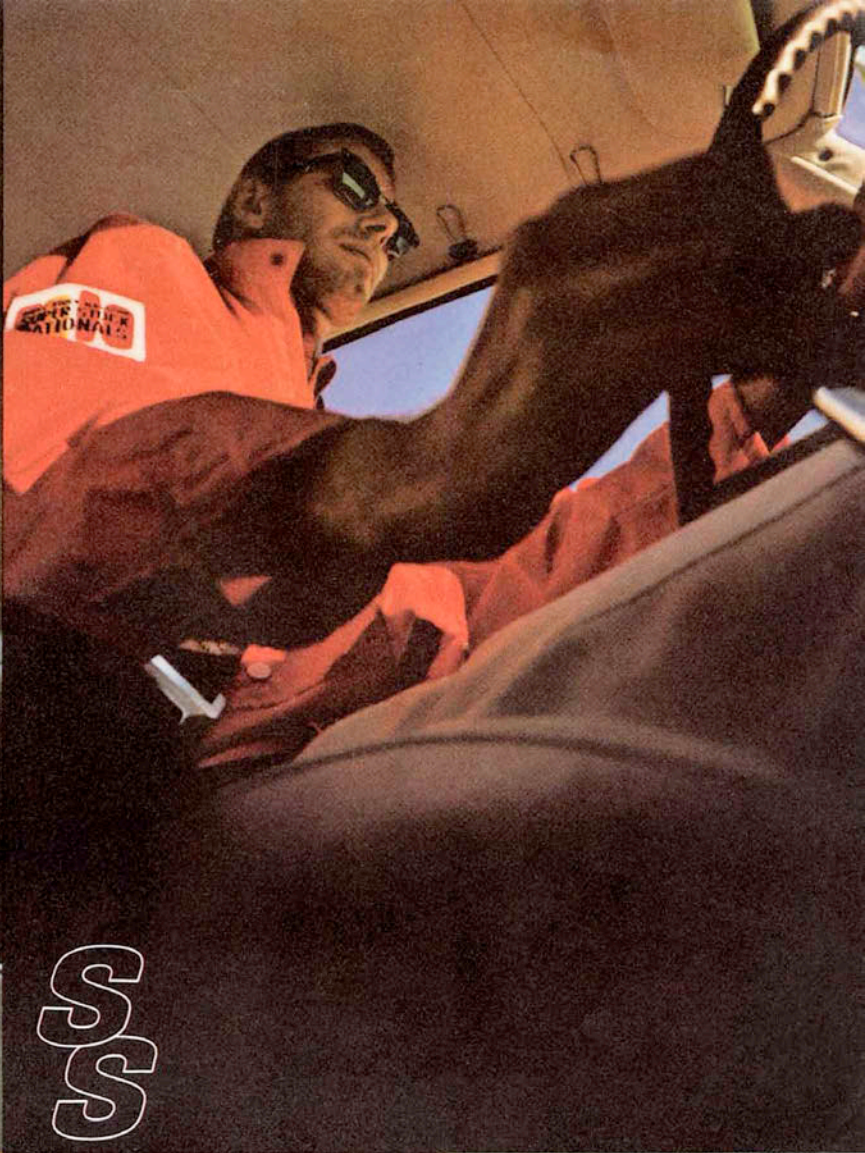
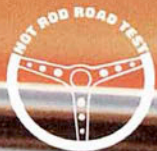




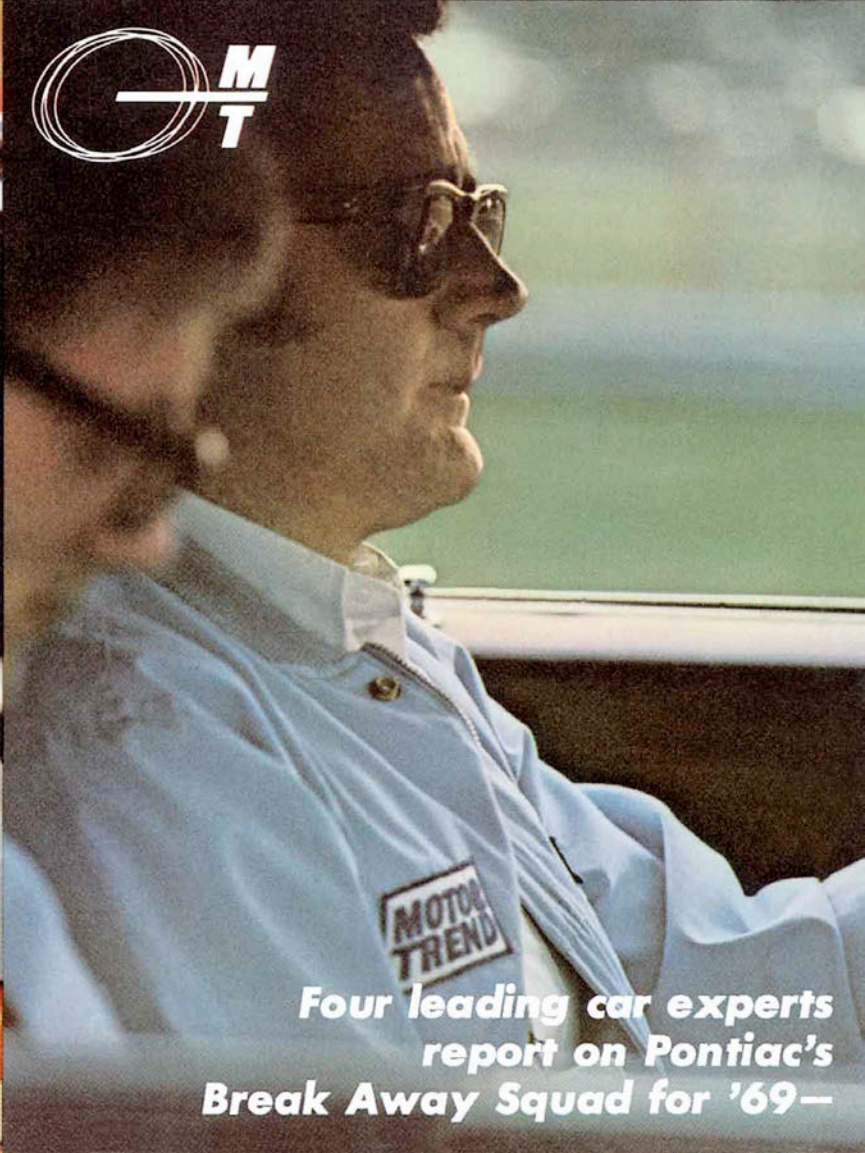
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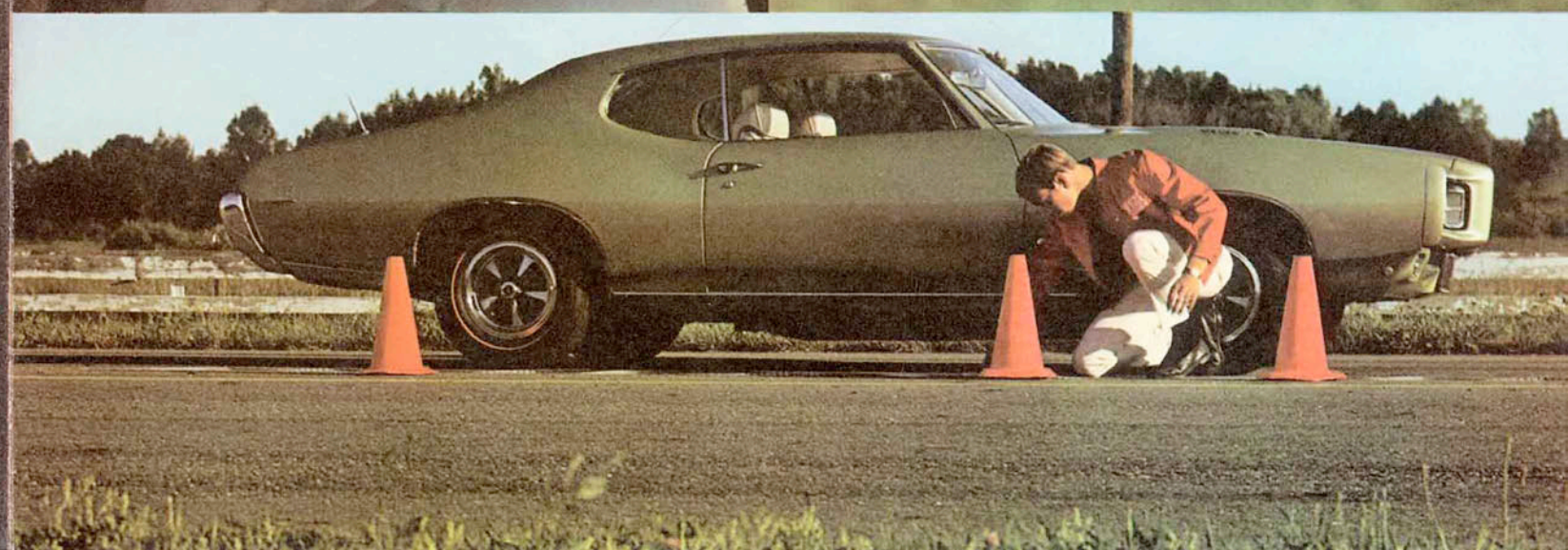
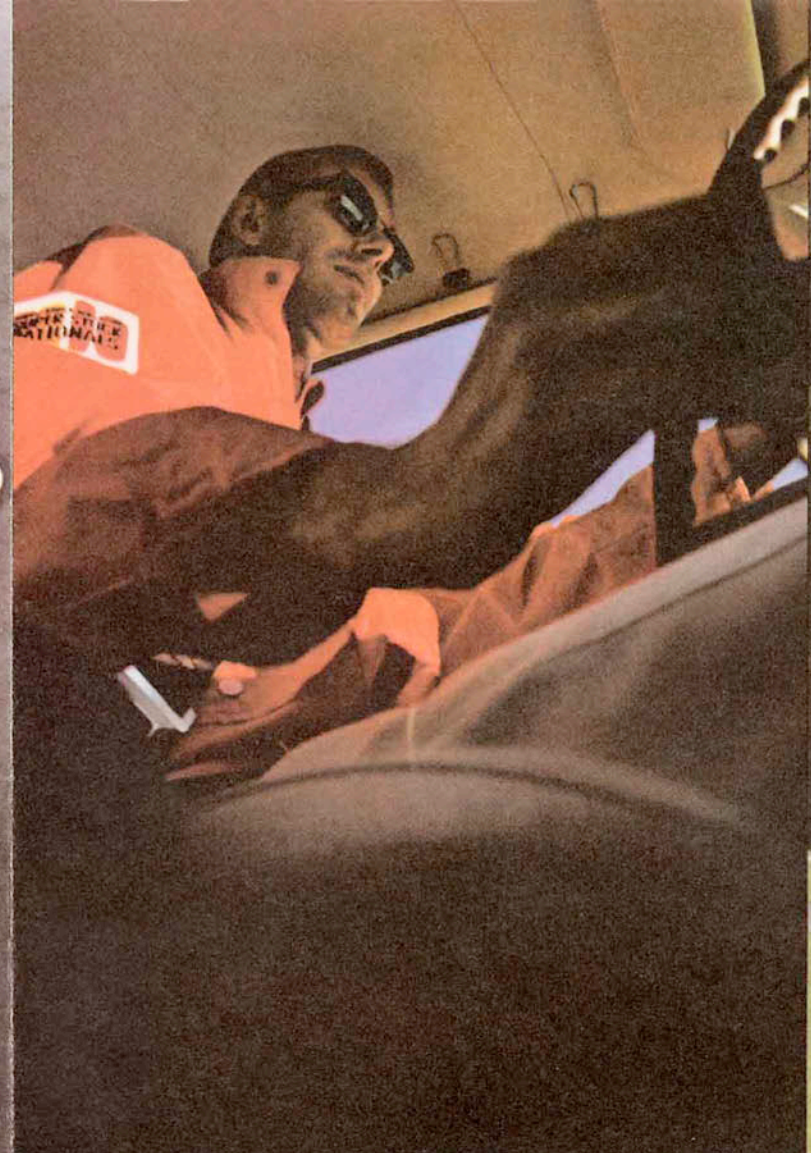
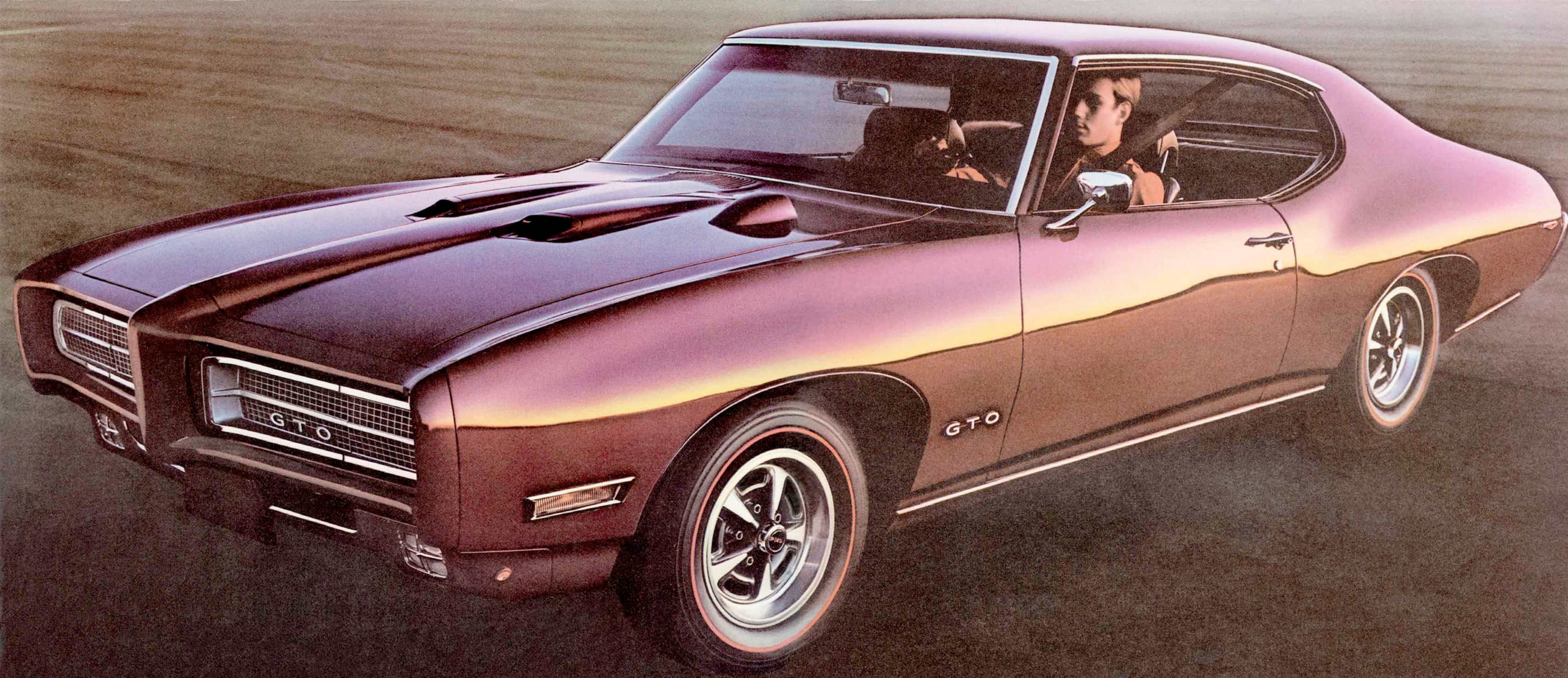


