddle with mediocrity. Ever since our enthusiastic "men in white" launched this splendid specimen back in 1964, it's been breaking away from the pack with grand sincerity. And continues to do so.

Behold our convertible version for 1969. All that you see is truth. Deep bucket

seats. Console with standard, floor-mounted, 3-speed shift, and our standard, 350-horsepower, Quadra-jet V-8. If you want something more, ask about GTO's other V-8 possibilities—up to a 400-cubic-inch Ram Air.

You want a lesson in road handling? GTO is ready with all the right answers. With sports-type springs and shocks, specially

tuned to The Great One's modus operandi.

Or just stand there and look at the car that runs as great as it looks. With the same chip-, fade- and corrosion-proof front nose that elated you last year. GTO. Our prime example of getting there first with the most. Go ask for a check ride.



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



## It's the official car of the U.S. Ski Team. But don't let that snow you.

Pontiac's GTO stands on its specs. Always has. Always will.

You can do that when you've got a standard 350-horse, 400-cube Quadra-jet V-8 going for you. Plus a 366-hp V-8 and a 370-hp Ram Air IV V-8 waiting to be ordered. (Both come with controls on the instrument panel to open and close those anything-but-

dainty nostrils on the hood.)

You can do it when you've got a fully synchronized 3-speed cogbox with a floor-mounted Hurst shifter. Or a close-ratio 4-speed or Turbo Hydra-matic. Order either.

And you can do it when you've got the swiftest lines to come along since NASA started shooting for green cheese. All

capped off by an Endura snout that refuses to ding.

If you're snowed by those goodies, OK. Find out more at your Pontiac dealer's. While you're there, ask about an official U.S. Ski Team poster. It'll prove you're not alone in your enthusiasm.



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.





## All rise for The Judge.

The Judge. From Pontiac.

A new name. With a special brand of justice to discourage the so-called performance-minded competition.

Like a standard, 366-horse, 400-cubic-inch V-8 with Ram Air and a 4-barrel. Or a 370-horse, 400-cube Ram Air IV V-8, if you so order. Either way, those hood scoops function.

Like a fully synchronized, floor-mounted, 3-speed cogbox. A close-ratio 4-speed with Hurst shifter (yea!) and a 3-speed Turbo Hydra-matic (bool) are also in the hopper, if you'd care to order same.

Like a 60" air foil, blackened grille, exposed headlamps, fiber-glass belted tires (big and black), steel mag-type wheels, blue-red-yellow striping and Judge I.D. inside and out.

Like an Endura schnoz that regards chips, dings and scrapes as acts of treason.

Like Morrokide-covered buckets. And a no-nonsense instrument panel that fills you in. In detail.

Order a hood-mounted tach and power front disc brakes.

Our case rests. It's justice, man.

**THE  
JUDGE**  
A SPECIAL OFFER BY PONTIAC







ALL RISE FOR

**THE  
JUDGE**

The Judge. From Pontiac. Looking every inch like older brother Billy.

A new name. With a special brand of justice to discourage the so-called performance-minded competition.

Like a standard, 366-horse, 400-cubic-inch V-8 with Ram Air and a 4-barrel. Or maybe the 370-horse, 400-cubic-inch Ram Air IV V-8, if you so order. Either way those hood scoops function.

Like a fully synchronized, floor-mounted 3-speed cog-box. A close-ratio 4-speed with Hurst shifter (yea!) and a 3-speed Turbo Hydra-matic (boo!) are also in the hopper, if you'd care to order same.

Like a 60" spoiler, blackened grille, exposed headlamps, Polyglas belted tires (big and black), steel mag-type wheels, screaming red-orange finish with a white paint slash and Judge I.D. inside and out.

Like an Endura schnoz that regards chips, dings and scrapes as acts of treason.

Like Morrokide-covered buckets. And a no-nonsense instrument panel that fills you in. And keeps you that way.

Order a hood-mounted tach, a rally gauge cluster and power front disc brakes.

