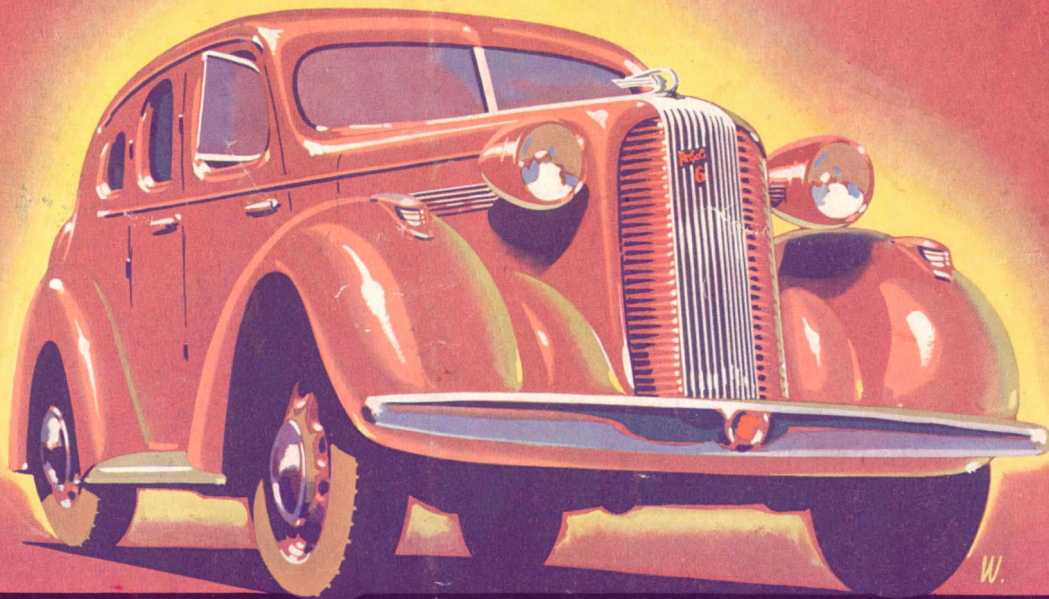
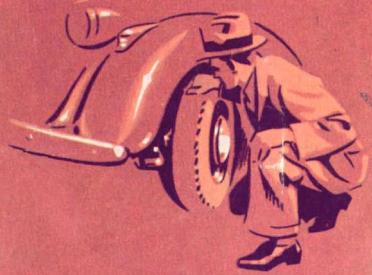
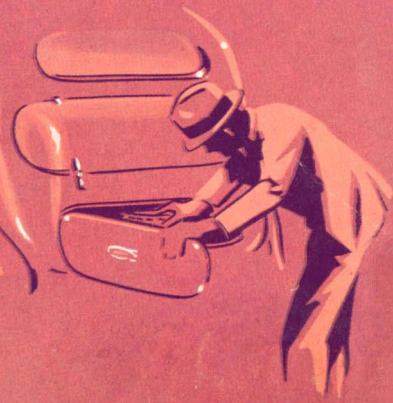


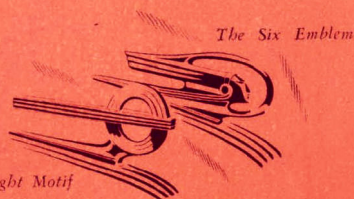
MORE THAN EVER...

*the most beautiful  
thing on wheels*



...and so we chose a **PONTIAC**





"ART," said Elbert Hubbard, "is not a thing separate and apart—Art is only the best way of doing things." Those words might well have been framed above the draughting tables on which the design of the new Pontiacs was evolved. For the conception of "the Most Beautiful Thing on Wheels" started not only with questions of Line and Contour but with basic problems of Comfort, Economy—Safety and Dependability.

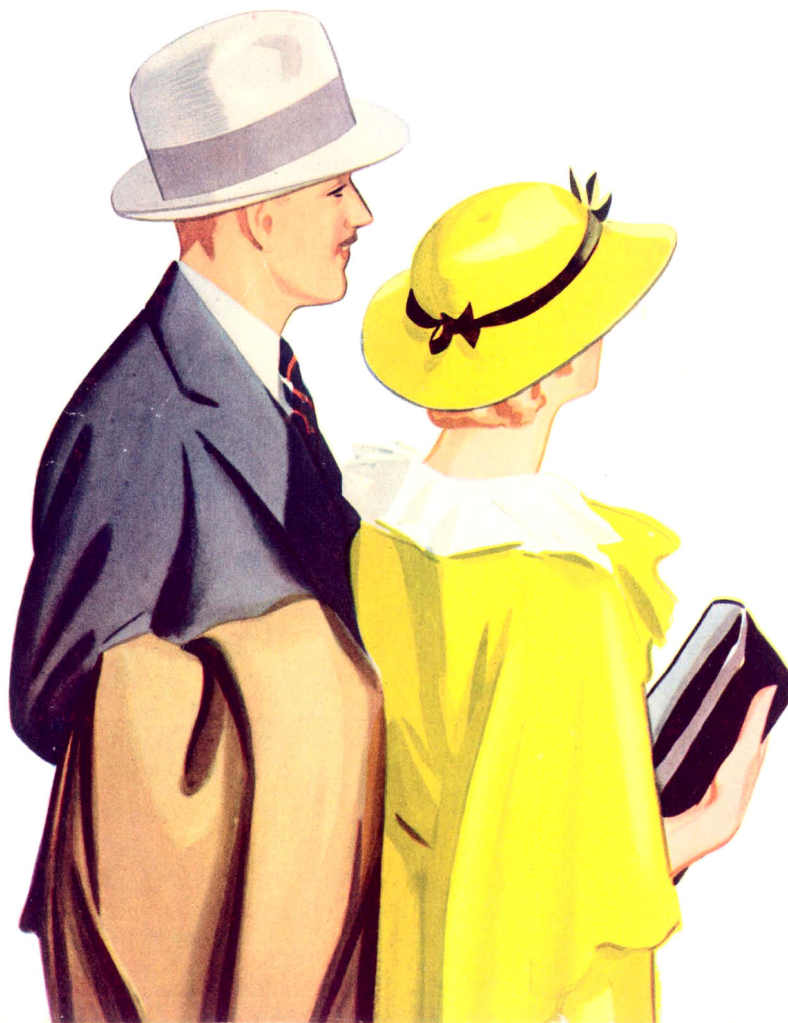
Long after you have come to accept the beauty of your Pontiac as almost a matter of course, the practical advantages it cloaks will be a constantly recurring satisfaction. In every phase of their design, the new Pontiacs reflect an undeviating pursuit of the policy of "The best way of doing things." You will find the expression of that policy in details of Pontiac's body, in its chassis, in its engine, in its brakes, in its hundred and one refinements.

It is to aid you to make the comparisons that are the only means of correctly appraising the value of a car, that Pontiac presents this catalogue of its new models sectionalized for your convenience under headings of "Appearance and Appointments—Comfort and Ease of Control—Safety—Dependability—Economy and Value."

Weigh every factor and feature. Then realize that the Pontiac Straight Eight is actually the lowest priced Straight Eight on the market—and that the Pontiac Six competes in price with low-priced "stripped" cars that are minus a score of features that Pontiac offers you.

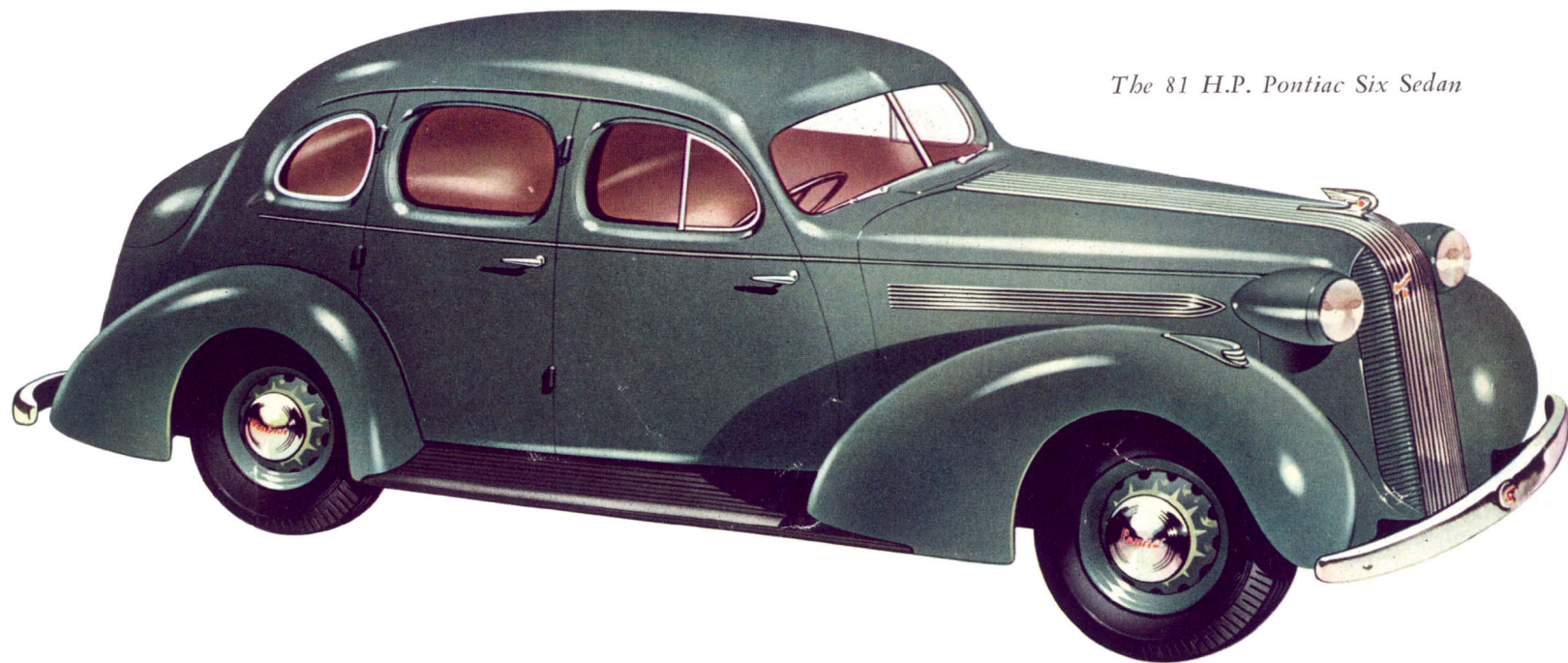
Buy on comparisons—and you'll buy Pontiac.

