

## Wide-Track PONTIAC • ( )

## America's Number One Road Car

Freshly styled from its twin-scoop grille to its cleanly curving taillights. New road-car size—longer, with a crisp, low silhouette. Built by performance specialists. Beautifully poised on Pontiac's straight-tracking Wide-Track stance. Pontiac '62 is the car for people who are doers and goers—like you!



People who relish
the spice of spirited action
find what they want in
Bonneville, with all the
style and fineness
they could wish for

If you look for the best of everything a car can be, you can rest your eyes right here. Sweeping beauty and an appetite for action make Bonneville the most provocative word in the language of driving. Just say the word. Make '62 your year for a Bonneville. The most luxurious way to go Wide-Tracking!





Up front in a Bonneville. Polished walnut and brushed stainless steel the full length of the instrument panel. Padded assist grip. Full instrument panel cushion. Custom steering wheel. Here's where the dedicated lover of luxury will sit in '62. Is it reserved for you?

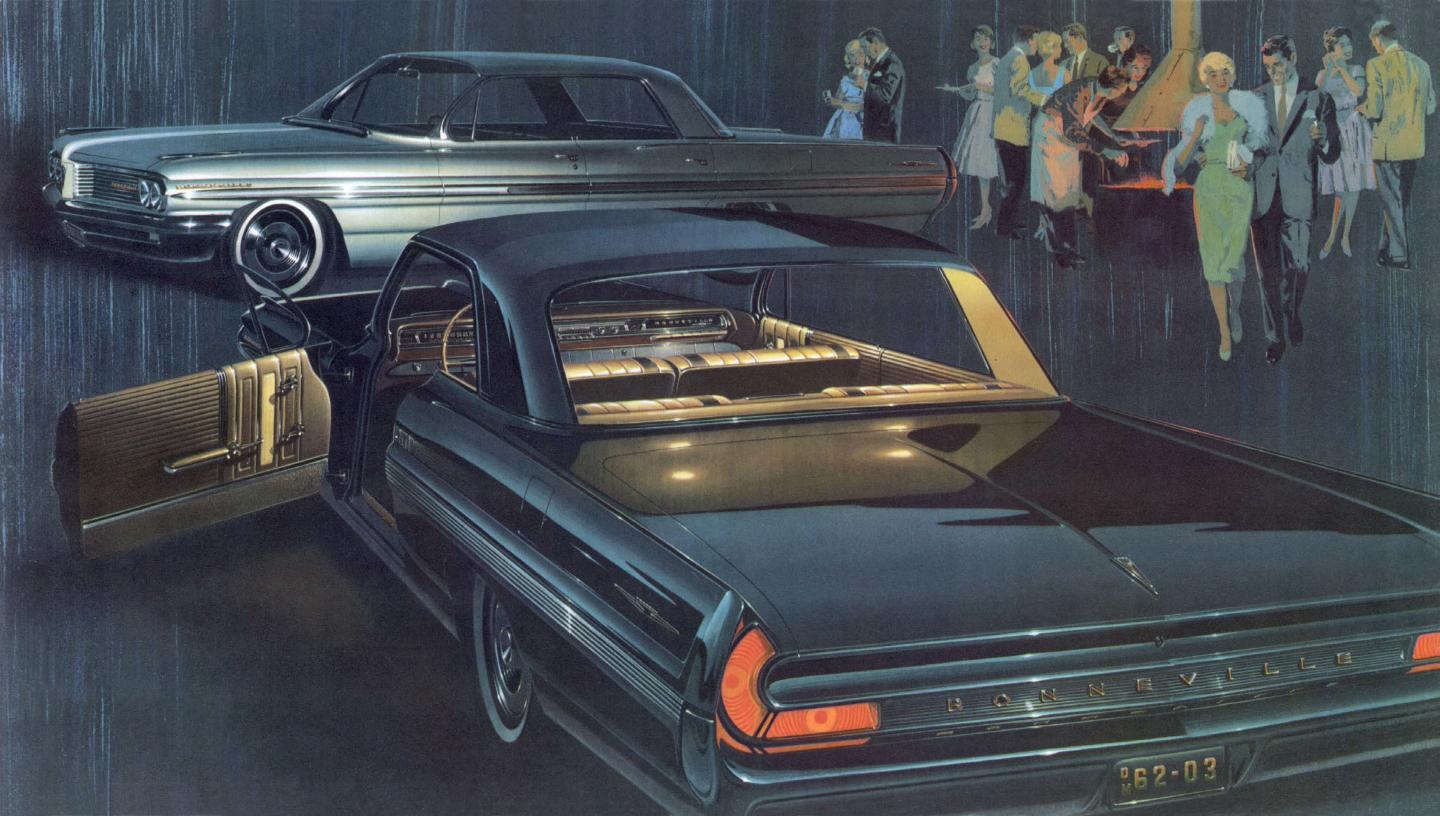


Bucket seats of Pontiac's exclusive high-wing design are optional at extra cost in the Bonneville convertible coupe. Upholstered in genuine leather combined with Jeweltone Morrokide. And they are separately adjustable, too.