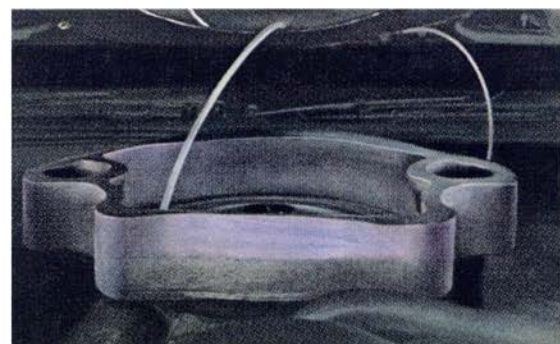
Our case rests. It's justice, man. Justice.

The Judge will hold court at your local authorized Pontiac dealer's beginning in January. Pontiac Motor Division



**The Judge: a special GTO by Pontiac**

4 individual color pictures of our '69 Break Away Squad, specs, book jackets and decals are yours for 30¢ (50¢ outside U.S.A.) Write to: '69 Wide-Tracks, P.O. Box 8881, 196 Wide-Track Blvd., Pontiac, Michigan 48056.







Pontiac Motor Division

## Born great.

Did you expect less? Shame! This is The Judge. And The Judge claims Pontiac's great GTO as its closest of kin.

Which explains The Judge's bump-proof Endura snoot. And the bulging hood scoops which can be opened or closed from the driver's seat. And the very unspongy springs and shocks. And the Morrokide-covered front buckets. And the no-nonsense instrument panel.

Now, if you want to think of The Judge as Billy's kid brother, OK. Just keep in mind that the family resemblance only goes so far.

You see, The Judge comes on with a 60" air foil. A

custom grille. Big, black fiber glass belted tires. Special mag-type wheels. Blue-red-yellow striping. And name tags (like the wild one below) inside and out.

Keep in mind also that this baby performs like nobody's kid brother. Not with a standard 366-hp, 400-cube V-8 and Ram Air. Or a 370-horse Ram Air IV, if you so order. Either couples to a fully synchronized 3-speed with a Hurst shifter. Or order a close-ratio 4-speed. (Little old ladies might even order Turbo Hydra-matic.)

No sir. The kid brother hasn't been born yet that's greater, or tougher than The Judge.



Four color pictures, specs, book jackets and decals are yours for 30¢ (50¢ outside U.S.A.). Write to: '69 Wide-Tracks, P.O. Box 888A, 196 Wide-Track Blvd., Pontiac, Michigan 48056.





Pontiac Motor Division

## The Judge can be bought.

For a lot less bread than a lot of those so-called performance cars, we hasten to add.

Surprised? The Judge is full of them.

Like a *standard* 366-horse, 400-cube Ram Air V-8 with Quadra-jet carb. Coupled to a *standard* 3-speed, fully-

synched, manual gearbox. Stirred by a *standard* Hurst T-handle shifter.

Those big, black, fiber-glass belted tires? *Standard* too. Same as the mag-type wheels. The 60" airfoil. The custom black grille. And the blue-red-yellow striping.

True. Money will get you most of the equipment on some other car. But you'd be getting short-changed. Because you'd still have some other car. Not a special GTO from Pontiac. The Judge. It's a steal.

**THE JUDGE**  
A SPECIAL GTO BY PONTIAC

Four color pictures, specs, book jackets and decals are yours for 30¢ (50¢ outside U.S.A.). Write to: '69 Wide-Tracks, P.O. Box 888P, 196 Wide-Track Blvd., Pontiac, Michigan 48056.





Pontiac Motor Division

## The Judge. It's justice man, justice.

If that sounds strong, it's meant to. Because there are a lot of so-called performance cars roaming the streets.

But there's simply no fooling with The Judge. Exhibit A: a standard, 366-horse, 400-cube Ram Air V-8 with Quadra-jet carburetor. Exhibit B: the 370-horse, 400-cubic-

inch Ram Air IV V-8 which can be ordered on The Judge.

The verdict's the same whether that power's coupled to a 3-speed, fully synched, manual gearbox. Or ordered with a close-ratio, Hurst-stirred 4-speed or Turbo Hydra-matic.

Got the picture, gang? Just be on the lookout for a 60"

airfoil, big, black, fiber-glass belted tires, custom black grille, steel, mag-type wheels and blue-red-yellow striping.

