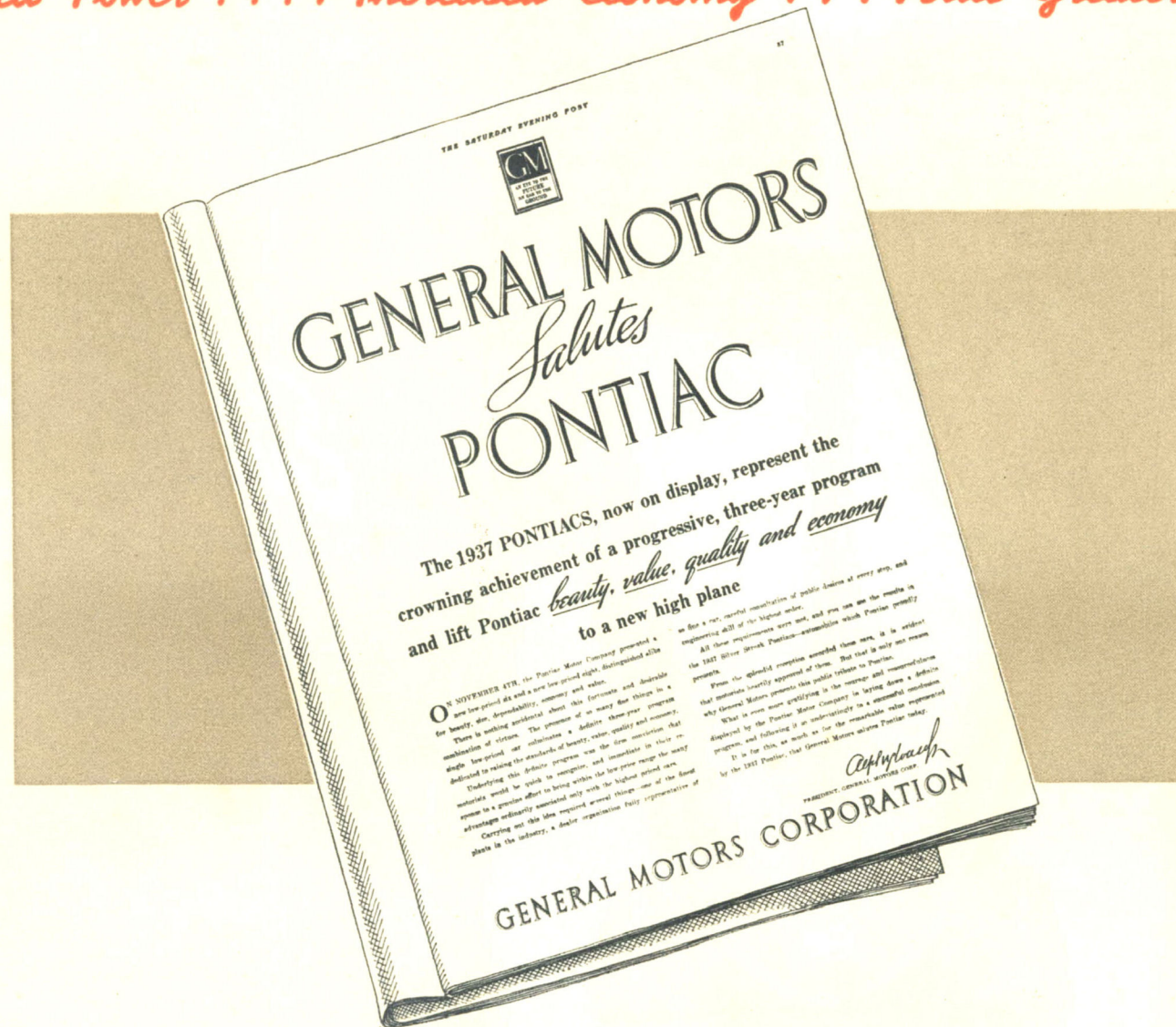


*Everything
points to*
Pontiac

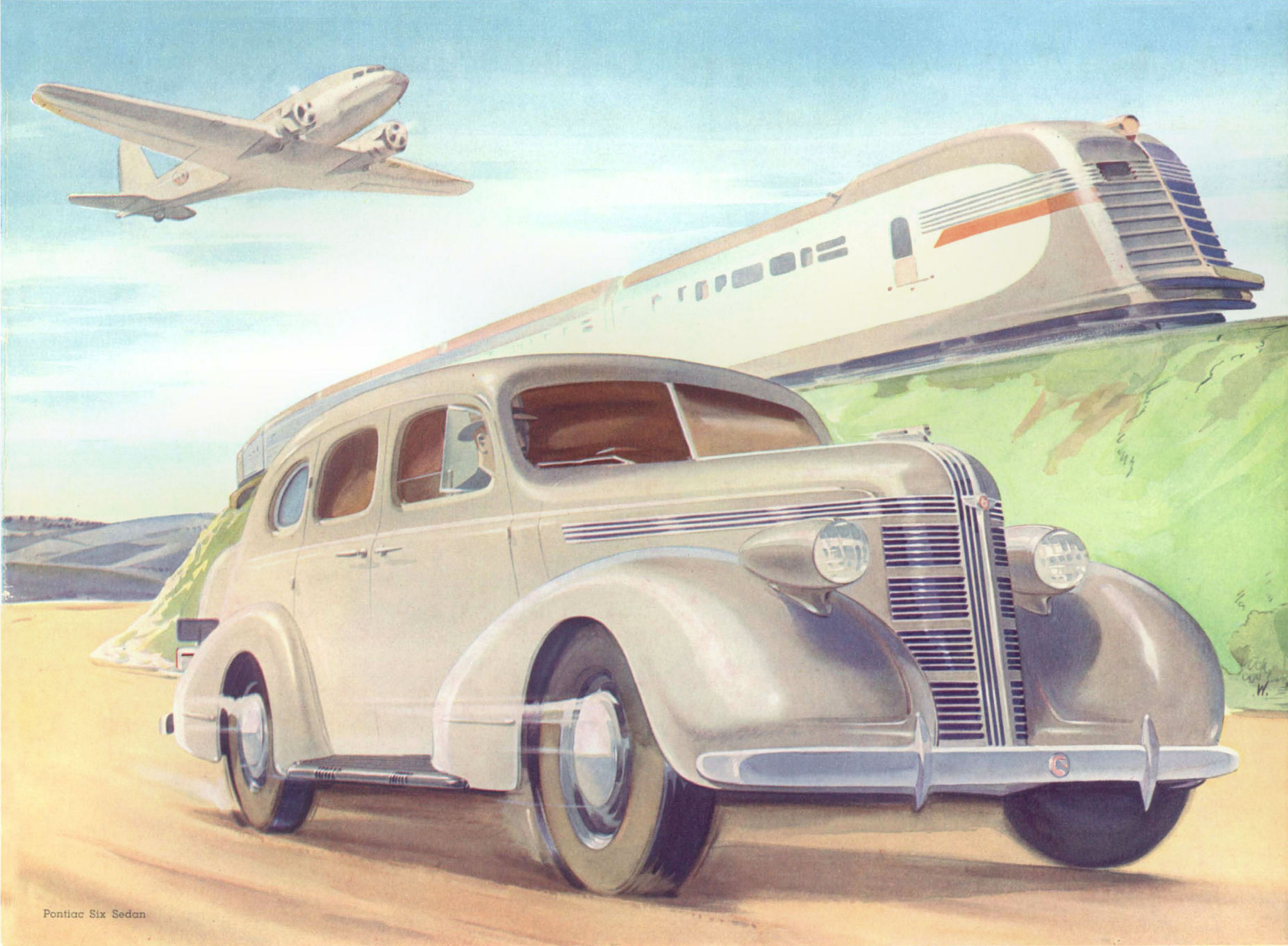
THE MOST BEAUTIFUL
THING ON WHEELS

Even More Beautiful with Increased Roominess and Luxury
Increased Power Increased Economy Still Greater Safety



. . . . truly **EVERYTHING POINTS TO PONTIAC** including

this endorsement of a Car whose Engineers' untiring quest for increased Beauty, Performance, Comfort, Dependability and Value have, in a few years, raised it to 5th place in World Sales.



Pontiac Six Sedan

Still the Brilliantly Individual "Silver Streak"

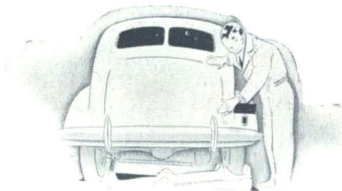
A glimpse of a chromium-crowned bonnet . . . and a Pontiac has passed. More beautiful than ever, Pontiac still retains the "Silver Streak," brilliant badge of the most distinguished series of cars ever to win a critical public's regard. The Car in the illustration is the Pontiac Six Sedan with its unmistakable Radiator, its smart split-pear guards that completely conceal the chassis, its long torpedo-like headlamps and big shallow chromium wheel hubs. An interesting detail is the Indian Arrow motif moulded into running boards. Side Windows as well as Windscreen are "Armourplate" Safety Glass.

T O D A Y ' S S T R O N G E S T , Q U I E T E S T , C O O L E S T B O D Y