Fine woven fabrics, Jeweltone Morrokide or real leather. Deep pile carpeting is door-to-door, of course, and every finishing touch is crafted to convey that special "Bonneville feeling."

Luxury comes alive in the '62 Bonneville, famous for its own brand of fashion and fire! The long, luxurious lines of a real road car. Storm-born action from the 4-barrel Trophy V-8 and its 303\* horses. Interiors that could belong only in a Bonneville. Lavish touches like the walnut panel that extends the length of the instrument panel. Upholstery materials of top quality leather, Jeweltone Morrokide, fine woven fabrics. Everything about this top-drawer Pontiac is designed to make elegance electrifying. \*With Super Hydra-Matic at extra cost.





People who like pleasure in big portions find the Star Chief offers it in full measure—in size, excitement and road-leveling comfort

Star Chiefs are visible at all times of the year moving in a straight course to where things are going on. Let the Star Chief name on this proud Pontiac invite you to get acquainted with the exceptional. The new, unruffled ride. The serene new silence of a Star Chief under way. An ease of handling that belies its size and roominess. Comfort and good taste go wherever this one goes.



Star Chief distinction comes to you in two sleek models. The 4-door Vista and the 4-door Sedan. Both have an eagerness for covering ground. It comes from the 283 h.p.\* Trophy V-8. And both offer a choice of tasteful interiors: Pyramid Pattern cloth



combined with Morrokide, or all-Morrokide in richly harmonizing colors. Full carpeting gives you luxury underfoot and vinyl-coated fabric gives you carefree beauty overhead. The impressive instrument panel is neatly padded. Every handle . . . every touch of metal trim . . . everything about Star Chief says "quality!" \*With Super Hydra-Matic, optional at extra cost.





People who pack
each hour with 60
minutes of living find
the Catalina keeps the pace
at a price that's
easy to live with!

Commanding new style. "Cat-quick" performance!

Longer, 120-inch wheelbase in sedans and coupes.

It's got everything that makes '62 belong to Pontiac.

Isn't it time that a Pontiac should belong to you?

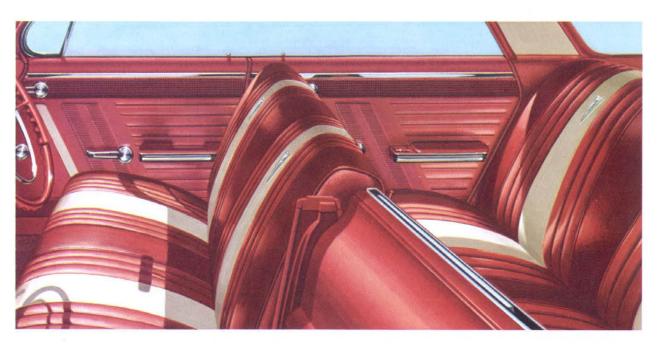
You'll never again be content with being just a

Pontiac-watcher when you discover how easy

Catalina makes it to own one!



Catalina takes you Wide-Tracking with unmistakable Pontiac form. Fresh new styling with all the quality and quietness you've missed in lesser cars. The heartbeat of this new breed of "Cat" is true Trophy V-8. Rated from 215 to 348. Pick the level of liveliness you like. And you can use regular gas if you specify the economy version of the Trophy V-8.



The Catalina is a road car in every respect—roominess, response and flawless handling. And if luxury is to your liking you can order the special Ventura Custom Interior, shown above. Why not start leaving Wide-Tracks wherever you go! It couldn't be easier than in a Catalina!