... WE CONSIDERED





# APPEARANCE AND APPOINTMENTS . . .



*The 81 H.P. Pontiac Six Sedan*

**A**GAIN—the most individual car of the year (watch Pontiac's influence on the design of higher priced cars). Again—the Most Beautiful Thing on Wheels. More than ever indeed does Pontiac live up to the tribute paid it from the very inception of its famous Silver Streak design. Like the deft finishing touches on a masterpiece, a dozen refinements in the new Pontiac Six and Eight heighten the character of their designer's original inspiration.

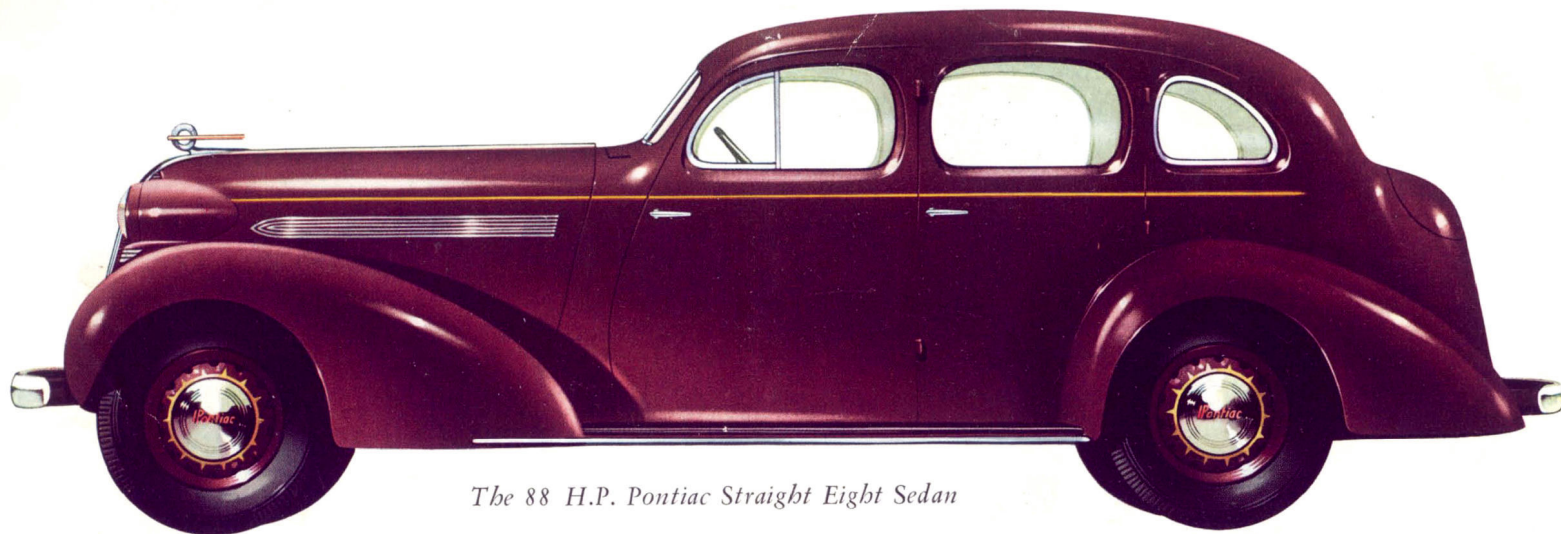
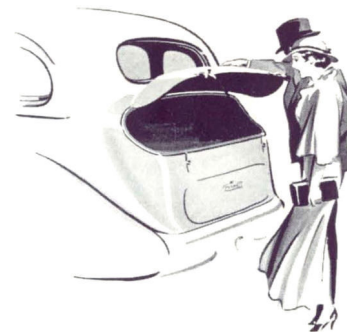
There is "all that's best of all that's new" in the Pontiac Six and Eight . . . tall narrow-fronted radiators and aristocratic length of bonnet that are the unmistakable marks of to-morrow's styling

. . . high-mounted streamlined headlights that are suspended on horizontal brackets from the radiator shell . . . top panels of the bonnet which are carried forward in an unbroken line to the very edge of the radiator grille mouldings. There's point after point to admire in the new models . . . the way in which the radiator filler-cap is concealed beneath the hood to allow a much smarter mounting of the new radiator emblems (a fresh interpretation of Pontiac's famous Indian Head on the Six, a modernistic motif for the Eight) . . . the all-rubber covered steel running boards that add smartness of appearance and put an end to scuffed and shabby edges.



**In the interiors**, too, you'll find something new and better awaiting your admiration. For Pontiac—or rather Holden's who build Pontiac's luxurious bodies—present handles of beautifully coloured Tenite in place of the conventional chromium handles. It is the first time that all-Tenite handles have been commercially manufactured (hitherto the use of Tenite has had to be confined to the knobs of handles etc.) and—cause of pride for Australians—it has been achieved by a process that has been developed locally.

And Tenite hardware is just one of the refinements which Pontiac gives you that competitive cars don't. Some cars have some of the things Pontiac brings you as standard equipment but no car of the same price (and few higher priced cars) has all of the features that cater to your comfort in the Pontiac. Take them one by one. On the page facing this you will find over twenty items of equipment that are standard with every Pontiac model, Six and Eight. Cost each of those items. Be as conservative as you wish. You will find their total value not a penny less than £40. They are all extras which Pontiac gives you — at no extra cost.



*The 88 H.P. Pontiac Straight Eight Sedan*





Pontiac's Attractive  
Tenite Hardware

**SPARE TYRE COMPARTMENT.** You will certainly demand such a feature in your new car, for the housing of the spare tyre in its own special compartment does more than remove an old blemish to the appearance of a car. It conserves the life of the tyre by protecting it from exposure to weather, as well as from risk of theft.

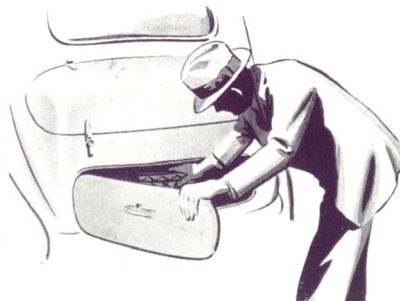
**INBUILT LOCKING LUGGAGE COMPARTMENT.** Another comfort feature you will want in the car you buy, for it not only affords protection for your luggage when you travel, but provides a safe place in which to stow everyday packets and parcels without having to lock all four doors of your car whenever you leave it.

**NO-DRAUGHT VENTILATION.** If every owner had experienced the comfort of No-Draught Ventilation few cars would be sold without it. No-Draught Ventilation circulates fresh air through the interior of your Pontiac, scoops in cool air in hot weather, gives you draughtless ventilation on cold days and nights (the woman who dislikes having her hair disarranged will particularly welcome this feature).

**DUAL ELECTRIC WINDSHIELD WIPERS** instead of the customary single wiper provide just another example of the way in which Pontiac plans for your comfort and convenience. Both driver and front seat passenger enjoy full vision in stormy weather. Mounted at the bottom of the windshields, these wipers brush to either side the downward trickling water . . . a much more efficient system than top-mounted wipers which work in an upward direction contrary to the natural flow of the water.

**ARMOURPLATE SAFETY GLASS IN WINDSHIELD:** Non-discoloring and giving perfect vision Armourplate Glass will not splinter. Even should it be broken it will only crumble into tiny blunt-edged particles that tumble to your feet instead of flying in all directions.