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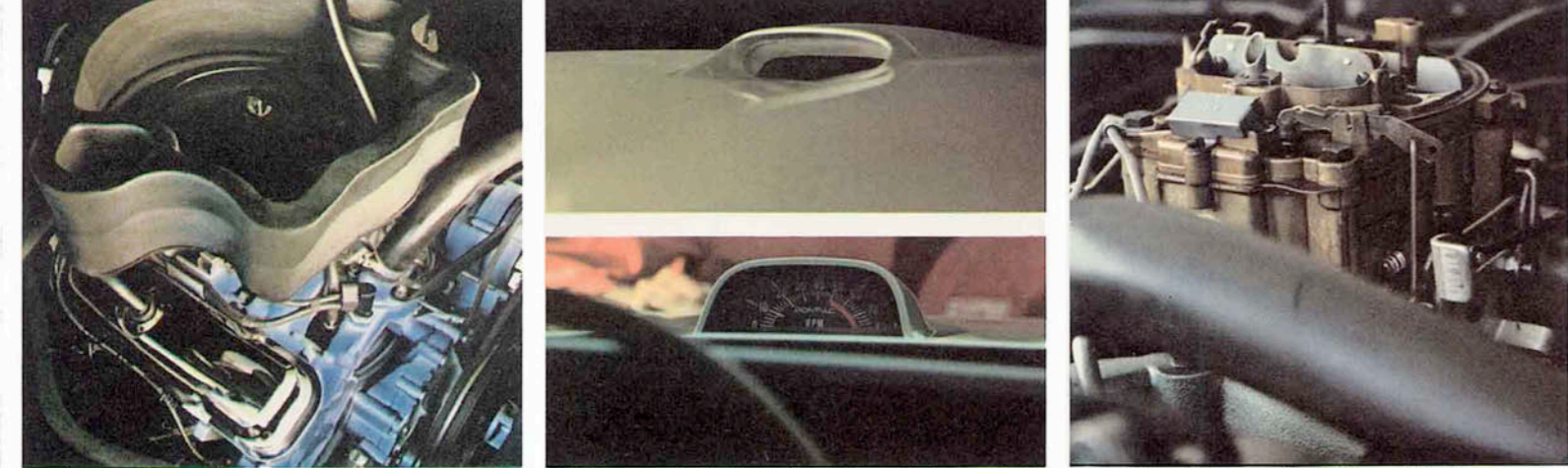
MOTOR  
TREND

Four leading car experts  
report on Pontiac's  
Break Away Squad for '69—



*the one that started it all.*

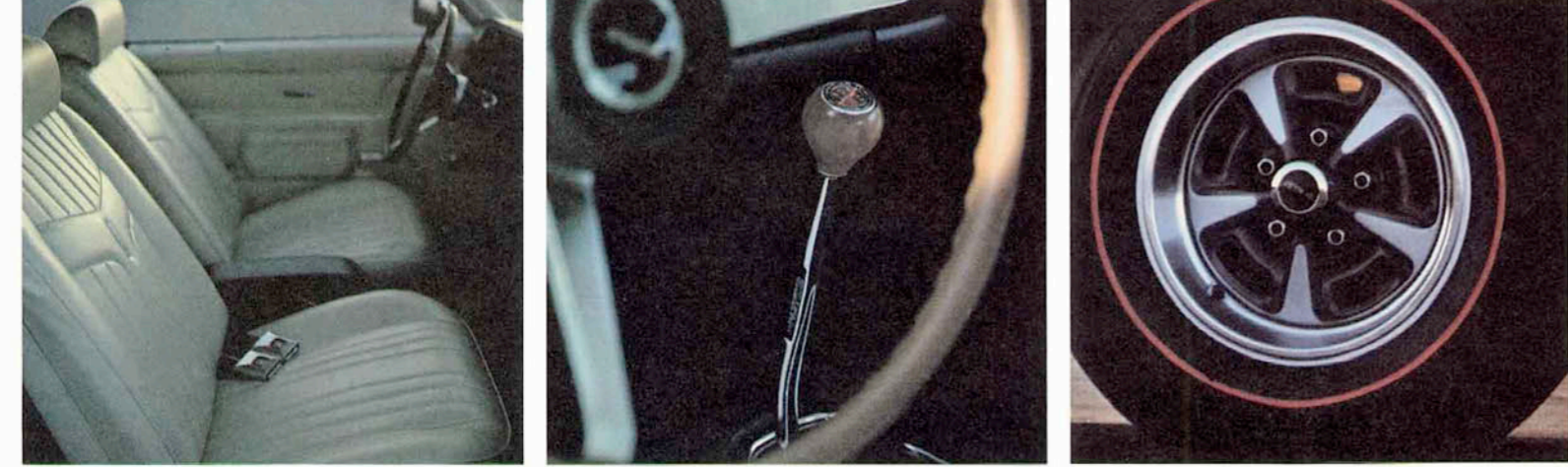
Our 400 Ram Air breathes better than Tarzan and is revealed in all its glory. Scoops grab the air, and the outside tach you can order records what happens. Shot at far right catches our specially calibrated Quadra-jet with its hat off.



Test crew measures the stop distance at Ubyly recorded with the new, single-piston front discs. Order a set, if you want. Visuals prove that "Super Stock" magazine personnel did not take it easy with our Great One.



GTO buckets are cushy, but not overstuffed. Head restraints are standard. Not so that 4-speed fitted with the good right arm of Hurst. You can specify Rally II wheels and the Rally cluster that gives you the word via gauges (no funny little lights). They have to be ordered.



Jim McCraw's belief in performance cars is as deep and abiding as his interest in editing the magazine Super Stock—an authoritative and responsible voice in the world of motor sports. We arranged for Jim to give our '69 GTO a special pre-new-car-announcement, behind-the-scene run-through at Ubyly Dragway and asked for reactions. He reacted.

weren't disappointed with the '69 version. Our test car might have been equipped with a few more items than we'd normally prefer for our kind of work. But it seemed none of them got in the way of the GTO's ability to make tracks. What we were really glad to have was the 400-cubic-inch Quadra-jet Ram Air V-8, fitted with 4-speed Hurst-stirred box and a 3.55 at rear. New for '69 are manually controlled flaps for the carb ducts. Very useful in bad weather.



Once upon a time, a division of General Motors decided to factory-build what a lot of barked-knuckle chaps were trying to glue together in their backyards. Under the unwieldy title of Gran Turismo Omologato, the first GTO saw the light of day in 1964. Ever since, that GM division, Pontiac, has been adding to the stature of this very particular car, and we have watched the rest of the industry fielding their own versions with varying degrees of success.

We also felt good about the beautifully quick power steering and the powered single-piston discs at front. The strip at Ubyly, Michigan provided the pavement. And the result of our week's sojourn leads us to believe The Great One is intent on hanging on to its years-old reputation when the '69s are available in quantity. So much so, we sincerely doubt that GTO fans are going to look elsewhere for their automotive kicks. One other thing. GTO's competing

brethren are not as solicitous of creature comfort as was our Limelight Green edition. Comforts like big, cushy bucket seats either side of the center-mounted console. Like upper-level ventilation that lets you have outside air with the windows up. Like a special handling package and Wide-oval Redlines that firm up beautifully in the corners to inspire real confidence. This is truly an automobile that reacts in a very positive fashion . . . the way anybody who loves cars reacts when he watches The Great One at work.