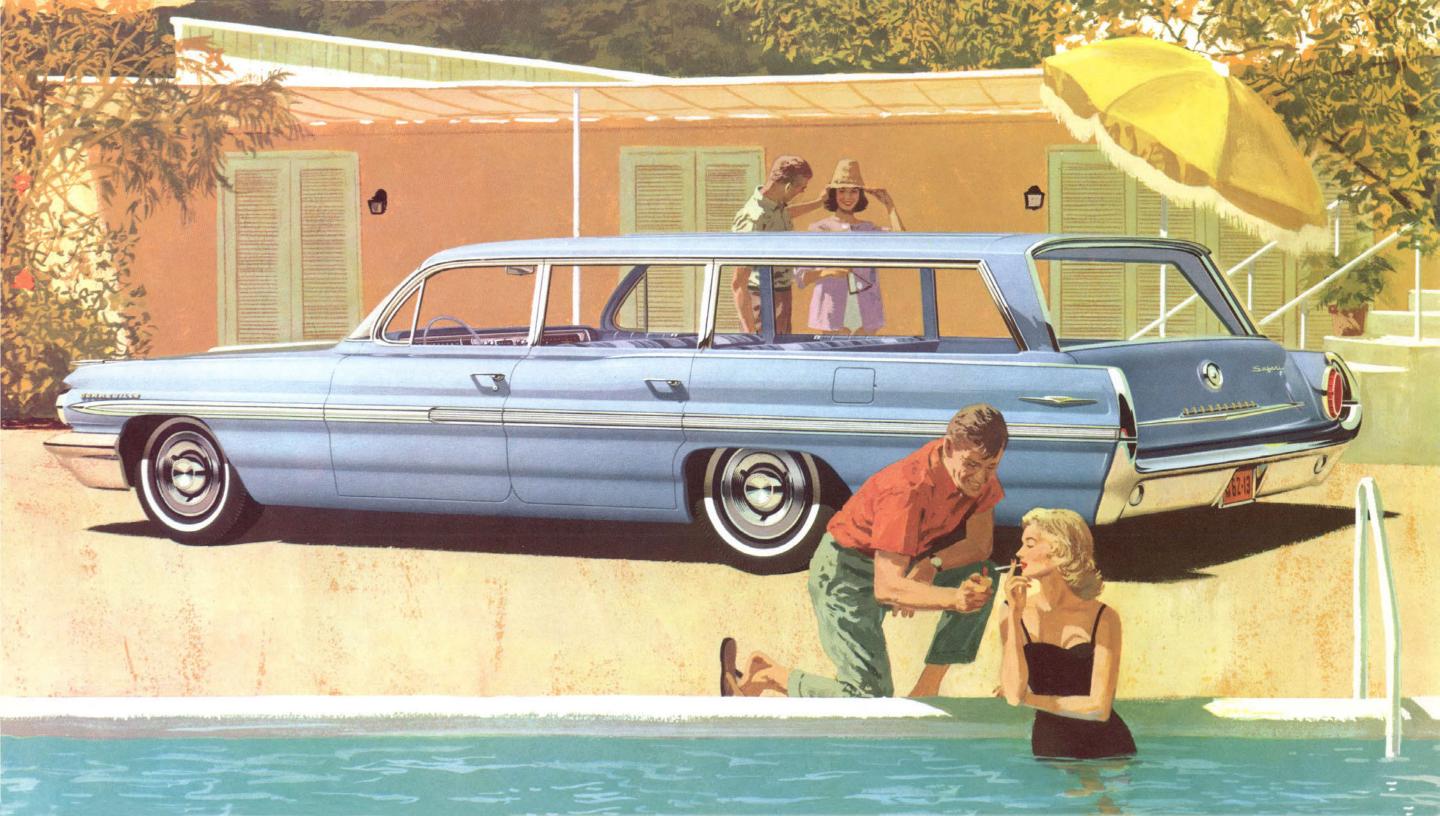




You travel first class in a Catalina with so many extra driving conveniences that come as regular equipment in a Pontiac. Electric wipers, dual visors, footoperated parking brake, automatic interior lighting, dual armrests front and rear, cushioned instrument panel, individually controlled air vents, crank operated ventipanes, foam front seat padding, full carpeting. All this plus cigarette lighter, ash trays and instrument panel snack bar. Interiors of cloth and Morrokide combinations or all-Morrokide are offered in a wide selection of colors with quality tailoring every stitch of the way. (See the Ventura Custom Interior on previous page if you're looking for real luxury.) Look them over. Then long for a Pontiac no longer. Catalina is primed and priced to start you Wide-Tracking right now.

FOREGROUND, THE CATALINA SPORTS SEDAN, BACKGROUND, THE CATALINA 4-DOOR SEDAN





Bonneville Custom Safari displays an elegance seldom seen in wagons. Lustrous Jeweltone Morrokide, tailored and pleated with care. Deep loop pile carpeting and the other special interior touches that bear the Bonneville brand of quality.

### Safari-that's Pontiac's word for wagons. Stylish and spacious with the hustle and handling that going people go for

There's only one Wide-Track wagon. Pontiac makes it. The name is Safari. From the cargo-cradling Wide-Track stance to its Trophy V-8-triggered response, the Safari is something special. It's built for people who don't want to leave their comfort behind when they go wagoning. If you like to travel surrounded by elegance, you'll favor the Bonneville Custom Safari shown here. It seats six and steals the scene everywhere it goes. The six- and nine-passenger Catalina Safaris (shown on the next page) transport evening clothes and honored guests just as smartly as garden tractors, camping equipment and kids. All but the front seats fold flush with the floor in both models. Concealed luggage compartment for valuables. Retractable rear window is power-operated on 9-passenger models, crank-operated on six-passenger Safaris (with power operation optional at extra cost). Don't settle for less than a Safari.