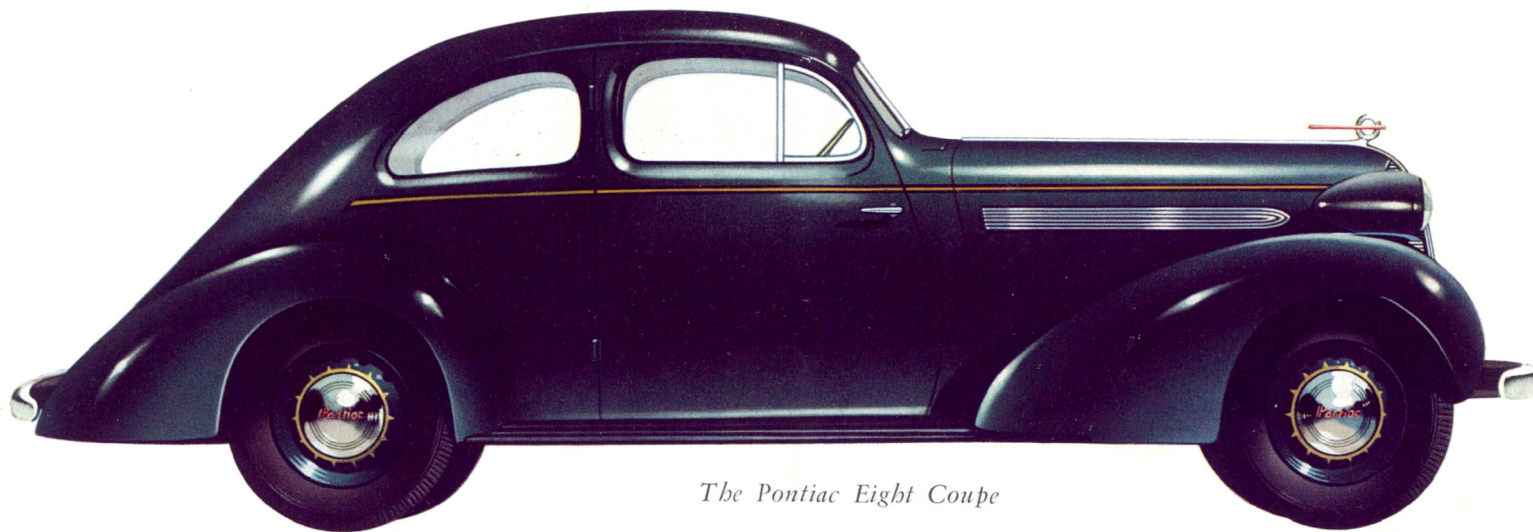
**VEE-D WINDSHIELD.** More than just a finishing touch to the streamlined effect of the whole car. Pontiac's Vee-d windshield not only diverts the rush of air which buffets the old type flat windshield but minimises glare considerably.



**STEEL WHEELS.** Pontiac's big-hubbed steel wheels are easy to keep clean. Together with Pontiac's deep-skirted 'guards which protect the body almost completely from mud splashes, they serve to cloak the chassis from view. No car keeps its immaculate appearance with so little attention as Pontiac.

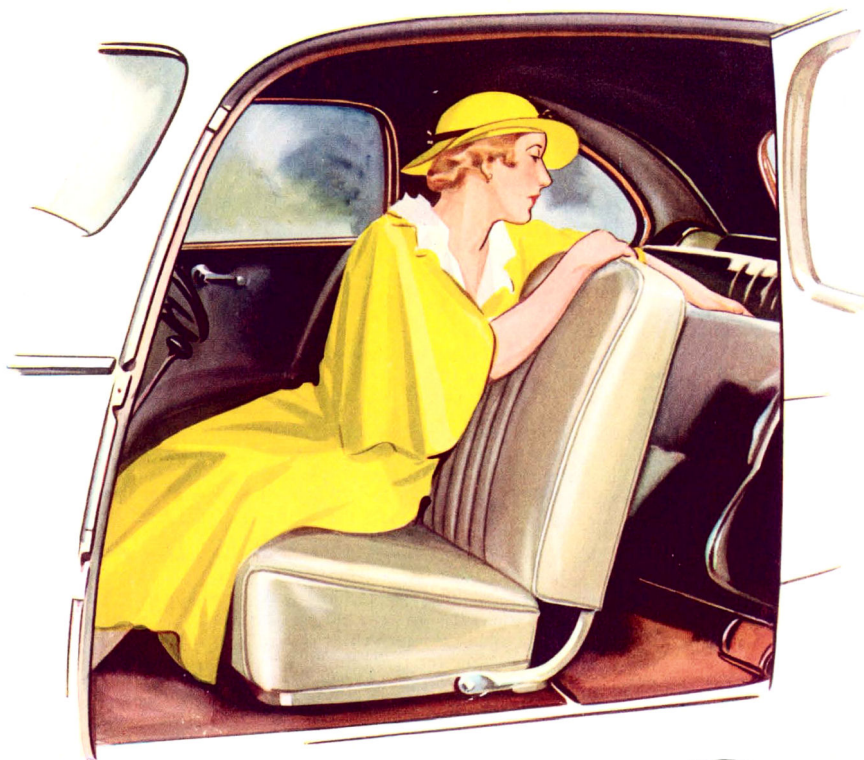
**EXTERIOR EQUIPMENT** that includes full bumpers at front and bumperettes at rear, and smart parking lights on the front 'guards. Provision of a small indicator lens in the rear of parking lights keeps the driver acquainted whether they are alight. The rear light has a reflector to warn approaching cars at night should the light not be switched on.

**INTERIOR APPOINTMENTS** such as a driver's Arm Rest (a feature many manufacturers omit), pockets in all doors (another convenience overlooked by many manufacturers), a locking glove-box with detachable panel for the installation of clock (see accessories), a sun visor that can be used both at front and side, ready installed aerial for radio, detachable dash emblem for replacement with radio escutcheon; ash tray, rug strap and assist cords, floor carpets, improved adjustable front seat mechanism, etc.



*The Pontiac Eight Coupe*





## *... we said:* **IF WE BUY**

Last year the sales of coupes jumped. For Holden's and Pontiac presented a new-day coupe with advantages no other body style has ever possessed.

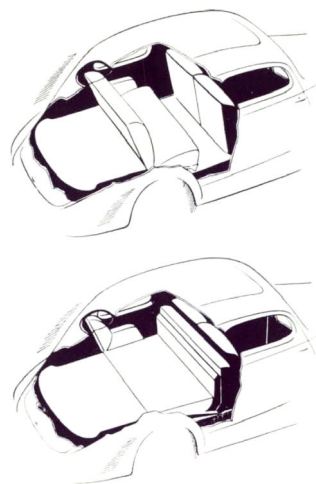
The new coupe has what the confirmed coupe enthusiast prizes so highly . . . the feeling of a car designed for individual ownership . . . of cosy compactness when driving alone or with a single companion. But it combines an adaptability that makes it far superior to the conventional coupe with its limitations to passengers and luggage.

It can accommodate three extra passengers when the owner wishes . . . and accommodate them comfortably . . . on long trips as well as on casual "lifts" . . . on a luxurious, deep-sprung, folding emergency seat inside the car itself.

And how it caters for luggage! No longer does the presence of extra passengers preclude the carrying of luggage or make it necessary to lash one's luggage on to a rear carrier for it to become smothered with dust. The new coupe contains a rear locking luggage compartment that is available for use even with extra passengers in the emergency seat, while with the emergency seat stowed a huge amount of luggage room is available.

Small families find the new Pontiac Coupe the ideal car—particularly those with young children who can be put into the rear seat without fears of accident through inadvertently opened rear doors. Touring enthusiasts and campers find a car in which they can stow all the baggage they require. Business men with bulky samples to transport are equally enthusiastic.