Some of the equipment illustrated, described in copy or referred to above is available at extra cost. Consult your local Pontiac dealer for model availability and costs.



**SS** | **GTO**



Engines:	Standard	Optional 2-BBL	400 Ram Air	400 Ram Air IV
Bhp @ rpm	350 @ 5000	265 @ 4600	366 @ 5100	370 @ 5500
Torque (lb.-ft.)	455 @ 3000	355 @ 2800	445 @ 3600	445 @ 3900
Type	OHV V-8	OHV V-8	OHV V-8	OHV V-8
Bore & Stroke	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75	4.12 x 3.75
Displacement (cu. in.)	400	400	400	400
Compression Ratio	10.75:1	9.2:1	10.75:1	10.75:1
Minimum Allowable Combustion Chamber Volume (cc.)	65.0	90.0	65.0	65.0
Carburetion	4-BBL	2-BBL	4-BBL	4-BBL
Camshaft Duration (deg.)			Man. Auto.	
—intake	273	269	288	273
—exhaust	289	277	302	289
—overlap	54	47	63	54
Camshaft Lift @ Zero Lash—intake	.410 ± .011	.376 ± .011	.414 ± .011	.520 ± .011
—exhaust	.413 ± .011	.412 ± .011	.413 ± .011	.520 ± .011

Heavy-duty Moraine-400 main and rod bearings. Flat-top pistons with valve indents. High-performance hydraulic valve lifters and springs. Manual transmission lash, limited-travel hydraulic lifters standard on Ram Air IV engine. Large diameter valves—2.11" intake, 1.77" exhaust (1.96" and 1.86" on 2-BBL). Dual exhausts, low-restriction mufflers. Power-Flex fan. Low-restriction air cleaner on 350 and 366. Functional hood scoop and air trap option on Ram Air and Ram Air IV's. High-output cam and springs. 4-bolt main-bearing caps.

**Transmissions:** A fully synchro, heavy-duty, 3-speed with Hurst floor shifter is standard. Ratios are 2.42:1, 1.61:1, and 1.00:1.

Next come two versions of the fully synchronized, aluminum-case 4-speed with Hurst floor shifter: Wide-ratio—2.52:1, 1.88:1, 1.46:1 and 1.00:1. Close-ratio (available only with 3.90:1 and 4.33:1 axle ratios for special driving)—2.20:1, 1.64:1, 1.28:1 and 1.00:1.

Then there's our new heavy-duty, 3-speed torque converter Turbo Hydra-matic, its lever mounted on the steering column. Ratios are 2.48:1, 1.48:1 and 1.00:1, with a total torque multiplication at the start of 5.70:1 (5.09:1 with 2-BBL). The governor is set for a maximum automatic upshift at 5000 rpm.

Console will accommodate the shift lever for all floor-shift transmissions when ordered.

**Steering:** Recirculating ball bearing steering gear. Standard ratio is 24:1. Power steering is 17.5:1.

**Suspension:** Heavy-duty coil springs have wheel rates of 91 and 110 pounds per inch, front and rear. Diameter of stabilizer bar is 1".

We'd suggest you try this already heavy-duty standard suspension before you make up your mind about the stiffer shock absorbers we have available.

**Brakes:** Diameter of finned drum is 9.5", with a swept area of 269.2 sq. in. Power front disc brakes are available. Diameter: 11.1", swept area: 323.6 sq. in.

**Capacities:** The gas tank holds 21.5 gallons. Oil capacity is 5 quarts, 6 with filter. Radiator holds 17.8 quarts.

**Axle Ratios:**

Engine	Transmission	Standard Axle Ratio	Special-order Axle Ratios
265 bhp	automatic only	2.93	2.56 2.78† 3.23
350 bhp	3- or 4-speed automatic	3.55	3.08 3.23† 3.36* 3.90* 4.33*
360 bhp	3- or 4-speed automatic	3.55	3.08 3.23† 3.36* 3.90* 4.33*
366 bhp	3- or 4-speed automatic	3.55	3.23† 3.36* 3.90* 4.33*
366 bhp	3- or 4-speed automatic	3.90*	4.33*
	Ram Air IV automatic	3.90*	4.33*

† Standard axle ratio with air conditioning. \* Air conditioning not available. Special 4.11:1 axle ratio is available, dealer-installed, but make sure you order the car with the heavy-duty 3-speed or close-ratio 4-speed and 3.90:1 axle ratio. Certain special-order combinations require extra-cost items such as a heavy-duty radiator, limited-slip differential, special brakes and speedometer gear adapters. Be sure to see your dealer's detailed power train specifications for this information.

**Total Final Drive Ratios:**

Axle Ratios	Wide-ratio 4-speed				Close-ratio 4-speed				MPH per 1000 rpm in high gear
	1	2	3	4	1	2	3	4	
2.52	1.88	1.46	1.00	2.20	1.64	1.28	1.00	N.A.	24.5
3.08	7.76	5.79	4.50	3.08	N.A.	N.A.	N.A.	N.A.	23.4
3.23	8.14	6.07	4.72	3.23	N.A.	N.A.	N.A.	N.A.	22.5
3.36	8.47	6.32	4.90	3.36	N.A.	N.A.	N.A.	N.A.	21.3
3.55	8.95	6.67	5.18	3.55	N.A.	N.A.	N.A.	N.A.	19.4
3.90	9.83	7.33	5.69	3.90	8.58	6.40	4.99	3.90	18.4
4.11	10.36	7.73	6.00	4.11	9.04	6.74	5.26	4.11	17.4
4.33	10.91	8.14	6.32	4.33	9.53	7.10	5.54	4.33	

**Estimated Shipping Weight, lbs.**

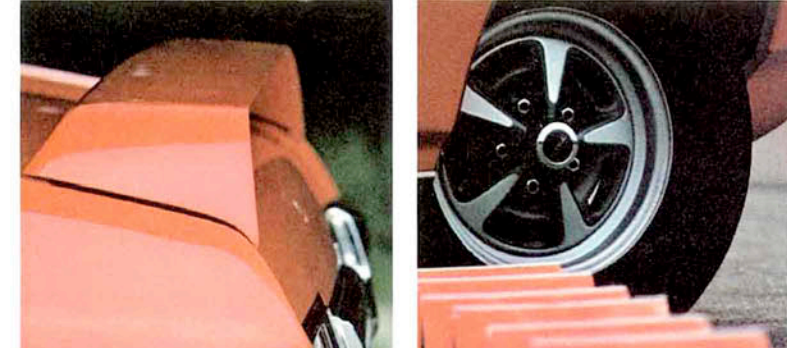
Model	Engine	Stick	lbs./hp	Auto.	lbs./hp
Hardtop	265 bhp	3525	13.30	3557	13.42
	350 bhp	3515	10.04	3547	10.13
Convertible	360 bhp & Ram Air IV	3513	9.76	3547	9.85
	265 bhp	3579	13.30	3611	13.62
	350 bhp	3569	10.20	3601	10.28
	360 bhp & Ram Air IV	3569	9.91	3601	10.00



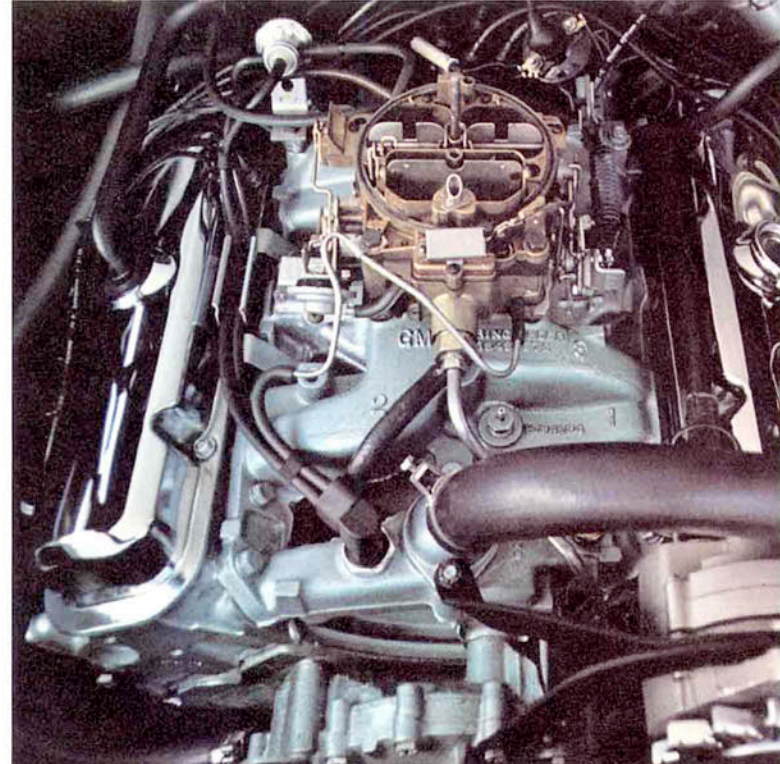
4-speed box ties in with Hurst T-handle, floor-mounted to produce the numbers on outside hood tach (a real buy for the money).



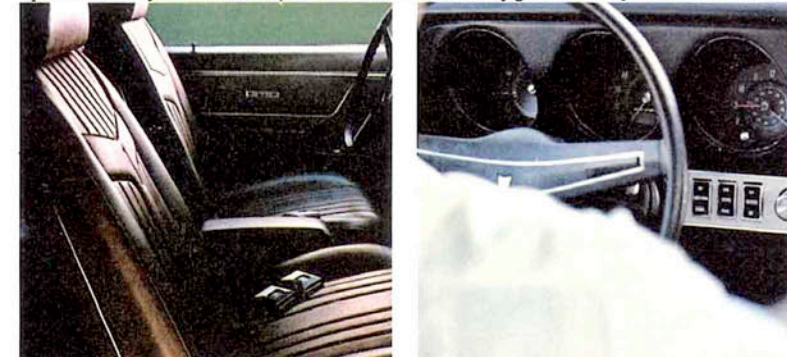
But the whole thing really starts inside the 400 Ram Air's intake box (shown above).



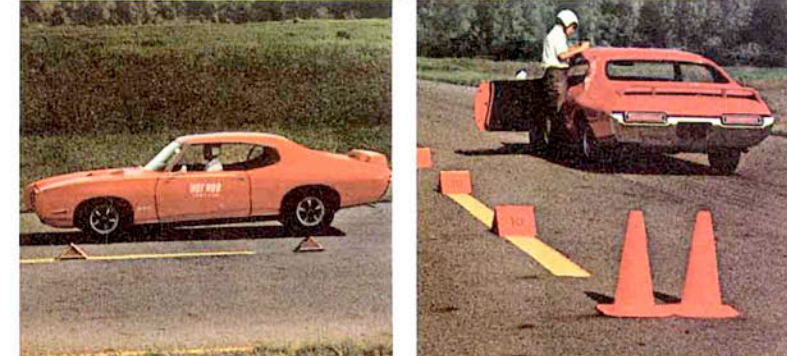
The Judge's arrival is colorfully announced with the 60" spoiler and special Rally II wheels fitted with black Polyglas tires you can order.



We worked for years to make this 400 Ram Air the smoothest in the business. To some, it's the most beautiful, too.



