

## Firebird corrals 345 horses into 400 cubic inches. That's a Break Away!

A Ram Air IV V-8 Break Away. Order it on any 1969 Firebird 400. And you'll have more horses per cube under rein than any other car in Firebird's class. 345 very healthy ponies. Which we develop with a 10.75:1 compression ratio, 4.12 x 3.75 bore and stroke, 4-barrel carburetor, high-output cam and springs, dual exhausts and oversize valves. And, of course, those functional hood scoops. Which, by the way, can be opened and

closed from the driver's seat this year. A heavy-duty, 3-speed manual transmission is standard. But there's also a close-ratio, 4-speed manual and a 3-speed Turbo Hydra-matic, if you'd care to order same. By now, maybe you're thinking our Firebird 400 with Ram Air IV puts out something more than typical sporty performance. You're thinking. We told you, it's a Break Away.



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

Break Away in a



Wide-Track Firebird



# 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

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 888F, 196 Wide-Track Blvd., Pontiac, Mich. 48056.



## A sports car that rides as good as it looks. That's a Break Away!

Face it. It used to be that sports car fans expected to be jostled, jolted and jangled every time they took to the road.

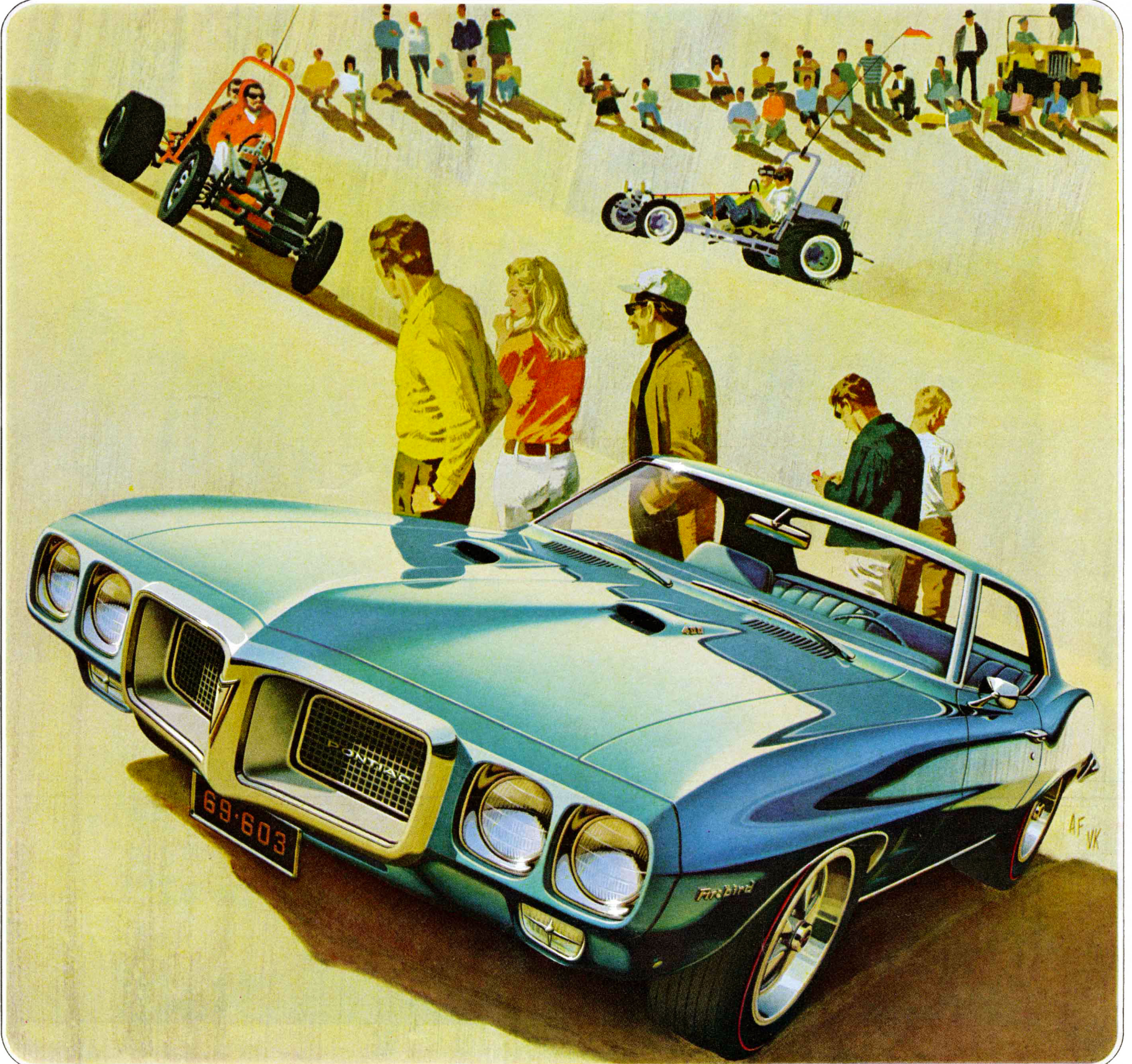
But that was before our 1969 Firebird 400 made the scene. We couldn't figure why a guy should have his spine rattled just because he enjoys the styling, handling and great performance of a sports car. So steps

were taken.

Of course, we started with Pontiac's famous Wide-Track stance. We also flattened out the rear axle housing to minimize bottoming out. We made the suspension firm, yet easy riding. We put in special wheel bearing grease. We even tuned our universal joints to help eliminate vibration.