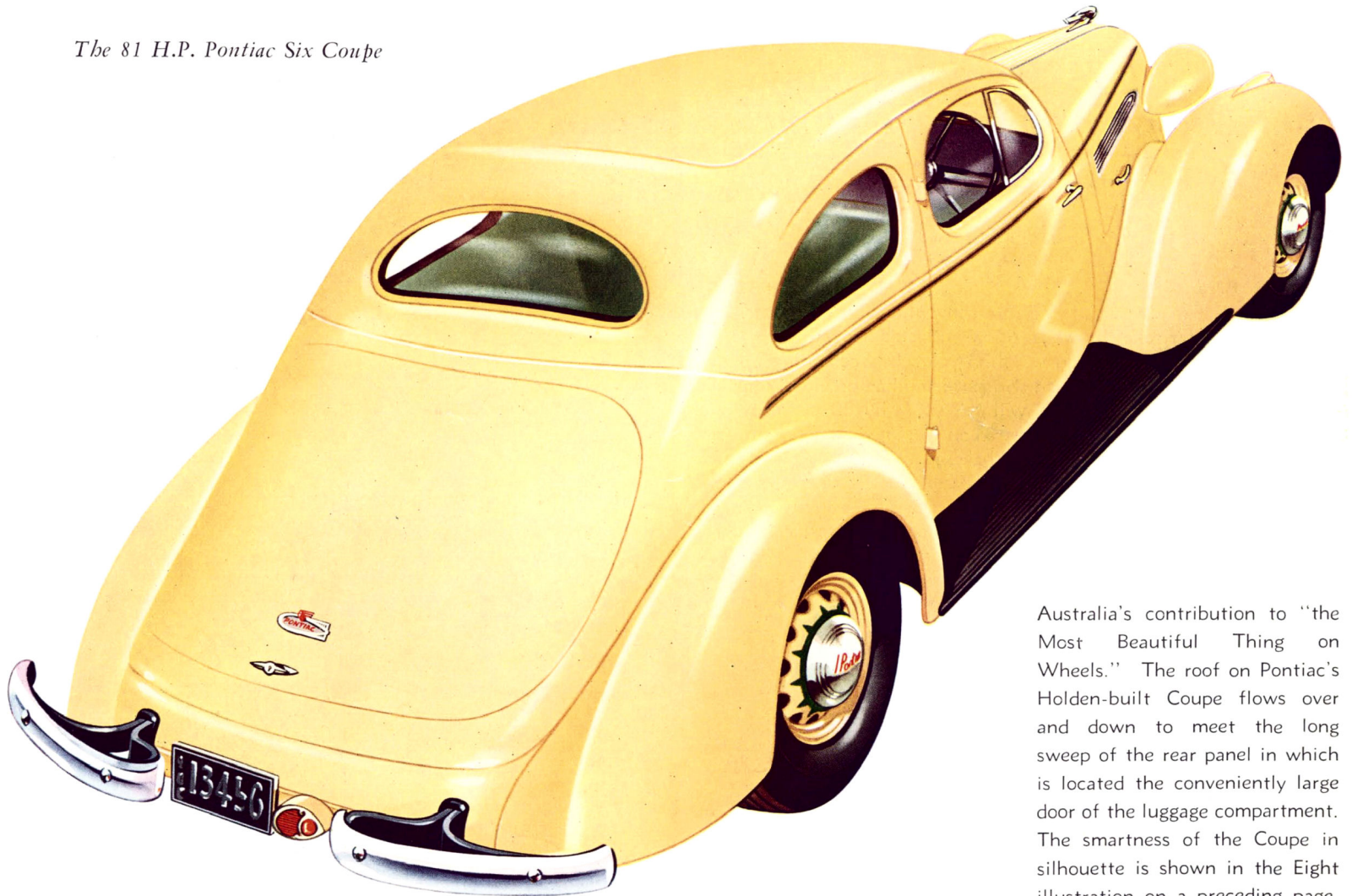
Slip your hand down between the seat and squab of the emergency seat. Pull. Up comes the seat to fold back against the driver's seat. Down swings the back by an exclusive patented device, to the level of the luggage compartment behind. The result is that the entire back of the car behind the front seats becomes one flat floor . . . an enormous luggage compartment which can be loaded either from the side door or through the rear luggage compartment door. The diagrams show the luggage area available with and without the emergency seats in place.





# A COUPE THIS WILL CERTAINLY BE THE ONE

*The 81 H.P. Pontiac Six Coupe*



Australia's contribution to "the Most Beautiful Thing on Wheels." The roof on Pontiac's Holden-built Coupe flows over and down to meet the long sweep of the rear panel in which is located the conveniently large door of the luggage compartment. The smartness of the Coupe in silhouette is shown in the Eight illustration on a preceding page.



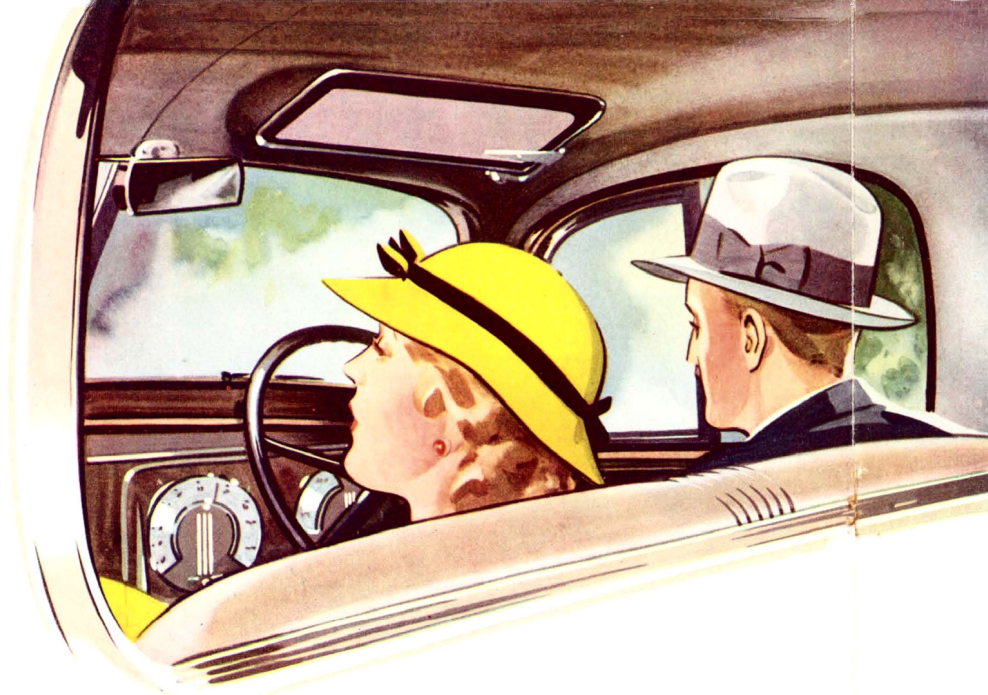
# . . . WE STUDIED

## *Pontiac's Knee-Action Brings Not Only Unequaled Riding Comfort—but Shockless Steering, Better Stability*

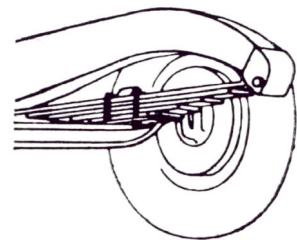
Ride the worst road you can find in a conventionally sprung car. Then immediately after take the wheel of a Pontiac and drive over the same route. All unconsciously you will find yourself accelerating up to 10 and 20 miles an hour faster than the speed you had previously travelled. Five minutes' ride in a Pontiac will tell you why 80 per cent. more car buyers in America last year insisted on the Knee-Action Pontiac . . . why manufacturers like Rolls Royce have adopted Knee-Action on new models . . . and why it is not only a feature of the finest of Europe's stock cars, but is in use now on every make of European racing car. The fact is that Knee-Action is much more than to-day's supreme comfort feature . . . that it is just as important a contribution to ease of control as well as to stability and to actual safety.



The diagram of the "man with knees" is familiar to most people. It has provided the simplest explanation of Knee-Action's most obvious benefit—the ability of either wheel to mount a bump without tipping the whole car to one side and causing body weave as well as discomfort. But Knee-Action has a greater significance than that. Before its



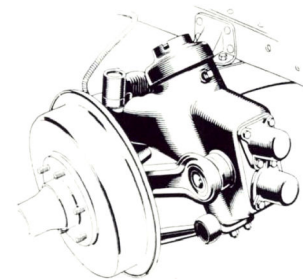
introduction all cars had the common fault of riding uncomfortably in the back seat. It was not the fault of the back springs however—it could not be overcome by a mere alteration of the disposition of the back seats—the fault lay almost entirely with the front springs.



The diagram shows the front wheel suspension of the conventional car. Notice that the front axle was attached not to the frame but to the springs (a relic of the days of horse-drawn carriages). Obviously those springs needed to be short and stiff for they had to do a structural job as well as one of springing. Because they had to carry the front axle,

# COMFORT *and* EASE OF CONTROL

and carry it securely, they had to be as nearly rigid as possible . . . too rigid for effective springing. When the front wheels of the car hit a bump they only partly succeeded in absorbing it. As a result the front end of the car was thrown sharply up in the air. Down came the back. It was hard on the rear springs . . . and even harder on the rear seat passengers. Moreover that conventional springing had other obvious disadvantages. As the two front wheels and the front axle formed one rigid assembly, a jar on either wheel was communicated by the axle to the other—to the steering wheel—to the chassis.



Contrast the marked difference in Knee-Action. Firstly, Knee-Action allows softer front springing. The front springs no longer need to be stiff—for they no longer have the job of supporting the axle. Thus they can be designed to match up and work in harmony with the rear springs to give a level instead of a seesaw ride. Secondly, the wheels and axle of the Knee-Action Pontiac do not form a rigid assembly to transmit shocks to the steering. The axle beam simply serves to link up the two Knee-Action units that house the powerful coil springs. From these Knee-Action units extend the rocker arms that carry the wheels. Each rocker with its wheel

works independently. Bumps and stresses are absorbed by the wheels and are not communicated to the steering for the steering rods are connected not directly with the wheels but with the Knee-Action housings.