The front office. Bucket seats, no-nonsense instrument panel, and plenty of room to relax and do your driving in comfort.



One day, you, too, may become Feature Editor of Hot Rod magazine. But you better work hard. Or change your name to Steve Kelly, the guy who presently holds the job and likes it very much. Which includes such joy as being the first to test the newest of Pontiac's Break Away Squad at Ugly Dragway. Listen to what he's got to say after our specially arranged test session.

So here it come. A Pontiac bountifully endowed with red-orange paint, blackened grille, exposed headlights and a spoiler (yep, a spoiler) running more than the full width of the rear deck, and looking every tough inch of it like older brother Billy.

Here come the Judge. The Judge—Pontiac's special version of the car that started it all. A new name, but also a new game that's bound to discourage the performance-minded competition for many months to come.

We first met the Judge at Ugly Dragway, about 100 miles north of Detroit, an attractively remote spot, where one can get familiar with just about anything without the rest of the world looking over one's shoulder. We were impressed with the way this Pontiac newcomer looked. With the way it went.

The Ugly asphalt permitted some great results! Even though this car was absolutely showroom.

VEHICLE		SUSPENSION	
Pontiac GTO/The Judge		Front	Heavy-duty coil
<b>ENGINE</b>		Rear	Heavy-duty coil
Cylinders	8	Stabilizer	1.00-in. diameter
Bore and stroke	4.12 x 3.75	Tires	G78-14
Displacement	400	Rims	6-in.-wide
Compression ratio	10.75:1	Steering gear:	
Horsepower	366 @ 5100	Type	Saginaw power
Torque	445 @ 3600	Ratio	17.5:1
Valves: Intake	2.11 in.	Turning circle	40.9 ft.
Exhaust	1.77 in.	Turns of steering wheel,	
Camshaft:		lock to lock	4.2
Lift	.414 intake, .413 exhaust	<b>DIFFERENTIAL</b>	
Duration	288° intake, 302° exhaust	Type	Limited Slip
Carburetion	1 4-bbl. Quadra-jet	Ring gear diameter	8.125 in.
Exhaust system	Dual w/low-restriction muffler	Ratio	3.90:1
<b>TRANSMISSION</b>		<b>DIMENSIONS</b>	
Type	Close-ratio 4-speed w/Hurst shifter	Wheelbase	112 in.
Ratios: 1st	2.20:1	Front track	60 in.
2nd	1.64:1	Rear track	60 in.
3rd	1.28:1	Overall height	52.3 in.
4th	1.00:1	Overall width	75.8 in.
<b>BRAKES</b>		Overall length	201.5 in.
Type	Disc, front; Drum, rear	Shipping weight	3513 lbs.
Dimensions: Front	11.1 in.	Test weight, pre-production car	N.A.
Swept area	323.6 sq. in.	Crankcase capacity	5 qt.
Rear	9.5 in.	Cooling system	17.8 qt.
Swept area	269.2 sq. in.	Fuel tank	21.5 gal.

Some of the equipment illustrated, described in copy or referred to above is available at extra cost. Consult your local Pontiac dealer for availability and costs.

cubic-inch V-8 with Ram Air, attached to a 4-speed box with Hurst arm (the latter two items for your ordering)—a combination which strikes us as the ideal setup.

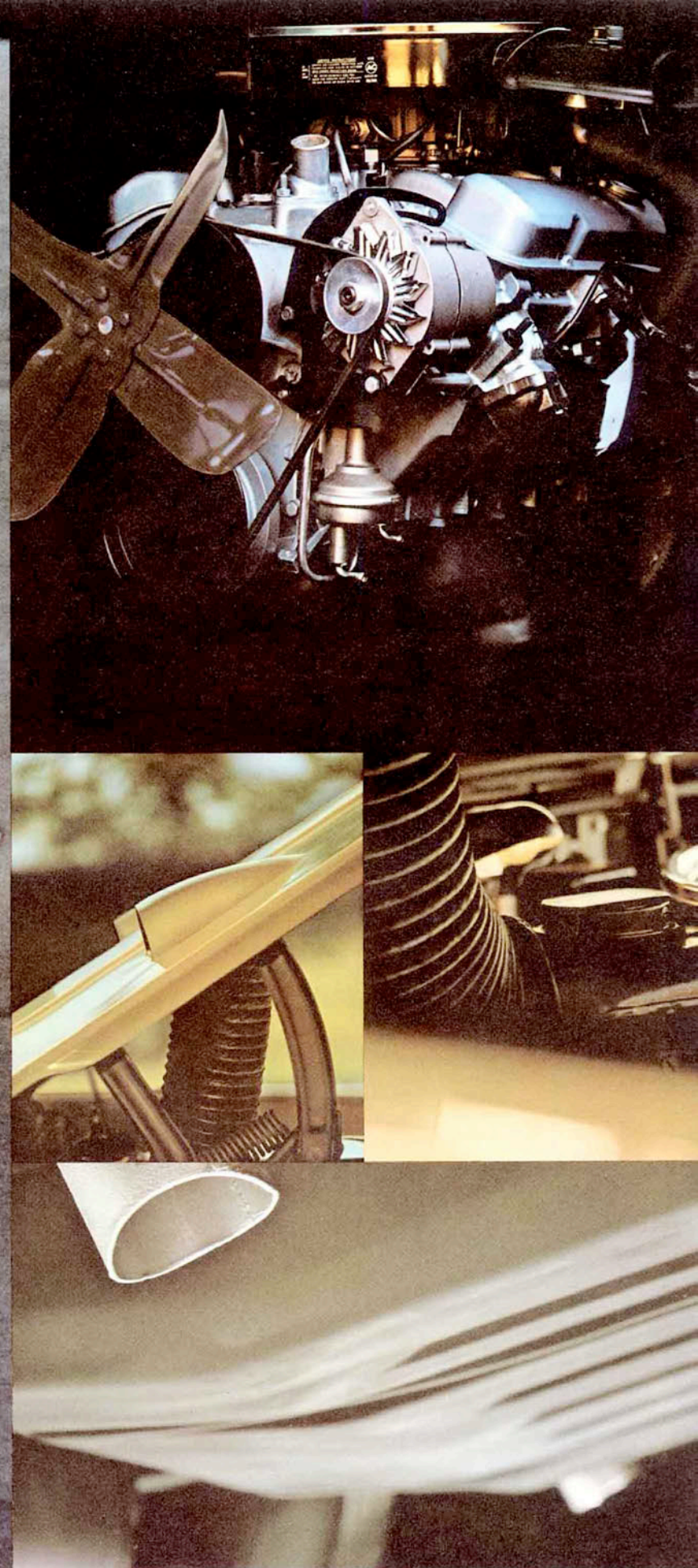
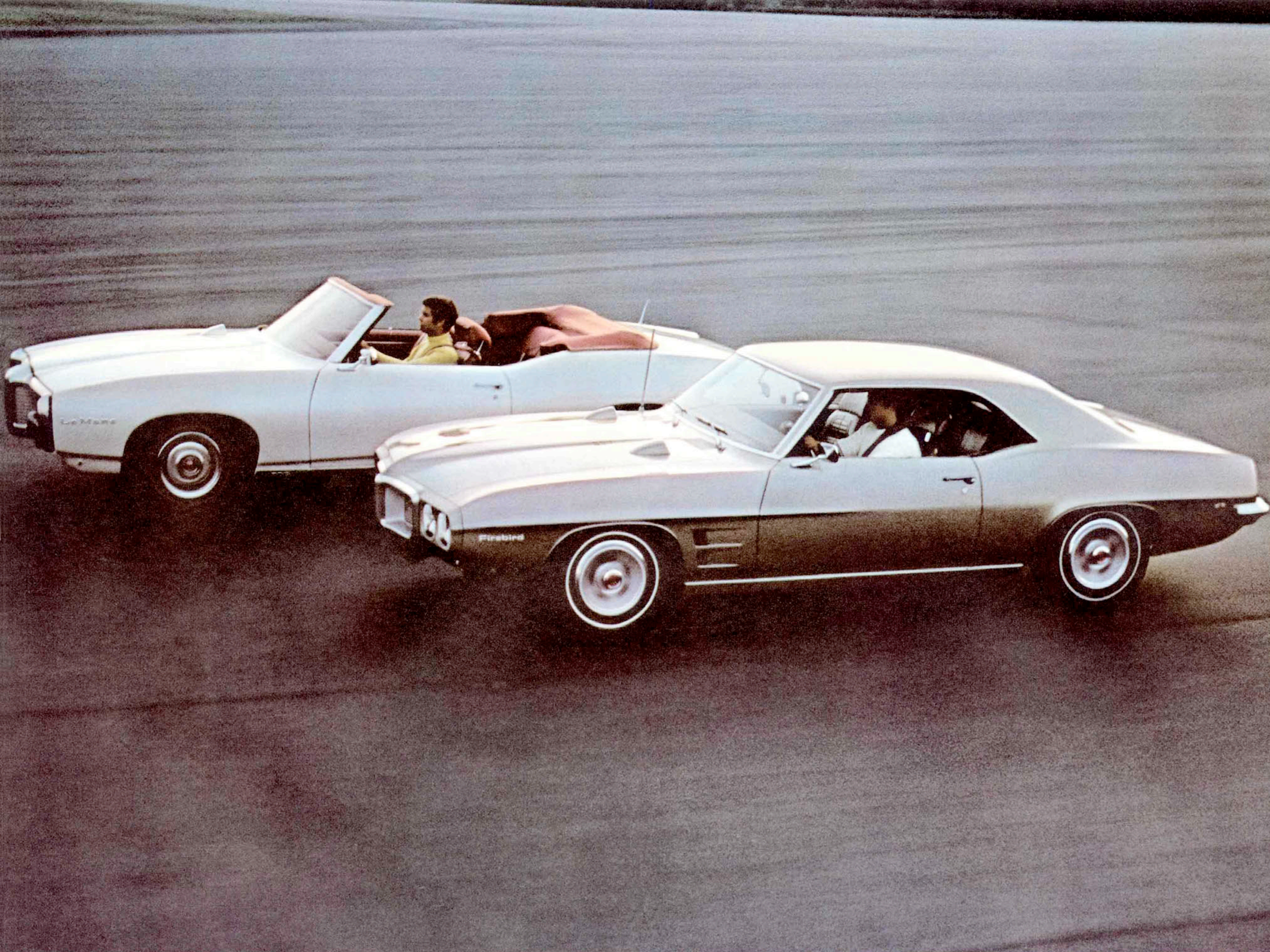
We're told there's a floor-mounted 3-speed or an automatic job available. But we wouldn't expect the same flexibility or enjoyment inherent in the 4-speed.

So here it is. Pontiac's newest method of putting the competition in deep thought. Customer reaction will play the ultimate role in planning this car's future. But we'll be so bold as to say it won't take very long for the Judge to reach top rating. And if the popularity of the new breed of performance car starts to slide, this one will be there until the very last.

Remember that name—the Judge.



**The Judge**



The 350 H.O. power source is standard on Firebird H.O. (shown above), and available (if you order it) on all Tempest, Custom S and LeMans models (the convert is our example, above). Sorry, not on wagons.