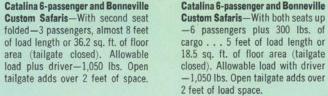
Lake the helm of a Catalina Safari. Cast off and head for your favorite haunts. You'll notice at once how much Wide-Track balance and stability add to the enjoyment of driving a Safari. Pontiac's Trophy V-8 takes off effortlessly under full load. There's a new kind of quietness and smoothness uncommon in wagons. It comes from Pontiac's improved suspension and solid coachwork. All this doesn't take a Safari's mind off its work. It loves loads and boasts such a wide loading deck you can carry a 4' x 8' piece of plywood flat! Utility, beauty, performance, stability —that's the stuff Safaris are made of.







Catalina 9-passenger Safari - Capacity same as first and second seat arrangements (left). Nine-passenger capacity with foldable rear seat up. Electrically operated, dash-controlled rear window standard. (Extracost option on other Safari models.)

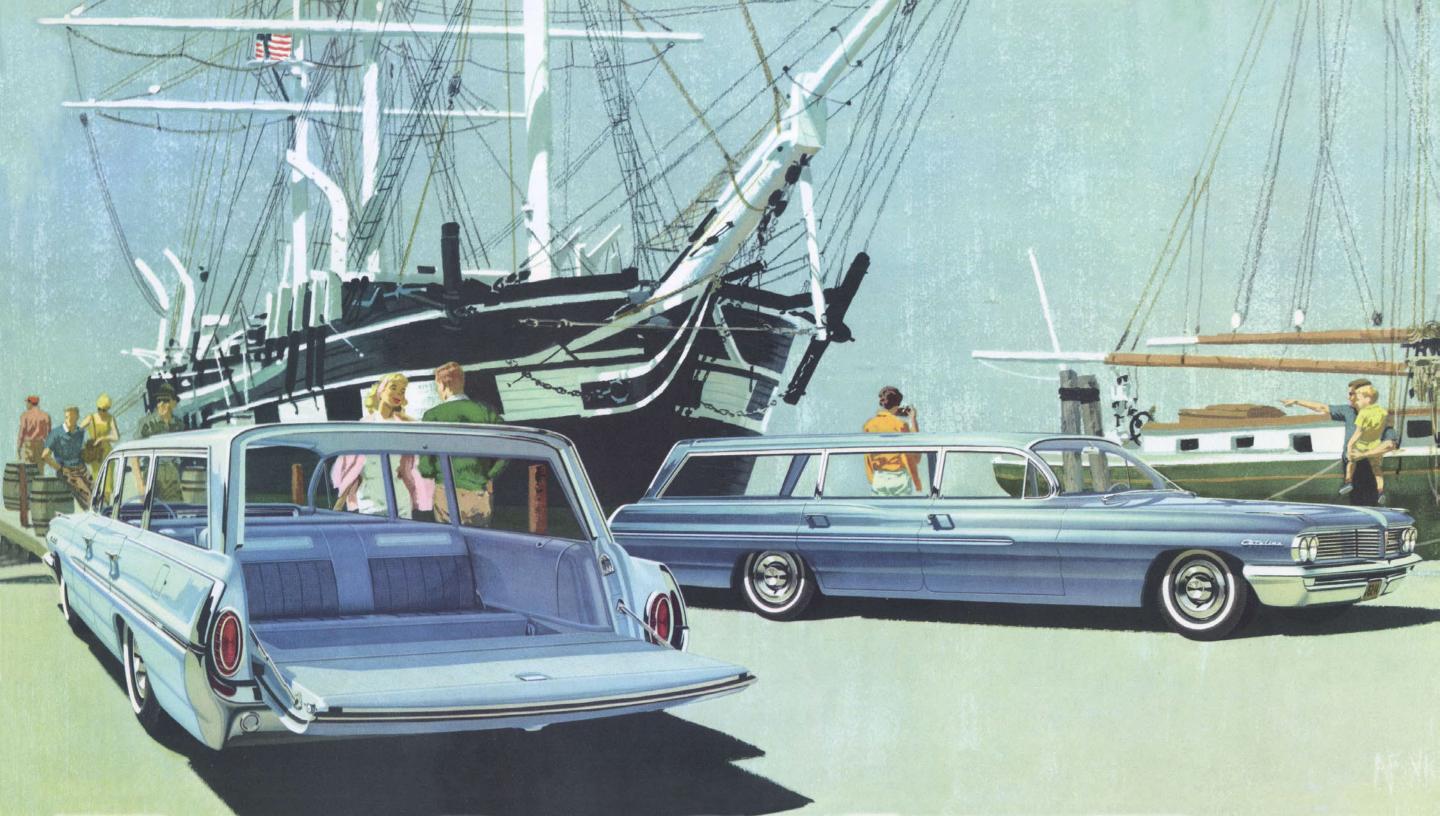




The Catalina Safari offers you interiors of Jeweltone Morrokide in five color choices. Here's durability in its most beautiful form. With these tasteful surroundings and the cushioned comfort of full carpeting, you never feel like just part of the cargo in a Safari.