As a result your car is decidedly safer. A more scientific distribution of weight is obtained which adds to comfort and stability. The car is steadier on the road, more comfortable, easier to control. The wheels cling to the highway, reducing the danger of skidding. And Knee-Action is destined to have just as telling an effect on economy because it protects the vital units of the chassis from undue stress, strain and vibration.

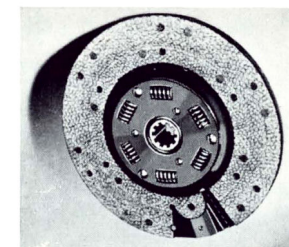


### NOISE ABSORBENT BODY BY HOLDEN

Step into a Pontiac. Close the door. You hear a quiet click. That's all. Noise is damped out almost before it starts. Rap the steel panelling and note the complete absence of resonance, for Pontiac's insulated body panelling literally absorbs noise. At Holden's where Pontiac's streamlined beauty was created, sound absorption is the study of technicians. To ride in a Pontiac is like stepping suddenly on to a thick carpet. You ride aloof and rested, talking at the same normal pitch that you would use in your own living room.

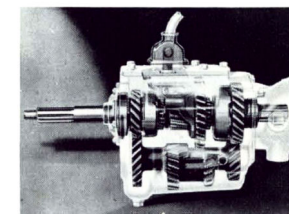
### Automatic Starting

Switch on the ignition, merely press the accelerator and your Pontiac starts. Should you ever stall, simply press on the accelerator. With traffic pressing behind you Pontiac's automatic starting may save you embarrassment, possibly actual danger.



### The Smoothest of Clutches

You experience the same ease of control with Pontiac's clutch. There is none of that slight jerking motion. Pontiac's driven plate clutch engages smoothly, gradually taking up the load.

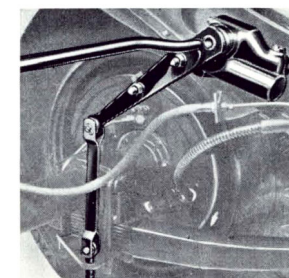


### Synchro-Mesh Gears

Try the Synchro-mesh gears. You cannot fumble or clash them. Right from the first they move swiftly and silently into place at the merest guidance of your hand. They're silent in all gears including reverse. You feel—and are—a better driver in a Pontiac.

### Full Weight Chassis

Notice that Pontiac has the true big car feeling. It weighs more—15%—20% more than cars of comparable price. It sits down on the road and holds it at high speeds, gives you comfort of mind as of body (see Safety section).



### Self Centring Steering

Is another of these fine-car refinements that make the Pontiac such a pleasing car to drive. The wheel automatically returns to position after you have cornered.

### Sway Stabiliser

This checks the tendency of one side of the car to lift when rounding a corner, keeping it on an even keel. A torsional bar connects the two rear shock absorbers and offers a resistance to the tendency of either side of the car to rise.



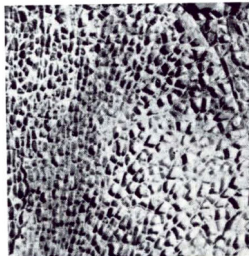
# WE INSISTED ON TO-DAY'S

*Pontiac's Safety Windscreens are of "Armourplate" Glass*

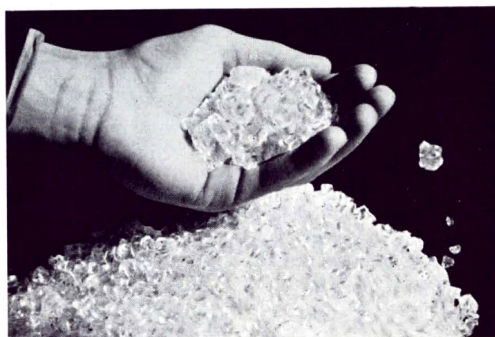


Imagine a windscreen of transparent steel. That's an apt description of Pontiac's Armourplate glass . . . for Armourplate glass is heat treated in a similar manner to steel, with a similar improvement in tensile strength. And it is in one piece of crystal clear glass — not laminated — and guaranteed never to discolour. You have only to look at the illustration above to see how tough GM-H Armourplate Safety Glass is. You can stand on it—and it bends. Throw it on the floor—and it bounces. Deal it a smashing blow—and it remains unharmed. In an actual test a ball weighing 1.68 lb. dropped from a height of 9 inches fractured a piece of ordinary plate glass of  $\frac{1}{4}$ -in. thickness; however, it was necessary to drop the same ball from a height of 156 inches to fracture a piece of Armourplate Safety Glass also of  $\frac{1}{4}$ -in. thick-

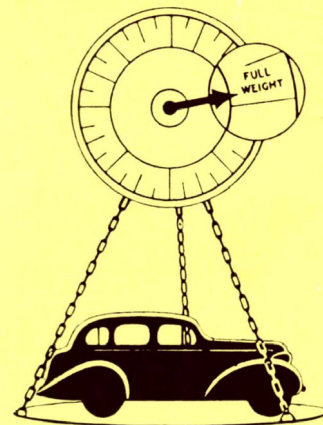
ness. Armourplate Safety Glass actually bends to 28 deg. with a heavy dead load without breaking—giving a wide margin of flexibility to withstand the shocks due to warped or twisted windscreen frames when the car is involved in an accident. This amazing resistance to violent usage was such conclusive proof of its effectiveness that the BRITISH BOARD OF TRADE (a very conservative body) now permits Armourplate Safety Glass of 1-in. thickness to be used to replace ordinary plate glass of  $1\frac{1}{2}$ -in. thickness, in portholes of ships, which have to withstand pressures of hundreds of tons of water. Even though Armourplate Safety Glass should



break under enormous strain there is no splintering and no danger from flying fragments. The windshield simply crumbles into countless tiny, blunt-edged pebbles of glass and tumbles harmlessly from the frame to the car's floor.



(Top): Close-up of section of Armour-plate Glass disintegrating after tremendous impact.  
(Bottom): The harmless particles of glass can be brushed aside without fear of injury.



Actually more than 80 features (many of which you would never dream) contribute to your safety in a Pontiac. Here is just a selection of them.

**KNEE ACTION**—Knee-Action reduces the danger from blowouts since even with a deflated front tyre the car keeps practically an even keel. Steering too is scarcely affected.

**STEERING**—Easy to make a quick turn—minimum effort—kick back reduced.

**VISION**—Slanting V-ee'd Windshield eliminates night reflection — dual windshield wipers—No-draught Ventilation removes frost and fog from windshield.

**FUEL SYSTEM**—Not over cupful of petrol under hood at any time—tank effectively vented to avoid building up of pressure—tank has ample clearance.

**CAR STABILITY**—Low centre of gravity—full weight chassis—holds road at high speeds—no tendency to weave or wander.

**CONTROL**—Automatic starting saves stalling—gradually opening accelerator gives full control at low speeds—light clutch pedal for lightning gear changes.

**ELECTRICAL SYSTEM**—High capacity generator keeps lamps at rated candlepower—Headlamps separately fused—foot-operated dimming.



# GREATEST SAFETY FEATURES

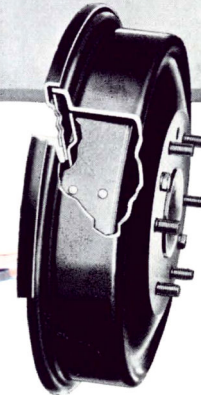
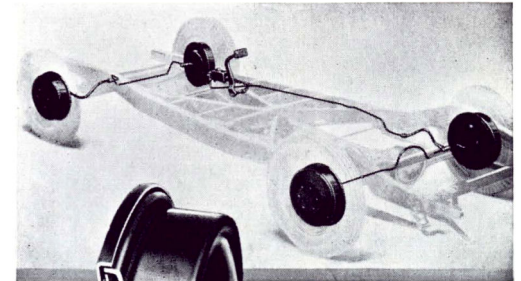
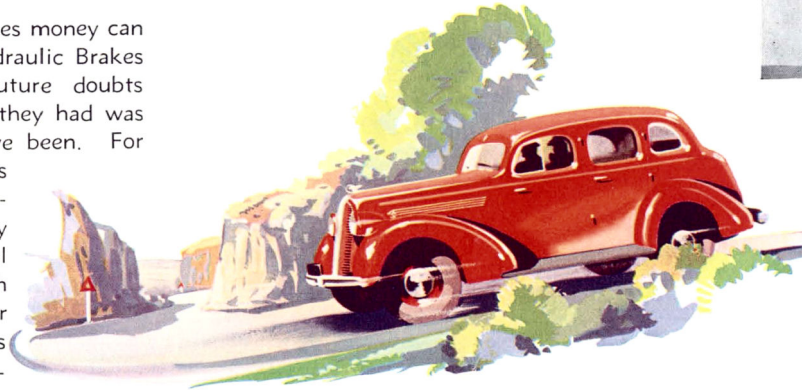
"Safety First" is more than a slogan. It's a piece of good advice to the car buyer who is tempted to linger over features other than his future brakes. Brakes may be usually dealt with in the last few pages of a car catalogue, but they are of front-page importance.