# 350 H.O.

**Engine:**

Bhp @ rpm	325 @ 5100 rpm
Torque (lb.-ft.)	380 @ 3200 rpm
Type	OHV V-8 4-BBL
Bore & Stroke	3.88 x 3.75
Displacement (cu. in.)	350
Compression Ratio	10.5:1
Minimum Allowable Combustion Chamber Volume (cc.)	61.0
Carburetion	4-BBL
Camshaft Duration—intake	288° (man.) 273° (auto.)
—exhaust	302° (man.) 289° (auto.)
—overlap	63° (man.) 54° (auto.)
Camshaft Lift @ Zero Lash—intake	.414 (man.) .410 (auto.)
—exhaust	.413 (man.) .413 (auto.)

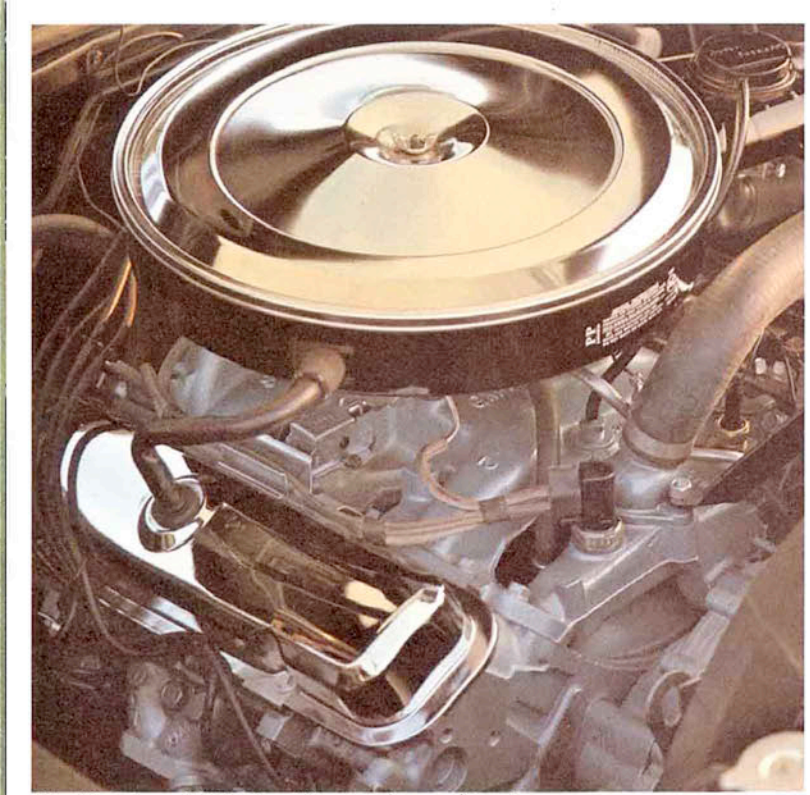
**Axle ratios:**

		Standard Ratio/mph @ 1000 rpm in high gear	Available Ratio/mph @ 1000 rpm in high gear	Special Order Ratio/mph @ 1000 rpm in high gear
Firebird	Manual	3.36:1/22.6*		3.55:1/21.4*
	Automatic	3.23:1/23.5	2.78:1/27.3	3.90:1/19.5
Tempest Custom S LeMans	Manual	3.36:1/22.6	3.23:1/23.5†	3.08:1/24.7 3.55:1/21.4†
	Automatic	3.23:1/23.5*		3.08:1/24.7 3.36:1/22.6 3.55:1/21.4*

† with air conditioning \*not available with air conditioning ‡ with or without air conditioning

Up top we pose our beauty—all 350 cubic inches of it. Then come some details of the air breathing apparatus leading from scoop to carb; and below, a close-up of the standard dual exhausts. Look great. Work great.

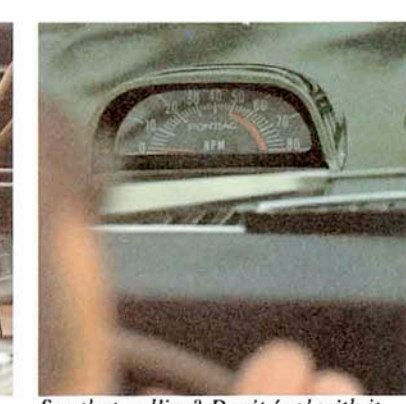
**Transmissions:** A fully synchro 3-speed, mounted on the column, is standard. Also available are a heavy-duty 3-speed, a manual 4-speed and 2-speed automatic. Each can be floor-mounted. And the shifter for each can be accommodated by the console.



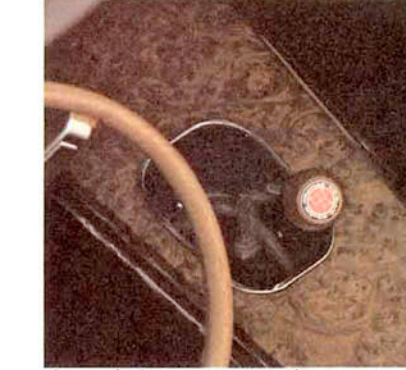
Firebird plus all this plumbing equals grand touring.



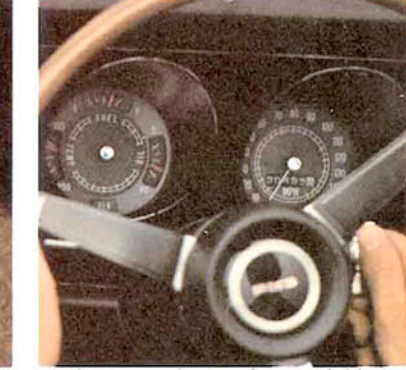
Brand-new, larger buckets in '69.



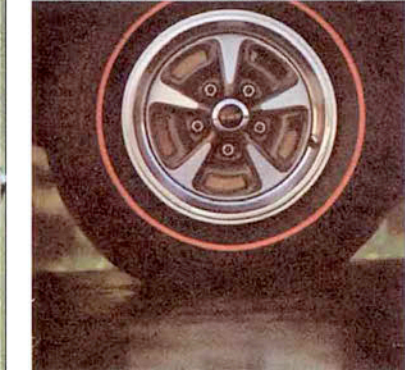
See that redline? Don't fool with it.



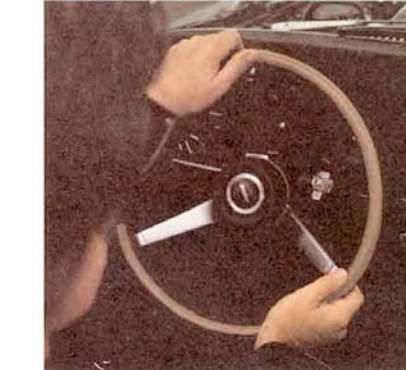
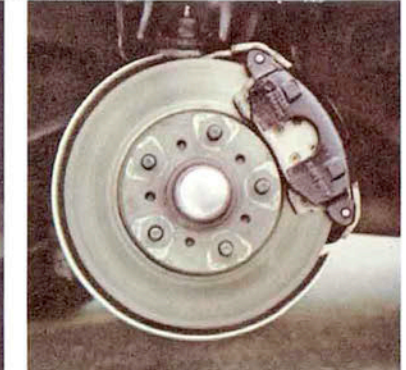
4-speed plus Hurst. Worth every cent.



Rally gauge cluster also available.



Dress-up Rally II wheels can be ordered with Polyglas cord tires and front discs.



You can add our sports steering wheel. Order exhaust splitters—great sound!

Talk about Dean Batchelor and you talk about one of the most knowledgeable automotive journalists in the western world. Editorial Director for Bond Publishing Company (Road & Track and Car Life Magazines), Dean adds our '69 Firebird 400 H.O. to an astounding list of machinery he's handled during his long writing career. Here are some of his impressions, noted during a series of super-secret test runs at the Waterford Hills road course outside Detroit.

If you like your styling bold, exciting and thoroughly contemporary, then you'll like Pontiac's '69 Firebird 400. Pontiac designers have purposely kept superfluous ornamentation to a minimum. The hood-mounted tach (which I consider a styling feature) took some getting used to, but it certainly is visible and in the direct line of sight. Admittedly, front-end styling follows the Pontiac family styling theme, but my own personal preference (not necessarily a typical reaction) would be to see less overhang at the front.

Put it all together, though, and the F-Bird is a handsome automobile, one of the most distinctive of the growing number of American Ponycars.

The general interior layout of the 400 suits me almost perfectly. Perfection could be achieved, for me anyway, by a slight relocation of the shift lever. The Hurst shifter for the 4-speed unit works beautifully. I couldn't ask for a smoother operating unit.

But, I found myself reaching for first and third. This probably has to do with my favorite driving position, which is "seat-all-the-way-back"—and should not necessarily be construed as representative of the average Firebird driver. That is why the Firebird comes so close to suiting me as an enthusiast driver.

The interior is one of the most pleasing of the contemporary American cars—luxurious without being gaudy.

As to performance, what can be said? The 400 H.O. represents nearly the top end of the Firebird series (the 400 Ram Air IV option being the ultimate). And, of course, the Pontiac philosophy of building to buyer specifications permits a bewildering array of equipment that can turn an "economy" model into a banker's delight.

Our driving was accomplished with a 400 H.O. 4-bbl. Quadra-jet V-8 driving through a 4-speed close-ratio gearbox. Such niceties as variable-

ratio power steering, rolling sports steering wheel, power brakes with discs at front and power windows are among the items specified when the customer wants his performance luxurious. My preference runs to high-speed touring rather than acceleration, so I like the 350 H.O. with a cruising axle (say, 3.08 to 1), 3-speed Turbo Hydra-matic and air conditioning. But that doesn't mean this setup would be perfect for every buyer.