LEFT, CATALINA 9-PASSENGER SAFARI, RIGHT, CATALINA 6-PASSENGER SAFARI





A potent new kind of car by Pontiac—Grand Prix! The personally styled car with the power personality!

This new member of the Pontiac line has grille and rear deck styling all its own. And it's the lowest Pontiac of all—just four and a half feet from road to roofline. This custom-equipped, high voltage coupe called the Grand Prix comes with all this: A new 303 h.p. Trophy V-8 with 4-barrel carburetor and dual exhausts; center control console; tachometer; bucket seats; choice of five solid color interiors; full instrument panel cushion; acceleration rear axle ratio. Aluminum wheels, four-speed Synchromesh transmission, and Hydra-Matic are extra-cost options. (Both of these optional transmissions are floor-shift.) If you'd like to try a kind of driving that's like nothing else . . . get your hands on this one fast!





# From the industry's number one engineering team . . . America's number one road car—Pontiac!



WIDEST STANCE ON THE ROAD. This is what accounts for Pontiac's road-clinging control, precision maneuverability and swayless behavior on curves and corners. Pontiac's track (the

distance between the two opposite wheels) is the widest of any American car. This eliminates off-balance weight of side overhang and puts more of the car between the wheels for greater stability. If you like the feeling of being in complete control, Wide-Tracking is *your* kind of driving.

MANY TROPHY V-8 POWER CHOICES. If performance experts had a Hall of Fame for engines, Pontiac's Trophy V-8 would have the place of honor. This free-breathing power plant is rated from 215 to 348 horsepower with a wide selection of engine-transmission-axle options to match the way you use your car. Newly designed intake manifolds provide faster warm-up to save gas from the start. And speaking of gas, the Trophy Economy V-8 runs on regular. For untiring roadwork, just tap the resources of a Trophy V-8.

SMOOTHER, QUIETER, ON THE GO. The bumps you don't feel and the sounds you don't hear are proof of the new smoothness and silence built into the '62 Pontiac. The tiring vibration of tar strips and other choppy road disturbances are all but eliminated by suspension refinements of the new "Cushion-Flex" ride. Further improvements in the design of control linkages isolate engine and road vibration from the driver. Quality is the word for it. Pontiac is where you'll find it.

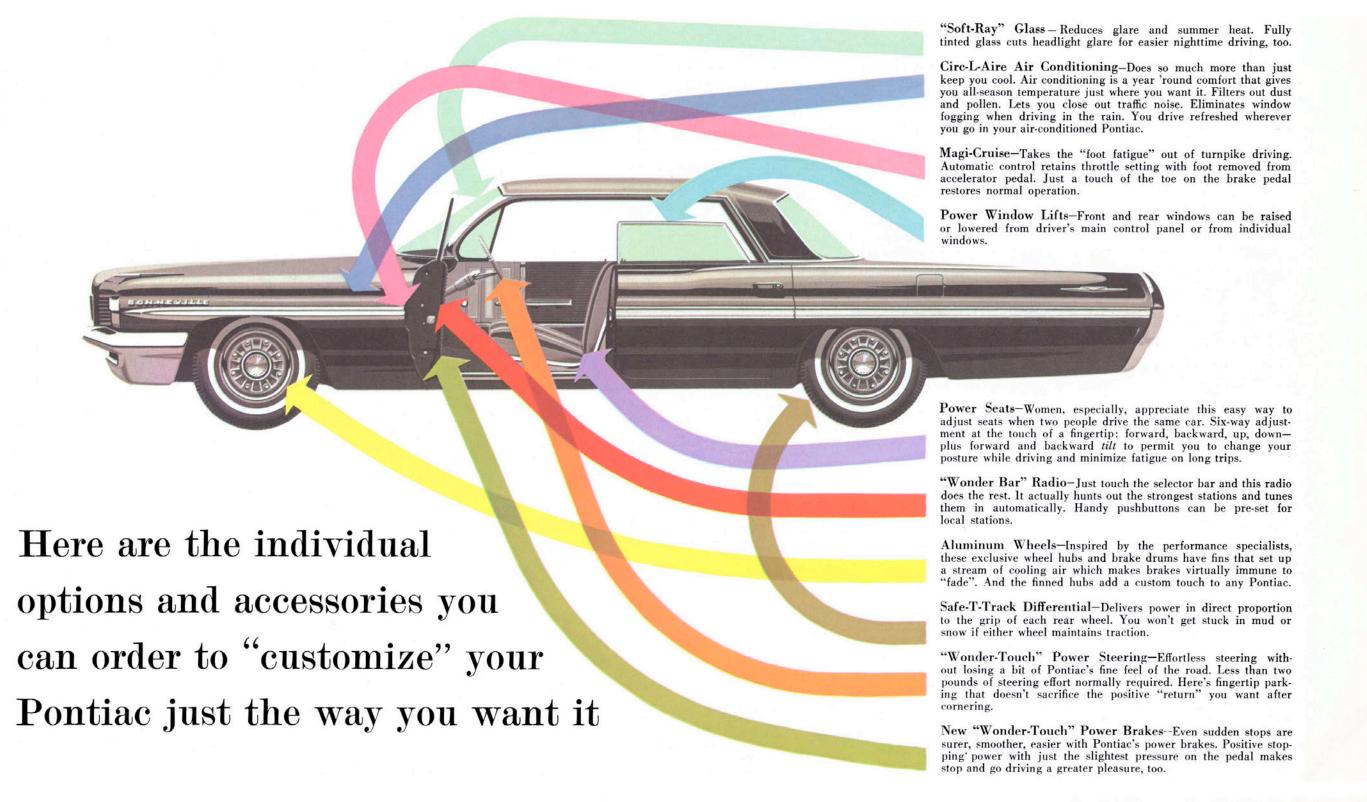
NEW STEERING GEOMETRY. Shorter turns, better steering. Both have been accomplished by Pontiac's new steering geometry for '62. Turning radius has been reduced as much as  $3\frac{1}{2}$  feet, making parking and driving in close quarters easier. And the angle of the wheels while making a full turn has been changed to reduce "tire scrubbing."