Boots and buckets are another part of the story. Our redline wide-ovals are on 7" wheel rims. And our buckets are wider. With more padding.

Now there's a sports car with a great ride. So ride. That's what the 1969 Firebird Break Away's all about.



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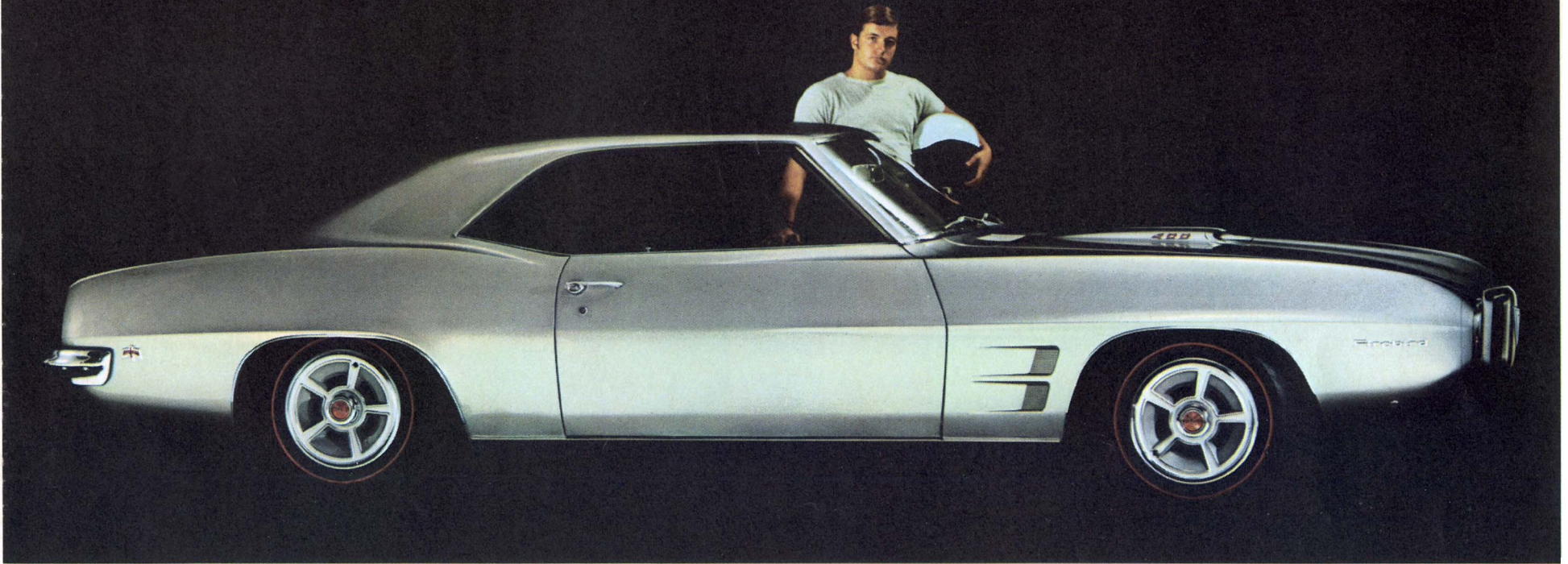
Break Away in a



Wide-Track Firebird



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## The Graduate.

We'll grant you two wheels are better than none. But look what happens when Firebird swoops onto the scene. If it's our 400 version.

You won't believe how this one handles. Don't let the smoothness fool you. New rear axle, new load rates on our multi-leaf rear springs and a set of sticky wide-ovals (mounted on 7-inch rims) put new shine on Firebird's cornering reputation. A 400-cubic-inch, Quadra-jet V-8 attached to a 3-speed, heavy-duty transmission, stirred by a Hurst, is your standard power setup. But there's also our two-scoop Ram Air IV that you can order with a 4-speed hand shifter or with 3-speed Turbo Hydra-matic, if you just tell your dealer.

Obviously, all that genius is below decks. Topside, Firebird comes on with all-new looks. Inside, new comfort. With wider, more heavily padded bucket seats wrapped in Pontiac's own woven vinyl. Also, an all-new highly readable instrument panel.

Hood tach, front disc brakes, variable-ratio power steering, polyglas-cord, wide-tread rubber . . . all that great Pontiac stuff . . . will practically let you build your own Firebird . . . if you want to.

And that's a liberal education in itself.

**Firebird 400 by Pontiac**

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







**Announcing  
Pontiac's new pony express. Firebird Trans Am.**

Back when the Chisholm Trail was considered an expressway, you needed 335 horses to haul the mail. We figure you still do. So Firebird Trans Am's got 'em. Stabled under oversized hood scoops in 400 cubic inches of Ram Air V-8. A heavy-duty, 3-speed box hitches them to a 3.55:1 rear axle and fiber-glass-belted tires. Wells Fargo rides again!

Sound like Trans Am is strictly for wide-open spaces? Take it through a mountain pass. Heavy-duty shocks and springs,

1" stabilizer bar, power front disc brakes and variable-ratio power steering make Trans Am our version of a quarter horse.

But you can probably guess all that by looking at it. Trans Am's engine-air exhaust louvers, rear-deck airfoil, black textured grille, full-length blue stripes, leather-covered steering wheel and special I.D. provide fair warning that this is no ordinary mount. It's Pontiac's new pony express. And that's about as far from ordinary as you can get.

Shown above are some of the many available Trans Am features. See your Pontiac dealer. Pontiac Motor Division.





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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