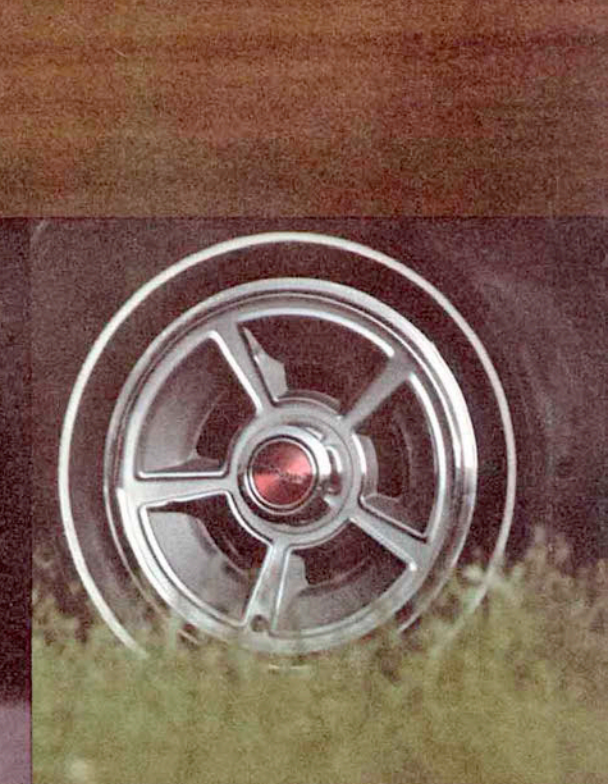
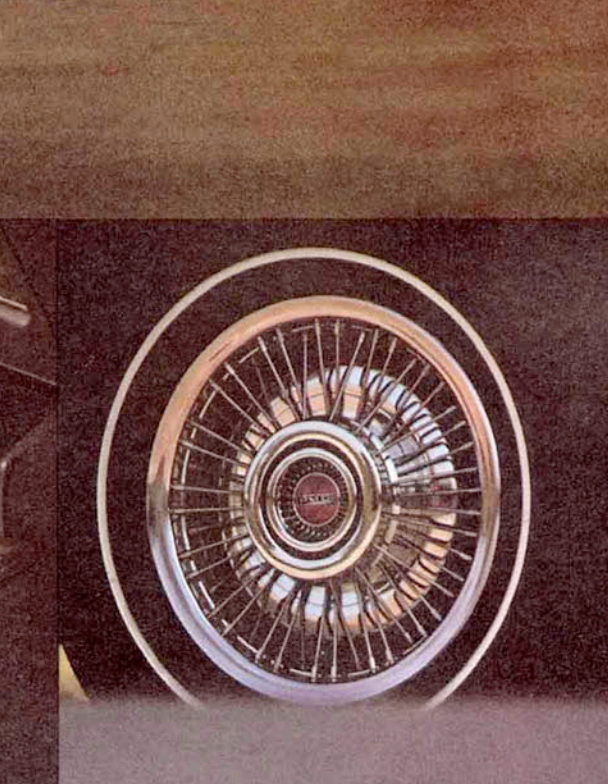
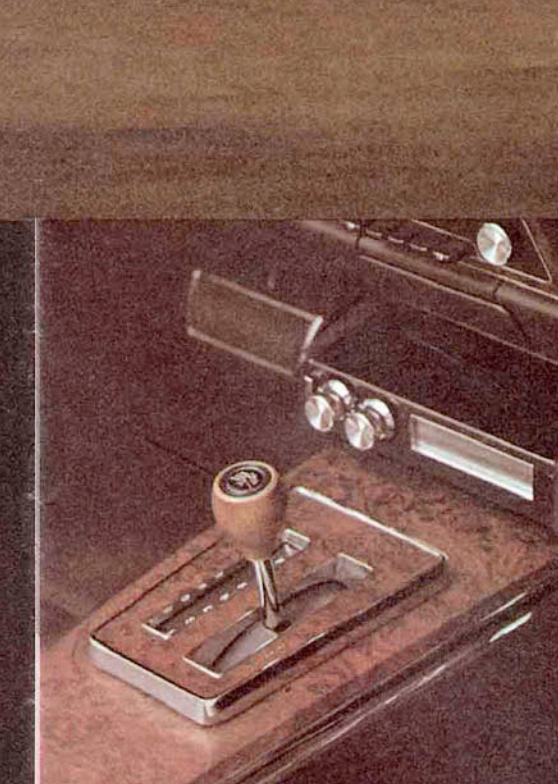
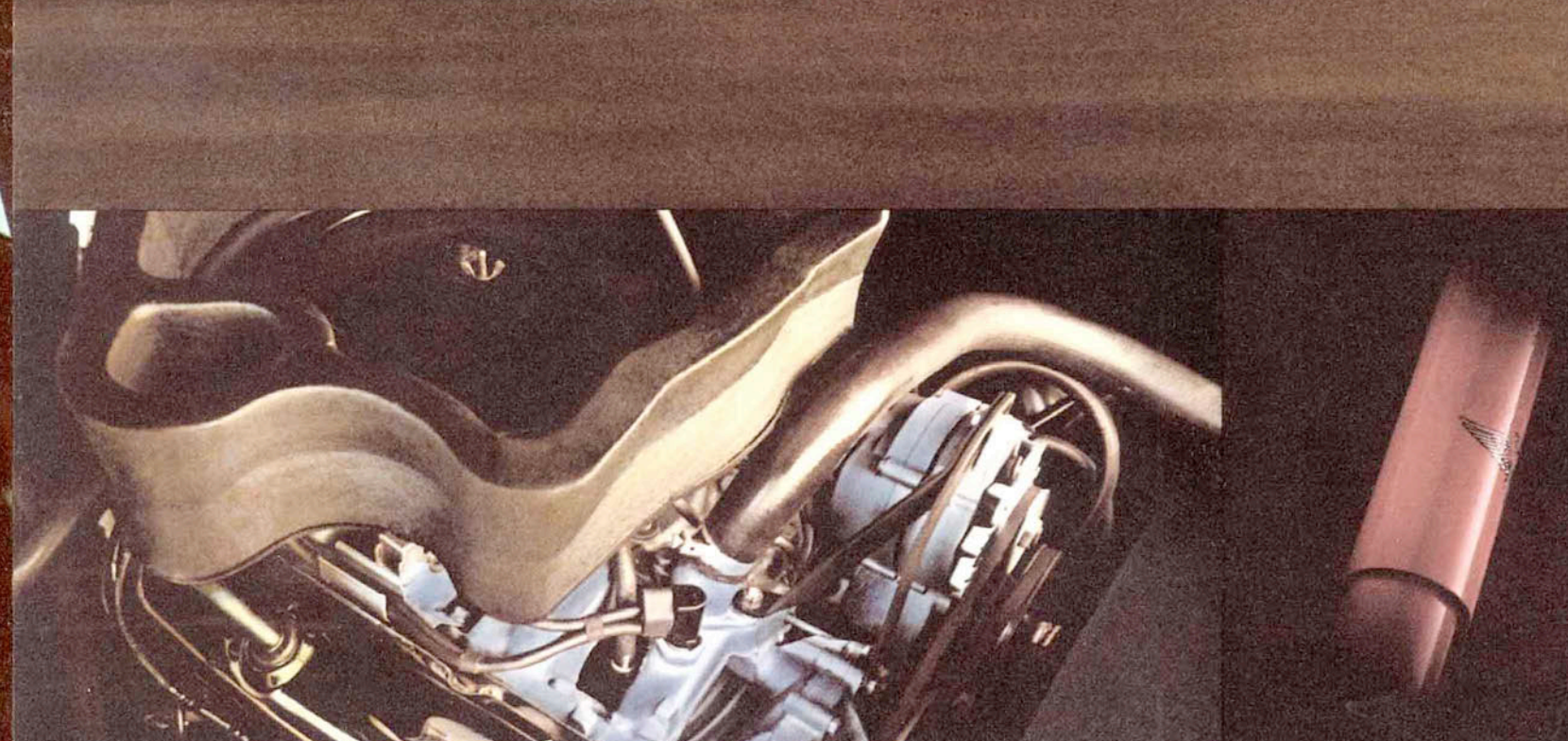
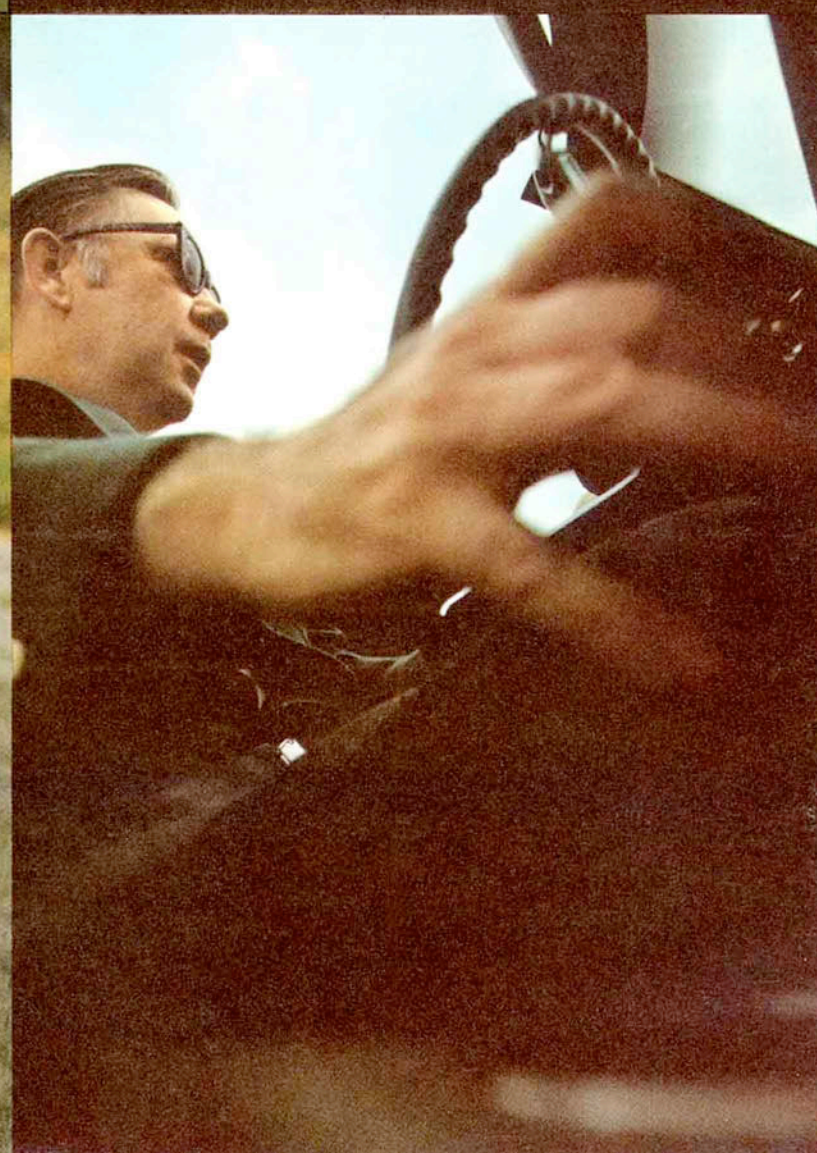
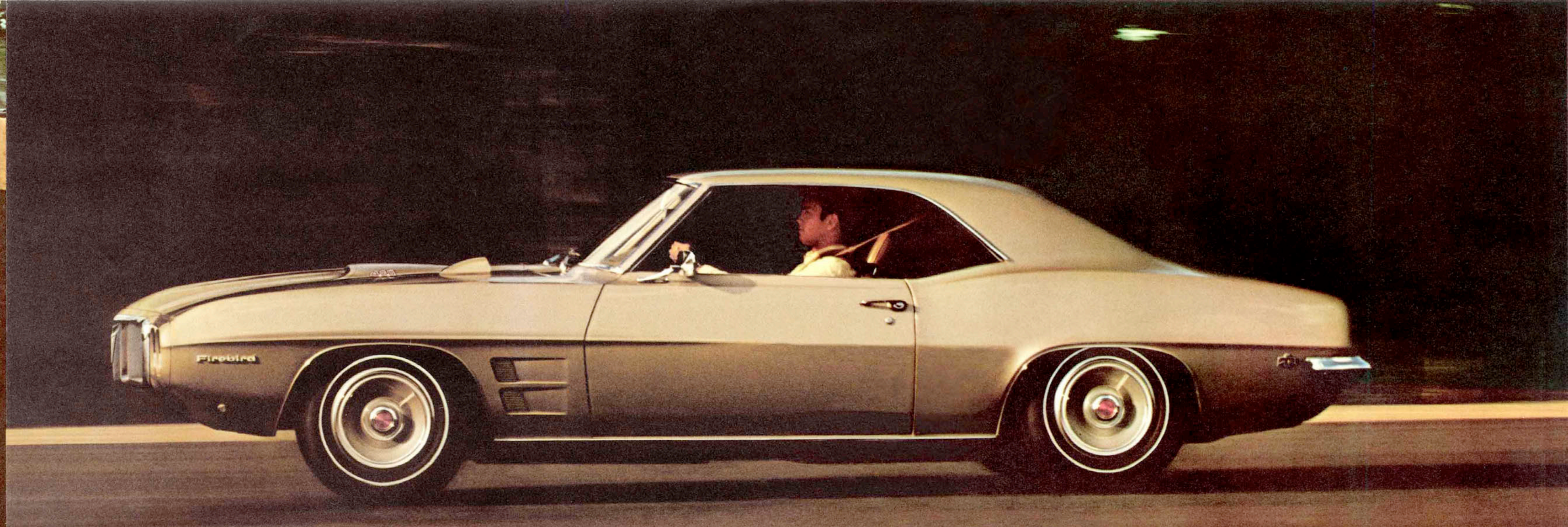
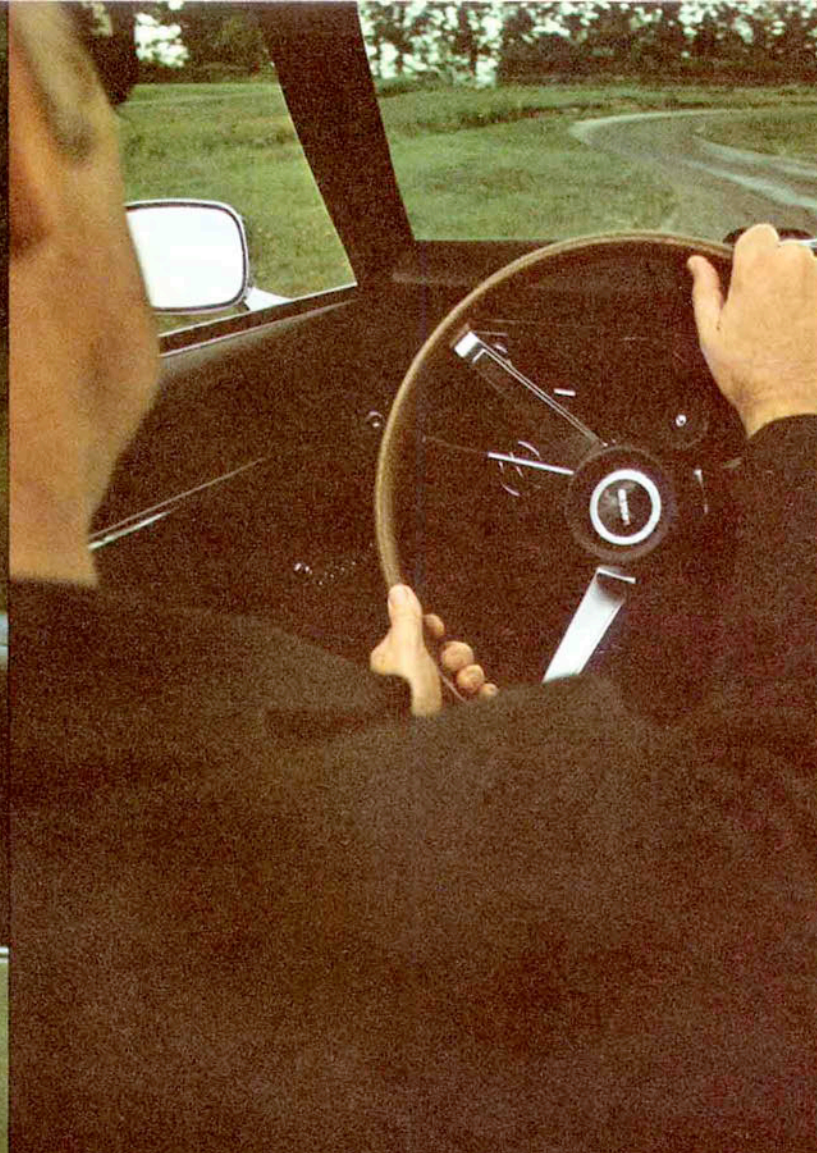
Which brings me to a favorite topic . . . the American Grand Touring car. This is what Firebird really is. A domestic GT in the truest sense of the word. Fast. Quiet. Comfortable. Reliable. And serviceable. It's time to build an image for the American-style GT. And Firebird is one of the leaders in establishing that image.