Pontiac provides the best brakes money can buy—big 650 H.P. Super-Hydraulic Brakes that will cause you no future doubts whether the last adjustment they had was as thorough as it should have been. For Pontiac Super-Hydraulic Brakes keep their own proper adjustment automatically. At any time a touch on the toe-pedal forces the braking fluid with equal pressure to all four brakes. No hint of swerve as you feel that smooth, remorseless restraint on your speed.

You can come to swift, straight-line stops as surely as if your car were on a set of rails. And Pontiac makes sure your brakes continue to act that way—with triple-sealed drums that defy dirt and water (those enemies to your brake linings) as well as extra heavy "pipe-lines" that are safe against the leakage that would mean loss of braking power.

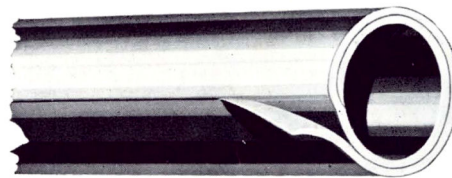
Finally, just for double protection, Pontiac adds a supplementary mechanical braking system that operates not on the transmission (as with some systems) but directly on to the rear drums themselves by means of powerful steel cables.

## *Big Triple-Sealed 650 H.P. Super-Hydraulic Brakes . .*

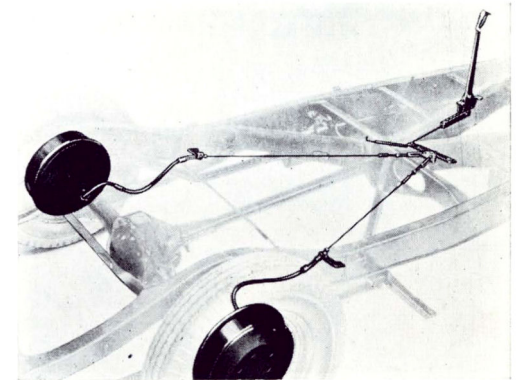


The illustrations show Pontiac's separate Hydraulic and Mechanical Braking Systems and the triple Sealing of the Brake Drums that keep Pontiac's brakes in tip top condition.

You'll drive more confidently and more comfortably in a Pontiac, knowing you will be as safe as the most modern engineering knowledge can make you.

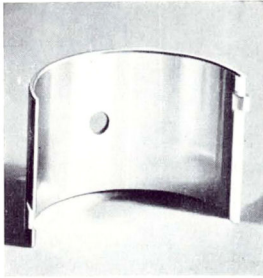
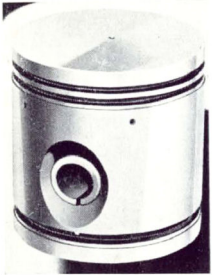


The tubing of Pontiac's Hydraulic Brakes is not copper but double thickness steel, strong enough to withstand 10,000 lbs. pressure, though the greatest pressure it actually has to sustain is only 150 lbs.





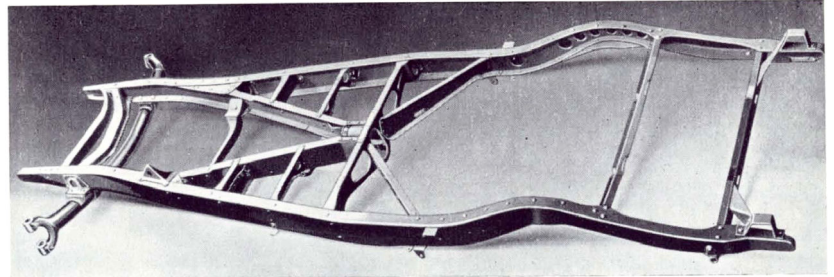
# WE ANALYSED DEPENDABILITY



(Extreme left): PONTIAC'S ELECTRO-PLATED PISTONS wear in instead of wearing out. The plating material being softer than that of the piston and cylinder, works into the pores of both, giving remarkably smooth finish.

(Left): SILVER ALLOY BEARINGS. Three times stronger than babbit bearing metal at temperatures of 300 degrees Fahrenheit, with a melting point of 100 per cent. above maximum operating temperatures. This new alloy is the Pontiac owners' assurance of freedom from connecting rod bearing troubles.

(Right): PONTIAC'S MASSIVE K-Y FRAME ensures the utmost in rigidity and freedom from weaving. From its chassis up Pontiac is built for long life.



## *100% Full Pressure Metered Flow Lubrication to every moving part*

The two chief factors in the durability of an engine are Lubrication and Cooling. Pontiac's Metered Flow Lubrication and Crossflow Cooling Systems are outstanding, a model to the whole industry.

### **1. Full Pressure to all Parts**

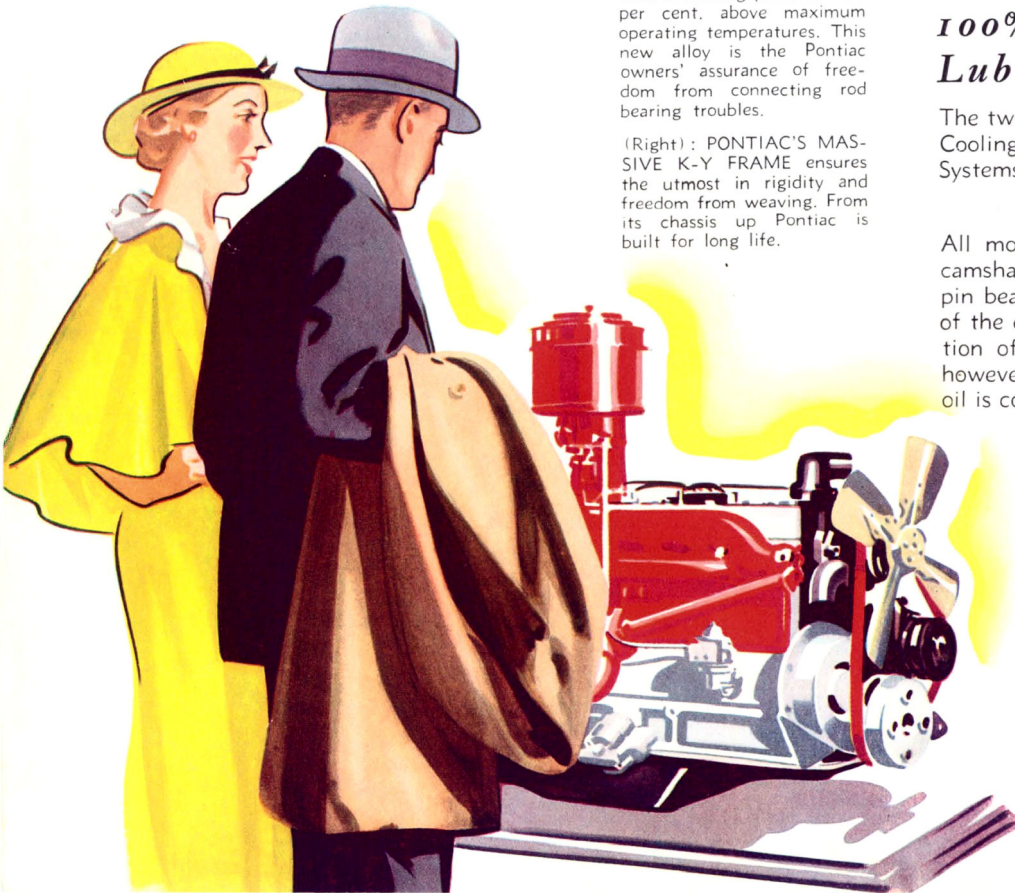
All moving parts are lubricated under full pressure—main bearings, camshaft bearings, connecting rod bearings, timing chain, and piston pin bearings. The piston pin is in close proximity to the terrific heat of the combustion chamber, yet many manufacturers leave the lubrication of this important bearing to chance splashing of oil. Pontiac, however, rifle drills each connecting rod with a passage through which oil is constantly forced up under pressure, maintaining a protective film on the piston pin bearing.

### **2. Uniform Lubrication despite wear**

A certain amount of wear is inevitable in any engine. Without precautions a worn bearing may take more than its share of oil, so that the other bearings are starved. With typical forethought, Pontiac provides a metered flow of oil so that even if one bearing should become worn, it will receive exactly the right amount of oil as with all other bearings.

### **3. Ample Oil Circulation**

Even at low speeds Pontiac's heavy duty gear type oil pump forces to all moving parts 146 gallons of oil per hour.