QUIETER, SMOOTHER-SHIFTING HYDRA-MATICS\*. Even things as small as a gear tooth get full attention from Pontiac engineers. A significant advance in gear cutting science, for example, has resulted in quieter operation of Pontiac's Hydra-Matic transmission. New shift calibration has achieved smoother operation, improved performance. For the utmost in efficiency and smoothness in automatic shifting, choose Pontiac's Hydra-Matic.

FOUR-SPEED STICK\* FOR TIGERS. Performance enthusiasts, please note. Here's a Pontiac offering especially for you. The full satisfaction that comes from "four-on-the-floor" is yours with Pontiac's floor shift, fully synchronized 4-speed transmission. This is a precision box that packs true Pontiac excitement in every one of the four speeds forward.

LUBRICATION THAT LASTS . . . AND LASTS . . . AND LASTS. Your Pontiac is thoroughly and completely lubricated by Pontiac experts with a special long-lasting lubricant before it leaves the factory. Under favorable conditions you can enjoy 4,000 smooth miles between oil changes. The rear axle, Synchromesh transmission and engine distributor are lubricated for life. Change of Hydra-Matic fluid required only once every 25,000 miles. This carefree economy is all part of the new pleasure of owning a Pontiac.

\*Optional at extra cost



Just check off the groups of FACTORY-INSTALLED ACCESSORIES you'd like your Pontiac to have. And be sure to ask your dealer or salesman about the many other Pontiac-engineered items available for specialized needs.

Basic group
Super De Luxe radio
· Back-up lamps
Air foam front sea
cushion . Heavy
duty air cleaner.

ľ	■ De Luxe Basic group
	Separa-Phonic rear speake
	and automatic signal-seek
	ing radio . Back-up lamp
	· Air foam front seat cushio

Heavy-duty air cleaner.

ш	Mirror	group	9:
Outsi	de re	ar-vie	W
mirro	r • Ins	ide nor	1-
glare	tilt m	irror	•
Visor	vanity	mirro	r.

Safety group: Windshield washers . Safeguard speedometer . Instrument panel cushion (standard on Bonneville and Grand Prix).

Lamp group: Glove compartment lamp . Luggage compartment demountable extension lamp (under hood on Safaris) . Courtesy lamps (standard on Catalina Convertible and Bonnevilles) . Lighter and ash tray lamps . Parking brake warning lamp.

Decor group: Catalina only: Custom steering wheel · De luxe wheel discs · Custom trim mouldings . Right-hand extra ash tray for passenger.

### SPECIFICATIONS

### CHASSIS

FRAME: Perimeter design with box section structure. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel side bars for engine and body mounting. Frame design varies to meet requirements of individual body styles.

WHEELS AND TIRES:  $14 \times 6 \text{K}$  steel disc wheels with  $8.00 \times 14$  four-ply low pressure tubeless tires.  $8.50 \times 14$  standard on Safari Station Wagons and all cars equipped with air conditioning, available on all models at extra cost.