ENGINE		ACCOMMODATION	
Type	4-cyl V-8	Seating capacity, persons	5
Bore and stroke	4.12 x 3.75	Seats	bucket type, front
Displacement	400 cubic inches	<b>INSTRUMENTATION</b>	
Compression ratio	10.75:1	Instruments: speedometer, odometer, fuel, oil-pressure, engine-temp, and ammeter light gauges and clock.	
Bhp @ rpm	330 @ 4800	Warning light: brake, turn indicator, high beam.	
Torque @ rpm	430 @ 3300 rpm	<b>GENERAL</b>	
Carburetion	4-bbl	Wheelbase	108.1"
Type fuel required	premium	Track, front/rear	60/60
<b>CHASSIS/BODY</b>		Overall length	191.1"
Brakes	discs, 9.5 in; 269.2 sq. in., swept area. Front disc diameter, 11.12 in.; 323.0 sq. in., total opt. system	Wheel width	73.8"
Tires	Wide-oval Redline F70-14	Ground clearance, in.	4.6"
Steering	rate 28.1; power	Overhang, front/rear	40/75.3
Suspension	heavy duty springs with shock absorbers	Fuel tank capacity, gal.	18.5
Some of the equipment illustrated, described in copy or referred to above is available at extra cost. Consult your local Pontiac dealer for model availability and costs.			

# Firebird 400





Request our Firebird (that's the hardtop above) with the 400 H.O. or Ram Air IV combination and you qualify as a charter member of the 1969 sly driver's club. Lift that Firebird 400 Ram Air IV hood and 345 well-trained horses stare back at you. Order Koni shocks and corners disappear. Or maybe you'd prefer us doing your gear-mixing for you. Order the 3-speed Turbo Hydra-matic with sports-shifter. You've got to be good to beat it. Wire wheel covers are yours, if you give the order. So are Polyglas cord tires. Or maybe you'd rather dress up your machine with the latest in a mag-type look.

# Firebird

## 400 H.O. RAM AIR IV

Engines:	400 H.O.	400 Ram Air IV
Bhp @ rpm	335 @ 5000 rpm	345 @ 5400 rpm
Torque (lb.-ft.)	430 @ 3400 rpm	430 @ 3700 rpm
Type	OHV V-8 4-BBL	OHV V-8 4-BBL
Bore & Stroke	4.12 x 3.75	4.12 x 3.75
Displacement (cu. in.)	400	400
Compression Ratio	10.75:1	10.75:1
Minimum Allowable Combustion Chamber Volume (cc.)	65.0	65.0
Camshaft Duration—intake	273*	288
(deg.)	—exhaust 289*	302
—overlap	5*	67
Camshaft Lift @ Zero Lash—intake	.410*	.414
—exhaust	.413*	.520

\* Automatic Transmissions.

Axle ratios (mph/1000 rpm in high gear):	400 H.O.		
	Manual Trans.	Auto. Trans.	Optional Ratios
Firebird 400 H.O.	3.36:1 (22.1)	3.08:1 (24.7)	3.55:1* (21.4) Spec. ord. 3.90:1* (19.5) 4.33:1 (17.5)
400 Ram Air IV	3.90:1* (19.5)	3.90:1* (19.5)	

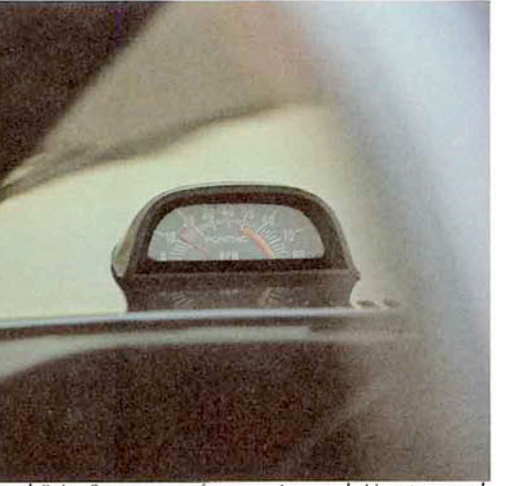
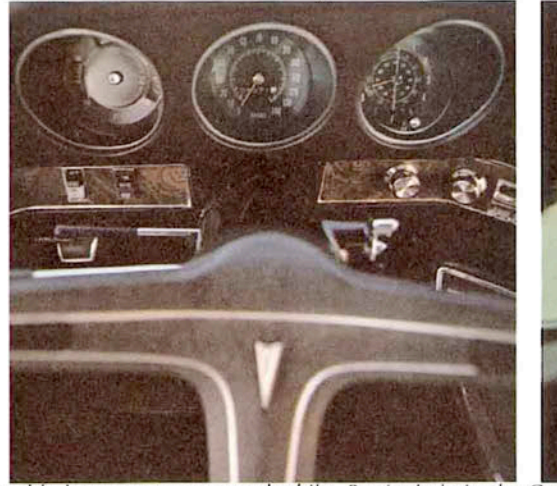
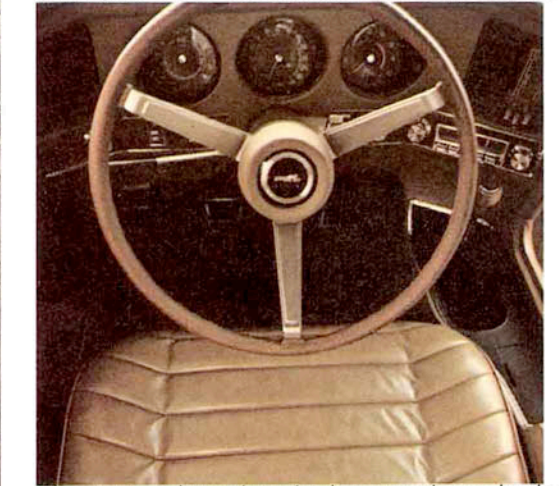
† Some ratios require extra-cost items like ab.d. cooling package, limited-slip differential, etc. Special 4.11:1 ratio, available dealer-installed. (a) Figure in ( ) indicates rate with firm ride and handling option—rate for rear spring on convertibles is increased to 123. \*Not available w/air conditioning (automatic transmission only).

**Transmissions:** A fully synchro, heavy-duty 3-speed with Hurst floor shifter is standard with the 400 H.O. The Ram Air IV takes a heavy-duty 4-speed, also on the floor. (This same 4-speed can be ordered for the 400 H.O.) You can also order our heavy-duty, 3-speed Turbo Hydra-matic for both engines. The console accommodates the shift lever for all floor-shift transmissions.





Sports steering wheel and rally panel cluster (with tach at far right) seems a wise order with this luxury sport. But you might prefer the panel with clock replacing the tach. Or just might be you'd prefer your tach outside. It's a wallet-ticking idea. Why not ask your Pontiac dealer to install one?

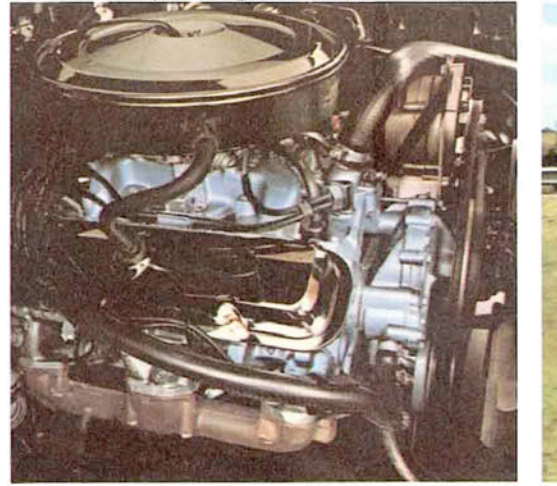


There's something about leather seats that make the added expense seem worthwhile. Particularly in the Grand Prix. Same goes for our 4-speed, Hurst-armed gearbox. Or the sensationally smooth 3-speed Turbo Hydra-matic, shown at right.