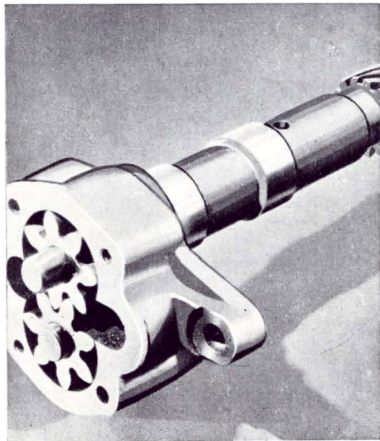




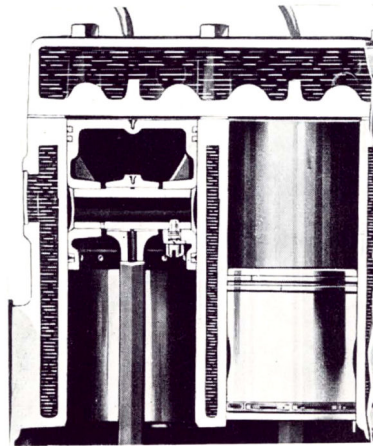
# LUBRICATION *and* COOLING

## 4. Well Conditioned Oil

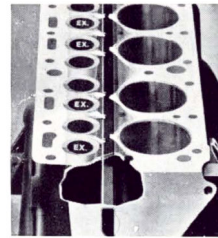
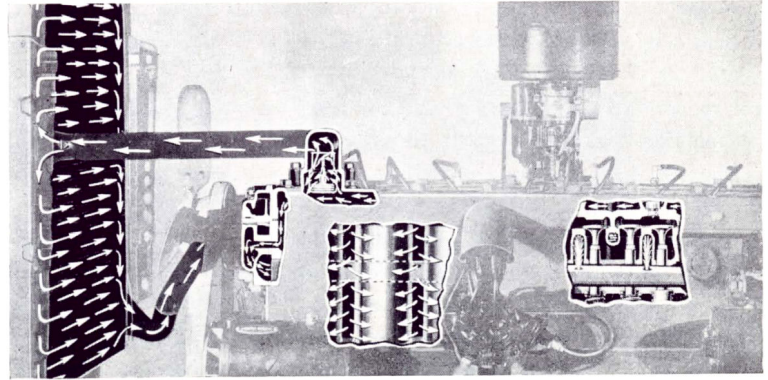
There are three enemies of oil—heat, dirt and moisture. Rapid oil circulation in the Pontiac solves the problem of the first. The second enemy, dirt, is separated from the oil by a screen at the bottom of the crankcase. It cannot get into the engine but remains at the bottom of the crankcase until the oil is changed, when it is drained out. As for moisture, here is how it is defeated. First let us explain that moisture is carried in by the air during carburettion. Most, it is true, passes out with the exhaust, but some gets down into the crankcase, and if not immediately dispelled, condenses into water, which dilutes the lubricant. That, however, is only part of the story. If that water mixes with the sulphurous fumes which are a by-product with combustion and some of which are apt to get past the pistons into the crankcase, acids are formed which corrode fine engine parts. By means of its Pressure Suction Crankcase Ventilation, Pontiac prevents the condensation of water vapour and the formation of corrosive fumes. A steady flow of air from the fan through the engine assures constant positive ventilation.



Pontiac's Heavy Duty Oil Pump



Pontiac's Full Length Water Jackets



### Gusher Valve Cooling

So many attempts have been made to protect valves and valve seats from heat damage, that Pontiac's contribution in this direction deserves particular mention. Pontiac has found the simplest solution of all, by removing the cause of the trouble. Jets of water spray Pontiac valve seats, keeping them cool, protecting them from the ravages of heat.

## . . . . Crossflow Cooling

Pontiac's crossflow cooling system differs from others in that the water circulates in horizontal cells instead of vertical. Particles of dirt and rust are, therefore, carried along, with the liquid under pressure, and there is no series of "wells" in which dirt can collect and corrosion commence. Another advantage is that there is less evaporation with Pontiac's system, eliminating the need of frequent refilling with water. The hot water returning from the engine enters the core of the radiator half way down, not at the top. Yet a further point is that Pontiac provides ample water space between cylinders, completely surrounding each cylinder with water. Finally, Pontiac provides a thermostat which cuts off the circulation of cool water from the radiator until the engine warms up.

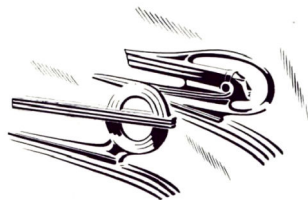


# FINALLY WE WEIGHED UP VALUE . . .

Pontiac was originally conceived as a medium to high priced car of unquestioned dependability—an ideal to which Pontiac executives have held to with bulldog tenacity through the fat and lean seasons of the long years of swiftly changing economic conditions. Increased sales, a new modern plant and unequalled manufacturing facilities can be thanked for a gradual lowering of the price—and an ever increasing of value. Ripley himself might well cite Pontiac's progress as something at which to marvel.

Contrast the 1926 Pontiac with its 186 cu. in. engine, two wheel mechanical brakes, conventional springing and transmission, and weight of 2,335 pounds, with the new production with its 208 cu. in. engine, four wheel hydraulic brakes, knee-action, synchro-mesh transmission, torque tube drive, dozens of refinements and 3095 lbs. weight. Go further than that—compare to-day's Pontiacs with cars of the same year. List all the accepted fine car features. Check which of those features other cars offer—and which Pontiac does. Note the number of "Yesses" that Pontiac scores.

Buy on comparisons—and you'll buy a Pontiac.



## *A Summary of Features of the Pontiac Six and Eight*

### BODY FEATURES:

Sound-insulated panelling  
 Draught and dust-seals to doors  
 Tenite Hardware  
 V-ee'd Windshield of Safety  
 Armourplate Glass  
 Inbuilt Luggage Trunk  
 Spare Tyre Compartment  
 Dual Electric Windshield Wipers  
 Parking Lamps  
 Front Bumpers  
 Rear Bumperettes  
 No-Draught Ventilation  
 Driver's Arm Rest  
 Pockets in all Doors  
 Locking Glove Box  
 Two-way Sun Visor  
 Radio Aerial  
 Ash-tray  
 Rug Strap  
 Assist Cords  
 Floor Carpets

More than  
 20 features  
 that  
 contribute to  
 your  
 comfort

### CONTROL FEATURES:

Automatic Starting  
 Super-Hydraulic Brakes  
 Supplementary mechanical Brakes  
 Self-Centring Steering  
 All-silent Synchro-Mesh Gears  
 Foot operated dimmer switch

Everything  
 that makes  
 Pontiac such  
 a pleasant  
 car to drive

### ENGINE FEATURES:

Full Pressure Metered Lubrication  
 Rifle-Drilled Connecting Rods  
 Oil Pressure to Piston Pins  
 Crossflow cooling  
 Full-length Water Jackets  
 Crankcase Ventilation  
 Water-jet cooling of valve Seats

Pontiac's  
 lubricating  
 and cooling  
 systems are  
 a model to  
 the whole  
 industry.

Automatic Choke  
 Fuel Pre-heater  
 Octane Selector  
 Vacuumatic Spark Control

Four reasons  
 why Pontiac  
 is so  
 economical

Electro-plated Chrome  
 Nickel Alloy Pistons  
 Silver Alloy Bearings  
 Harmonic Balancer  
 Overlapping Crankshaft Bearings  
 Balanced Pistons and Connecting  
 Rods  
 Precision Fly Wheels

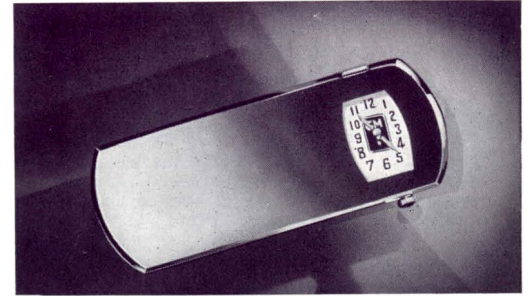
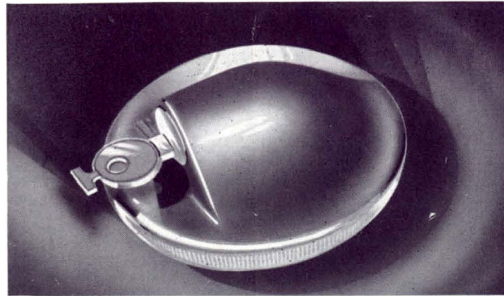
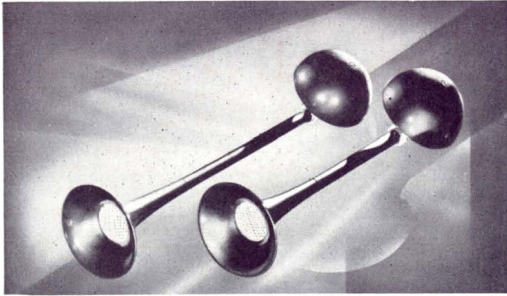
All reasons  
 for  
 Pontiac's  
 smoothness.

