

1969 Buick GS350.



Enthusiasts. Get enthused.

At last, a genuine performance machine that doesn't rattle your molars every time you're stopped at a traffic light. It's the 1969 Buick GS350.

It's about time that somebody made a car that sits down and dismantles an S turn with ease yet doesn't lumber into a parking spot like a chrome-plated road grader.

Buick figured you were just about ready for a genuine enthusiast's machine. A machine that's good for something other than the Summer Grand Nationals. Like a

machine you can drive to work on something less than a tankful of gas.

Get enthused. Over 350 cubic inches of V8. A 280 horsepower V8 that delivers 375 foot/pounds of torque and breathes deep and cool through a matched set of functional hood scoops. While a four-barrel quadrajet carburetor supplies the combustibles.

You can add a close ratio floor shift with linkage by Hurst. And a tight yet well-behaved rallye suspension with a front

stabilizer bar. And all-vinyl bucket seats.

And confidence that's built right in by GM. With deep, foam padding on the instrument panel, an energy-absorbing steering column and a new ignition, steering and transmission control lock to keep less ethical enthusiasts from taking an impromptu demo drive.

Enthusiast. Get enthused. Take your enthusiasm to your Buick dealer. Then take it right back out with you. With a 1969 Buick GS350.

Wouldn't you really rather have a Buick?

1969 Buick GS 400.



You asked for an enthusiast's machine from Buick.

It's happened. The 1969 GS 400.

Those hood scoops are functional. They breathe. And beneath them breathes a 400 cubic inch, 340 hp V8. With a 10.25 to 1 compression ratio. And a 4-barrel quadrajet carburetor.

You get heavy-duty coil springs and a front stabilizer bar.

Inside, you discover a floor-mounted, 3 speed manual transmission.

Available is a 4 speed stick or 3 speed automatic. And if you want more, you can order the Stage I GS 400 high-performance

package. Or the super-tight Rallye suspension with front and rear stabilizer bars.

You asked for something enthusiastic. You've got it.

Let it happen to you at your Buick dealer's.

Wouldn't you really rather have a Buick?

1969 Buick Stage I.



No wonder Buick owners keep selling Buicks for us.

When Buick builds a premium performance machine, even enthusiasts start talking. Here's what you'll hear.

Stage I begins with a specially modified GS400. Those hood scoops are completely functional. They ram cool, clean air into the carburetor.

The 400 cubic inch engine displacement stays the same. Increased

output comes from a high-lift camshaft, a low-restriction dual exhaust system with bigger, 2¼ inch tailpipes and a modified quadrajet four-barrel carburetor with bigger throats.

At the rear wheels, a 3.64 Positraction rear axle.

You can select a specially-calibrated TH-400 automatic trans-

mission that provides higher shift points and firmer shift engagement.

And don't forget that the heavy-duty rallye suspension and front power disc brakes are yours for the ordering.

That's Stage I by Buick for 1969. It's a lot to talk about.

It's something else to drive.

Wouldn't you really rather have a Buick?