Next time you pick up a copy of Motor Trend, consult the masthead and you'll discover that Bill Sanders is officially listed as Road Test Editor. A further flip through the pages and you'll be impressed with the thoroughness with which Bill and conferees perform their enviable duty. Bill met our brand-new Grand Prix under exacting, behind-the-wall tryouts during several trips to Detroit (and environs). He likes.

Is it really important that our 428 H.O. looks so great outside? Maybe not—until you discover what all that chromed plumbing does for your driving ego. We haven't overlooked what it takes to stop either.



With the introduction of the 1969 Grand Prix, Pontiac once again exhibits the one-upmanship they've been famous for in recent years. For here seems to be the signal for a new generation of cars. We now enter the era of the elegant performance machines.

Our first test car was the Grand Prix, Model SJ, with a 428-cubic-inch V-8 developing its 370 horsepower at 4800 rpm and 472 lb.-ft. of torque at 3200 rpm. With its 3-speed Turbo Hydra-matic, we found performance surprisingly brisk for a car carrying a full load of luxury equipment. Everything happens so smoothly and quietly.

Our second GP, fitted with 428 H.O., 4-speed box and 3.90:1 rear caused the greatest amount of enthusiasm.

But we still maintain the Grand Prix is not a sports car, so don't expect it to handle like one. But the handling still surprises. The 118-inch wheelbase and suspension combination make for an ideal package. Steering remained pleasantly neutral, and there was little tendency to lean or sway, even in the tightest corners. The six-foot-plus hood (longest of any in the USA, we're told) gives you the notion that you're wheeling an old Bugatti Royale. But the total feel is that of a car with a much shorter wheelbase. And let's don't forget braking. With

Pontiac's single-piston, floating-caliper, power front discs (you've got to order these on the GP, Model J), we were able to count on excellent stopping ability.


Comfort? Consider it premium. The driver sits in a wraparound compartment with curving dash and central console surrounding him. We felt more secure than in conventional bucket seats. The shift lever is located perfectly, regardless of seat position. The silence is uncanny. You feel like you're in a glass pent-

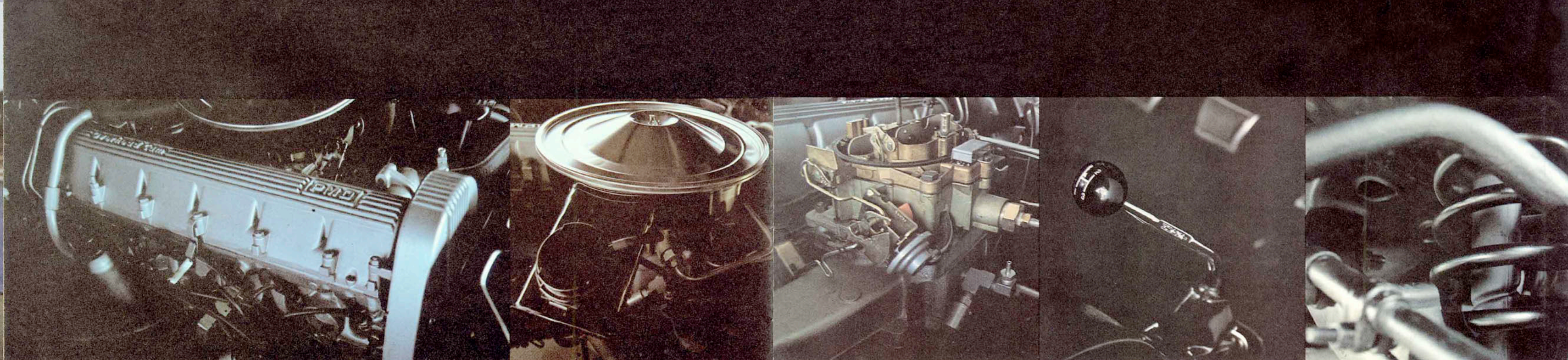
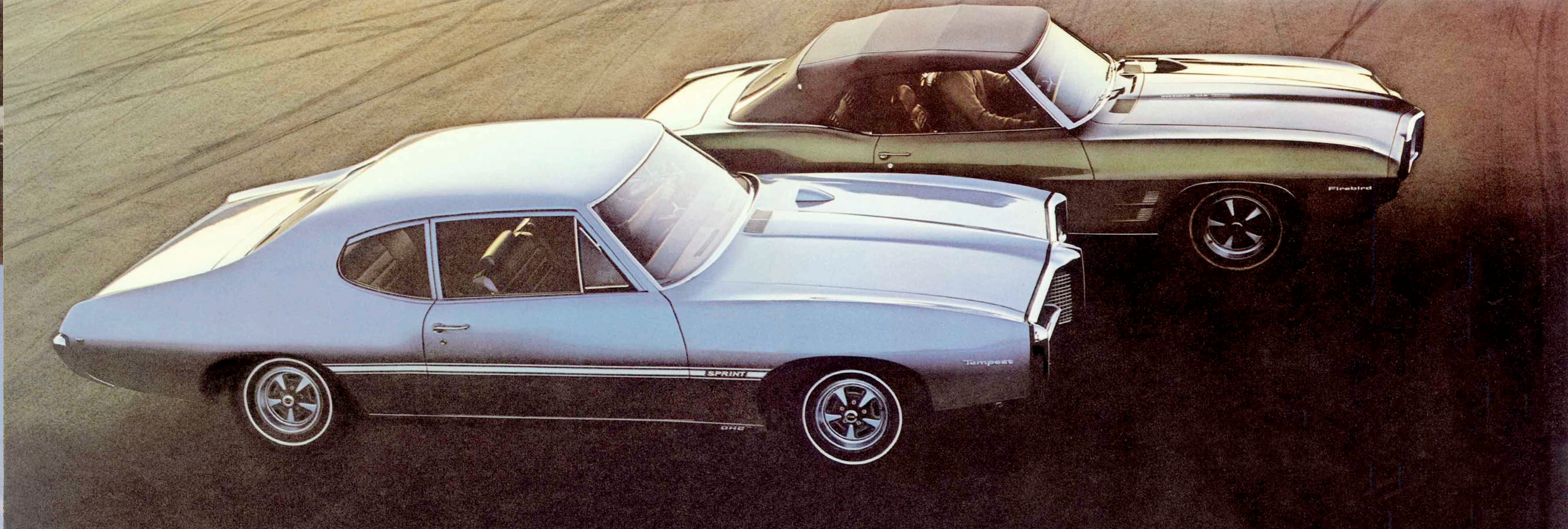
house completely insulated from the rest of the world.

So here comes Pontiac bringing a solid performance image into the realm of the luxury automobile. They've pioneered before. And the new Grand Prix stacks up as a firm contender in the race toward establishing a new kind of American automobile.

Some of the equipment illustrated, described in copy, or referred to above is available at extra cost. Consult your local Pontiac dealer for model availability and costs.

**Grand Prix** | 

		<p><b>GRAND PRIX 428 specifications</b></p> <p><b>Engine:</b> Ohv V-8, Bore and stroke (ins.): 4.12 x 4.00, Displacement (cu. ins.): 428, Horsepower: 370 @ 4800 rpm, Max. Torque (lb.-ft.): 472 @ 3200 rpm, Compression Ratio: 10.5:1, Carburetion: 1 4-bbl. <b>Transmission:</b> Turbo Hydra-matic 3-speed automatic, Floor-mounted lever, Drive ratios of 2.49 in 1st, 1.49 in 2nd, 1.00 in 3rd. <b>Final</b></p>		<p><b>GRAND PRIX 428 H.O. specifications</b></p> <p><b>Engine:</b> Ohv V-8, Horsepower: 390 @ 5200 rpm, Max. Torque (lb.-ft.): 495 @ 3400 rpm, Compression Ratio: 10.75:1. <b>Transmission:</b> Close-ratio, fully synchronized 4-speed manual, Floor-mounted lever, Drive ratios: 2.70 in 1st, 1.54 in 2nd, 1.28 in 3rd, 1.00 in 4th. <b>Final Drive Ratio:</b> 3.90. <b>Wheels:</b> 14-in. dia. x 7 ins. wide, Mag-type steel.</p>	
<p><b>Drive Ratio:</b> 3.23. <b>Suspension:</b> Independent front with coil springs and double-acting shock absorbers, 4-link rear suspension, spring-over-axle of Salisbury design with complete front and rear U-joints. <b>Steering Type:</b> Variable Saginaw power, Ratio: 16.0:1—12.2:1. <b>Wheels:</b> 14-in. dia. x 7 ins. wide. <b>Tires:</b> G-78—14 fiber glass belted, 2 ply each</p>		<p><b>4-ply rating. Brakes:</b> Power assisted, Front: single-piston, floating-caliper disc, Dia. of front drum, 11.1 ins., swept area 323.6 sq. in. Rear: drum, Dia. of rear drum 9.5 ins., swept area 269.2 sq. in. <b>Fuel Capacity:</b> 29.5 gals. <b>Body and Frame:</b> Separate construction, Perimeter-type frame. <b>Dimensions:</b> Wheelbase: 118.0 ins., Track, front 62 ins., rear</p>		<p>60 ins. Overall length 210.2 ins., width 75.7 ins., height 51.5 ins. <b>Curb Weight:</b> Pre-production model. Not available.</p>	



Take your choice, both superior, of the Tempest Hardtop or Firebird Convertible Sprint. Just the way we've shown them above with our own Sprint side striping. Or any other Tempest, Custom S or LeMans that we fit with our Sprint combo (any of 'em except wagons) you might have in mind. America's strongest OHC 6, with a compression ratio of 10.5:1, is standard. So is this 4-BBL carb. So is this 3-speed box, mounted on the floor. And heavy-duty shocks and sway bar.

# The Sprint Package

Engine:	Manual	Automatic
Bhp @ rpm	230 @ 5400 rpm	215 @ 5200 rpm
Torque (lb.-ft.)	255 @ 3800 rpm	260 @ 3600 rpm
Type	OHC 6 4-BBL	OHC 6 4-BBL
Bore & Stroke	3.88 x 3.53	3.88 x 3.53
Displacement (cu. in.)	250	250
Compression Ratio	10.5:1	10.5:1
Minimum Allowable Combustion Chamber Volume (cc.)	55.0	55.0
Camshaft Duration (deg.)	—intake 260	260
—exhaust 260	260	260
—overlap 42	26	26
Camshaft Lift @ Zero Lash—intake	.438	.438
—exhaust	.438	.438

**Transmissions:** A fully synchro 3-speed with Hurst floor shifter is standard. Also available are a manual 4-speed and 2-speed automatic. Each can be floor-mounted. And the shifter for each can be accommodated by the console.

	Standard Ratio/mph @ 1000 rpm in high gear	Optional Ratio/mph @ 1000 rpm in high gear	Special Order Ratio/mph @ 1000 rpm in high gear
<b>Axle Ratios:</b>			
Firebird manual	3.55:1/21.4		
Firebird automatic	3.23:1/23.5	3.55:1/21.4	2.78:1/27.3
Tempest manual	3.55:1/21.4		3.90:1/19.5
Custom S automatic	3.23:1/23.5		2.56:1/29.7
LeMans automatic	3.23:1/23.5		3.55:1/21.4

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