And never let it be said Pontiac didn't give you fair notice.



Four color pictures, specs, book jackets and decals are yours for 30¢ (50¢ outside U.S.A.). Write to: '69 Wide-Tracks, P.O. Box 888F, 196 Wide-Track Blvd., Pontiac, Michigan 48056.





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

Dull driving  
can get  
to be a habit.

Now—aren't you ready  
to break away?

Who needs monotonous motoring? You don't. Which is why we couldn't do better than offer you a crack at either of our two sporty types—GTO (better known as The Great One) and Firebird 400. Start with The Great One. When you do, you turn on a rare-sounding, 350-horsepower V-8 (or an even more responsive Ram Air V-8, that's yours to order). You'll be seated in beautifully contoured buckets looking out over a hood that culminates in the same energy absorbing bumper GTO surprised you with last year. All this fabled beauty sits on a Wide-Track with wide-oval Redline tires ready to handle GTO's

very special way of moving. Now about that Firebird. There's a new sweep of metal at sides and rear, a tougher looking nose and you can order impressive Rally II wheels. Inside, wider bucket seats; a steering wheel with the brand-new anti-theft ignition, steering and transmission lock. And that "400" designation stands for 400 cubic inches of V-8. Specify our Ram Air setup, and those hood scoops turn functional. And, of course, everybody knows how Firebird handles. So break away from the usual. We suggest you get in touch with your local ego builder—your Wide-Track dealer.



'69 Wide-Track Pontiac



# We'd like to put in a good word for hoods.



Why not? We've got the toughest looking in the business.

Take that sweep of metal on the '69 Pontiac Grand Prix. You won't find a longer stretch from Sing Sing to Alcatraz.

The two bulges on Firebird 400 and GTO are pretty unsubtle, too. They're air scoops. Functional when you order Ram Air.

Now, you can order a tach for each of

these hoods. And they'll look tougher. But let's face it. No hood's complete without a persuader.

Pontiac has them.

Grand Prix's is a standard 350-horse, 400-cubic-inch V-8. Or specify a 370- or 390-horse 428-cube V-8.

Firebird 400 has a 330-horse, 400-cubic-inch V-8 standard. You get even more im-

pressive statistics when you order the H.O. or Ram Air IV version.

GTO started it all. Remember? A 350-horse, 400-cubic-inch V-8 is standard. A 366-hp V-8 and a 370-hp Ram Air IV await your order.

Obviously, this is no year to go around bad-mouthing Pontiac's hoods.



MARK OF EXCELLENCE  
Pontiac Motor Division

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# down with dull!



Top: GTO Hardtop Coupe. Bottom: Firebird 400 Convertible.

## Hot-blooded members of the new generation of Wide-Track Pontiacs!

*GTO* — Pontiac's one-of-a-kind road car handles like an extension of your mind, puts out 350 hp from a 400 cu. in. standard V8 and leads the industry with an energy-absorbing front bumper. Another reason why *GTO* is called The Great One? Price. It's now easier than ever to break away in a *GTO*!

*Firebird* — is where *choosing* becomes a fun sport, from a standard 175-hp OHC 6 through six optional *Firebird* engines to a 345-hp Ram Air V8. So, choose. And break away from dull driving. Pontiac *Firebird*. Pontiac *GTO*. A great pair of Wide-Trackers to drive away the blahs!

Every Pontiac has to make it before we mark it



MARK OF EXCELLENCE

## '69/The year of the great Pontiac break away!



# Finie la monotonie!



*En haut: le coupé hardtop GTO. En bas: la Firebird 400 décapotable.*

**Voici les pur-sang de la nouvelle génération de Pontiac à voie large.**

La GTO . . . l'incomparable routière de Pontiac . . . la Grand Tourisme Originale. La Firebird est notre voiture sport qui offre sept moteurs au choix. Finissez-en donc avec la monotonie des voitures ordinaires. Conduisez une GTO ou une Firebird de Pontiac. Vous verrez la vie sous un nouveau jour.



**En 1969, Pontiac prend les devants.**