FRONT SUSPENSION: Ball joint independent front suspension with upper control arms pivoted on threaded bushings. Lower control arms have new dual rate rubber bushings. Large diameter, low rate coil springs, hydraulic shock absorbers, compound anti-dive control. Torsion-action front

FOUR LINK REAR SUSPENSION: Angle-mounted upper and lower control arms, large diameter, low rate coil springs, angle-mounted hydraulic shock absorbers. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram with recirculating ball bearing gear—both manual and power. Over-all ratio, manual—29:1, with optional power, 22.5:1. Power Steering optional at moderate extra cost.

BRAKES: Air cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front, 11", rear, 11". Total area, 191 sq. in. Foot-controlled parking brake

operates on rear service brake system. Vacuum power brakes optional at low extra cost.

TRANSMISSION AND DRIVE TRAIN: Hydra-Matic transmission optional at extra cost. Two 3-speed synchromesh transmissions. 4-speed synchromesh transmission optional at extra cost. 10.5" clutch. Tubular driveshaft with two universal joints. Semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at low extra cost.

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield and Venti-panes, Solid Tempered Plate Glass in all other windows. "Magic-Mirror" acrylic lacquer on all models. Circ-L-Aire outside air heater and defroster std. on all models.

ELECTRICAL SYSTEM: 12 volt system, 53 amp battery with 8.6:1 compression ratio engines, 61 amp battery with 10.25:1 or 10.75:1 engines. Extra-capacity system available on special order

GENERAL BODY DIMENSIONS: See table at right.

### ENGINE

GENERAL DESCRIPTION: Trophy V-8—short stroke, 90°, V-8 design. Aluminized valves. Hydraulic valve lifters. Bore and stroke 4.06" x 3.75". Displacement 389 cu. in. Alloy cast iron block, 5 main bearings with 3" journals. Balanced

flow cooling system pumps water directly into each side of the cylinder block equally. Quad gallery lubrication system. Taxable horsepower 52.8.

FUEL SYSTEM: Choice of 2-barrel, 4-barrel, or 3-2 barrel downdraft carburetion (see table). Disposable type fuel filter, Automatic choke. Centrifugal and vacuum control of distributor spark advance. Heavy duty air cleaner and silencer, optional at extra cost.

**EXHAUST SYSTEM:** Single reverse flow system standard on most models. Dual reverse flow system standard on Grand Prix, optional at extra cost on other models.

HORSEPOWER AND TORQUE RATINGS: See chart.

NOTICE: All options noted herein, including whitewall tires, Decor Group, and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Reference to interior leather applies to prime surface area of seat cushions and backs except for decorative accents and panels. Ask your dealer for all price information on any model or special equipment you desire.

Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, materials, equipme specifications, prices and models-and also to discontinue models. The right is also reserved to change any specifications, parts, or equipment at any time without incurring any obligation to equip same on cars built prior to date of

PONTIAC MOTOR DIVISION . GENERAL MOTORS CORPORATION

### ENGINE PERFORMANCE AND POWER TEAMS

	Tronk	v V-R	Trophy V-8		4-BBL Carburetor		Trophy V-8 w/Tri-Power		Trophy V-8 Economy	Trophy V-8A	
Engine	Trophy V-8 2-BBL Std.		4-BBL Std.		Optional		3-2 BBL		Special 2-BBL	w/4-BBL	w/3-2BBL
Transmission	Standard Trans. Catalina and Star Chief	Hydra-Matic Trans. Catalina and Star Chief	Standard Trans. Bonneville Only	Grand Prix, Bonneville with Hydra-Matic	Manual Trans. Catalina and Star Chief	Hydra-Matic Trans. Catalina and Star Chief	Heavy Duty 3-Speed or 4-Speed Manual Trans.	Hydra-Matic Trans.	Hydra-Matic Only	Heavy Duty 3- or 4-Speed Manual or Hydra- Matic Trans.	Heavy Duty 3- or 4-Speed Manual or Hydra- Matic Trans.
Compression Ratio	8.6:1	10.25:1	8.6:1	10.25:1	8.6:1	10.25:1	10.75:1	10.75:1	8.6:1	10.7	75:1
Max. Horsepower At R.P.M.	215 @ 3600	267 @ 4200 (C) 283 @ 4400 (S)	235 @ 3600	303 @ 4600	235 @ 3600	303 @ 4600	318 @ 4600	318 @ 4600	230 @ 4000	333 @ 4800	348 @ 4800
Max. Torque At R.P.M.	390 @ 2000	405 @ 2400 (C) 413 @ 2800 (S)	402 @ 2000	425 @ 2800	402 @ 2000	425 @ 2800	430 @ 3200	430 @ 3200	380 @ 2000	425 @ 2800	430 @ 3200
Horsepower Per Cu. In. Of Engine Displacement	.553	.686 (C) .728 (S)	.604	.779	.604	.779	.817	.817	.591	.856	.894
Standard Rear Axle Ratio	3.23:1	2.69:1 (C)* 3.08:1 (S)	3.23:1	3.42:1 (G Manual) 3.23:1 (G Hydra-Matic) 3.08:1 (B)	3.23:1	2.69:1 (C)* 3.08:1 (S)	3.23:1	2.69:1 (C)* 3.08:1 (S)(B) 3.23:1 (G)	2.56:1 (C)* 2.69:1 (G)(S)(B)*	3.42:1	3.42:1