### CHASSIS FEATURES:

Rigid K-Y Frame  
 Full Weight  
 Knee-Action  
 Sway Stabiliser  
 Accessible Jack Pads

Safety and  
 comfort  
 features—  
 both!





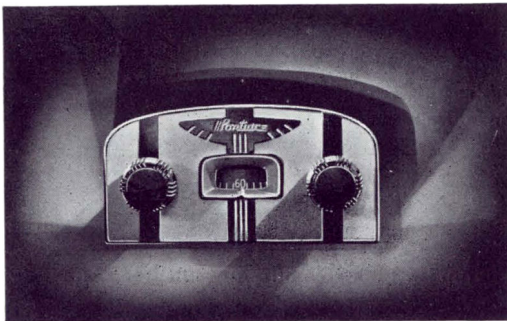
*Approved accessories you can buy for your new Pontiac . .*

*From left to right: Matched Horns. . . . Theft-proof Gaslok Cap for Petrol Tank . . . Rear View Mirror and Clock . . . Special Size Suitcases for Luggage Compartment . . . Chromium-plated Wheel Mouldings. . . . Fender Markers. Also available are Bumper Guards and smart decorative Gear Lever Knobs, as well as a Clock for installation on Glove Box door.*

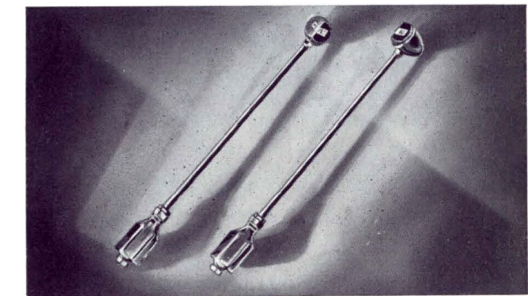
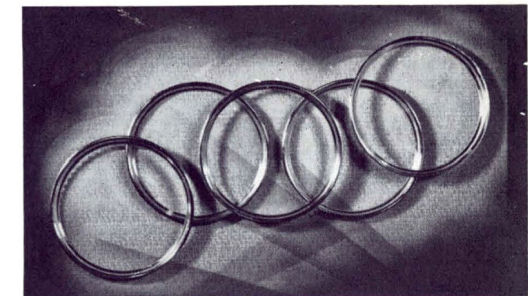
**GM-H Air Chief Car Radio**—With your Pontiac fitted with the GM-H Air Chief Car Radio you will shorten the longest trip . . . bring companionship to the loneliest miles . . . and enjoy unlimited entertainment anywhere at any speed.

The set is a superheterodyne using six valves . . . two being of double-capacity and one of triple capacity . . . giving nine valve performance. The speaker is separate from the set, allowing it to be placed on the header board above the windscreen whereby all passengers can enjoy "ear-level" reproduction.

All the most modern improvements such as delayed volume control, tone control, electro-dynamic speaker, illuminated dial, etc., are incorporated to give reception comparable to the most expensive console receivers.



The set is easily and quickly installed and its modern design makes the fitting of spark plug suppressors unnecessary. A special control escutcheon has been designed which fits flush into the Pontiac instrument panel as shown in the accompanying illustration. Any GM-H dealer can supply the Air Chief Car Radio and all other GM-H accessories—ask for the Pontiac Accessory Folder.





# SPECIFICATIONS OF PONTIAC EIGHT AND SIX

**BODIES**—By Holden. Safety "Armourplate" glass in windshield. All doors equipped with locks. Arm rest in front (driver's side) rear seat centre arm rest in Eight. Theft-resisting door handles. Luggage and spare tyre compartment at rear.

**EQUIPMENT**—All cars are equipped with theft-proof ignition lock and starter; complete tool kit; automatic stop light; rear view mirror; ash-tray; sun visor (dual on Eight); twin electric windshield wipers; cowl ventilator with screen; no-draught ventilation; full bumpers front and bumperettes rear; new vibrator type horn; fender lamps; adjustable driver's seat; spare wheel carried in a special compartment at rear; special large luggage compartment; radiator mascot; dome light. Radio aerial built in.

**INSTRUMENTS AND CONTROLS**—Instruments arranged in two groups in front of driver. Dial type speedometer; oil, petrol and temperature gauges. Headlamp indicator light below speedometer indicates when upper beam is on. Red indicator light on gauge group indicates red when generator is not charging. All instrument dials finished in translucent ivory with black figures. Instrument panel is provided with radio dial type lighting. Convenient compartment with lock for small articles on left side of instrument board. Throttle and light switch buttons of translucent Tenite finish, as well as ignition switch lock, are arranged symmetrically between the two panels.

**FRAME**—Unusually rigid K-Y double-drop construction incorporating a "frame within a frame."

**SPRINGS**—Helical coil type front springs built into front wheel suspension unit and entirely enclosed. (Knee-Action design.) High carbon spring steel material. Non-squeaking, semi-elliptic rear springs.

## PONTIAC EIGHT

**MOTOR**—33.8 H.P. Straight Eight "L" head, developing 88 horse-power at 3800 r.p.m. Bore,  $3\frac{1}{4}$  inch. Stroke,  $3\frac{1}{2}$  inch. Displacement 232.3 cu. in. Compression ratio 6.2 to 1. Operates satisfactorily with standard grade fuels. Single unit block and crankcase. Remaining features as in Six.

**COOLING**—Cross-flow, honeycomb type all copper radiator core. Pressure valve in radiator cap under hood. Thermostatic water temperature control provides for short "warm-up" period and cool motor operation. Gusher-type valve cooling.

**CLUTCH**—Single dry-plate, 10-inch clutch.

**TRANSMISSION**—Synchro-Mesh with all-silent helical gears.

**GEARS**—Of heat-treated, chrome-nickel alloy steel.

**ELECTRICAL SYSTEM**—Delco-Remy ventilated generator with voltage control. Powerful starting motor operated from accelerator pedal. 15-plate storage battery. Vacuumatic spark control. Tilt-ray lighting system.

**FUEL SYSTEM**—Fifteen gallon petrol tank concealed at rear. Filler cap on right side. Baffle in filler neck to prevent theft of petrol. Electric supply gauge on dash. Fuel line carried along on outside of frame to prevent vapor lock (bubbles in petrol caused by heat). Air cleaner and Silencer on Carter triple-venturi carburettor. Thermostatic fuel temperature control in manifold. Automatic choke.

**STEERING GEAR**—Worm and roller type. Steering ratio 17.5 to 1. 18-inch, black finish, three-spoke steering wheel of steel reinforced moulded rubber with convenient finger grips.

**TYRES**—16 x 6.50 inch full balloon, low pressure tyres.

**WHEELBASE**—117 inches.

## PONTIAC SIX

**MOTOR**—27.4 H.P. Six-cylinder "L" head, developing 81 horse-power at 3600 r.p.m. Compression ratio 6.2 to 1. Operates satisfactorily on standard grade fuels. Bore,  $3\frac{3}{8}$  inches. Stroke,  $3\frac{5}{8}$  inches. Displacement, 208 cu. in. Ample water passages between cylinders and around each intake and exhaust valve seat, providing maximum cooling and making valve seat inserts unnecessary. All pistons and connecting rods balanced to within 1/16 ounce. Motor mounted on five rubber supports eliminating vibration and torque reaction. Engine has no "vibration point" at any speed. Combination suction-pressure crankcase ventilation.

**COOLING**—Same type as used in the Pontiac Eight except pressure valve not used.

**CLUTCH**—Single, dry-plate, 10-inch clutch.

**TRANSMISSION**—Synchro-Mesh with all-silent helical gears.

**ELECTRICAL SYSTEM**—Delco-Remy ventilated generator with voltage control. Powerful starting motor operated from accelerator pedal. 13-plate storage battery Vacuumatic spark control. Tilt-ray lighting system.

**FUEL SYSTEM**—Same as in the Pontiac Eight. 12½-gallon petrol tank concealed at rear.

**STEERING GEAR**—Worm and roller type. Steering ratio 17.5 to 1. 18-inch, black finish, three-spoke steering wheel of steel reinforced moulded rubber with convenient finger grips.

**TYRES**—16 x 6.00 inch full balloon, low pressure tyres.

**WHEELBASE**—112 inches.

*Advertised Prices, Specifications and Equipment subject to change without notice.*

AN UNUSUAL OWNER SERVICE POLICY. For 90 days, or 3,000 miles of operation, you are protected against defective workmanship or material under the terms of General Motors-Holden's Ltd. unusual Owner Service Policy. In addition, you are entitled to two thorough inspections and adjustments without charge. . . .



G.M.A.C. DEFERRED PAYMENT PLAN. Because G.M.A.C. (General Motors Acceptance Corporation) is a unit of General Motors and the largest time financing institution in the world, you save money through low finance charges, secure valuable insurance protection, and are assured of considerate treatment.

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