### **QUICK REFERENCE SPECIFIC MODEL DIMENSIONS**

		4-Door Sedan	Sports Sedan	Sports Coupe	Vista	Con- vertible	Safari Station Wagons
Tread		62.5"	62.5"	62.5"	62.5"	62.5"	62.5"
	Catalina	120"	120"	120"	120"	120"	119"
Wheelbase	Star Chief	123"			123"		
Wilceibase	Bonneville			123"	123"	123"	119"
	<b>Grand Prix</b>			120"	1000	de la company	
NAMES OF TAXABLE PARTY.	Catalina	55.9"	55.9"	54.5"	55.9"	54.9"	56.9"
Over-all Height	Star Chief	55.9"			55.9"		70
(Loaded)	Bonneville			54.5"	55.9"	54.9"	56.9"
	Grand Prix			54.5"			The state of
	Catalina	211.6"	211.6"	211.6"	211.6"	211.6"	212.3"
Over-all	Star Chief	218.6"			218.6"		
Length	Bonneville		WE DIE	218.6"	218.6"	218.6"	212.3"
	Grand Prix	-		211.6"	-		
Over-all Width	0.1.11	78.6"	78.6"	78.6"	78.6"	78.6"	78.6"
	Catalina	63.3"	63.3"	63.4"	63.3"	63.4"	63.3"
Front Seat Hip Room	Star Chief	63.3"		CO 4"	63.3"	CO 4"	CO 0#
THE NOOTH	Bonneville			63.4"	63.3"	63.4"	63.3"
	Grand Prix	62.2"	60.00	63.5"	62.24	E1 E#	62.2//
Dane Cant	Catalina Star Chief	63.3"	63.3"	55.1"	63.3"	51.5"	63.3"
Rear Seat Hip Room	Bonneville	63.3"		55.1"	A STATE OF THE PARTY OF THE PAR	E1 5"	62.21
	Grand Prix			55.1"	63.3"	51.5"	63.3"
	Catalina	45.3"	45.3"	45.1"	45.3"	45.1"	45.3"
Front Seat	Star Chief	45.3"	45.3	45.1"	45.3"	45.1"	45.5
Leg Room	Bonneville	45.3"		45.1"	45.3"	45.1"	45.3"
	Grand Prix			44.5"	45.5	43.1	45.5
	Catalina	41.6"	41.6"	40.4"	41.6"	37.8"	40.8"
Rear Seat	Star Chief	41.6"	41.0	40.4	41.6"	37.0	40.0
Leg Room	Bonneville	72.0		40.4"	41.6"	37.8"	40.8"
(Safari Second Seat)	Grand Prix			40.4"		7,10	10.0
	Catalina	38.8"	38.8"	37.8"	38.8"	38.6"	38.8"
Front Head Room	Star Chief	38.8"			38.8"		
w/Seat Depressed	Bonneville			38.0"	38.8"	38.8"	38.8"
	<b>Grand Prix</b>		Mary Inc.	38.0"		THE STATE OF	
	Catalina	37.9"	37.9"	38.3"	37.9"	37.7"	39.2"
Rear Head Room	Star Chief	37.9"			37.9"	200000	
w/Seat Depressed (Safari Second Seat)	Bonneville			38.3"	37.9"	37.7"	39.2"
(Salair Second Seat)	<b>Grand Prix</b>	12 m A	Mar III	38.3"		Annual Control	1
Total	Catalina	1600.3	1600.3	1463.3	1600.3	1463.3	1600.3
Windshield	Star Chief	1600.3			1600.3		
Glass Visibility	Bonneville			1463.3	1600.3	1463.3	1600.3
Area (sq. in.)	<b>Grand Prix</b>	7789		1463.3			
Total	Catalina	4195.5	4219.1	3646.2	4163.8	3642.7	5164.7
Visibility	Star Chief	4195.5		deach.	4163.8		
Area (sq. in.)	Bonneville			3646.2	4163.8	3642.7	5164.7
(эч. 111.)	<b>Grand Prix</b>			3646.2			Real Property