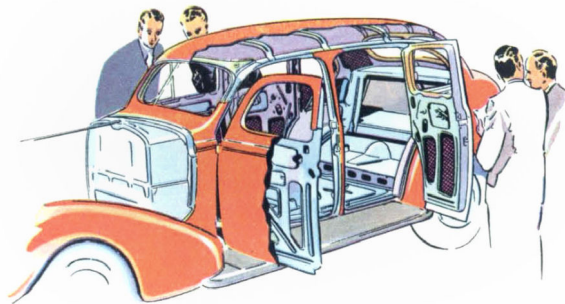
Thud home the doors of Pontiac's Unisteel Body and you will notice an immediate difference between past steel bodies and Pontiac's lustrous body with its gleaming, gracefully arched Turret Top. Here's a reassuringly substantial sound . . . the unmistakable sound of solid steel meeting solid steel through an air-tight rubber cushion.

The very name of this great new body—Unisteel—gives you the clue to the kind of body it is. It's just what its name implies—one solid structure of steel . . . steel top, steel floor, steel sides, all fused into a single rigid steel unit without the use of a single bolt, rivet, screw or nail. Overhead is the solid steel Turret Top, reinforced by supporting steel bows that are attached to the substantial steel roof rails.

The Rocking Rack proves Pontiac's Rigidity



Under foot is the heavy steel floor, ribbed for strength. Side pillars are steel again and doors



Pontiac's All-Steel TURRET TOP BODY



are all steel with steel frames and panels. The result is a body that is weave-proof and twist-proof and which, when built on to Pontiac's substantial chassis, strengthens the entire structure and prolongs the life of the whole car.

The "Electric Ear" measures Pontiac's Silence



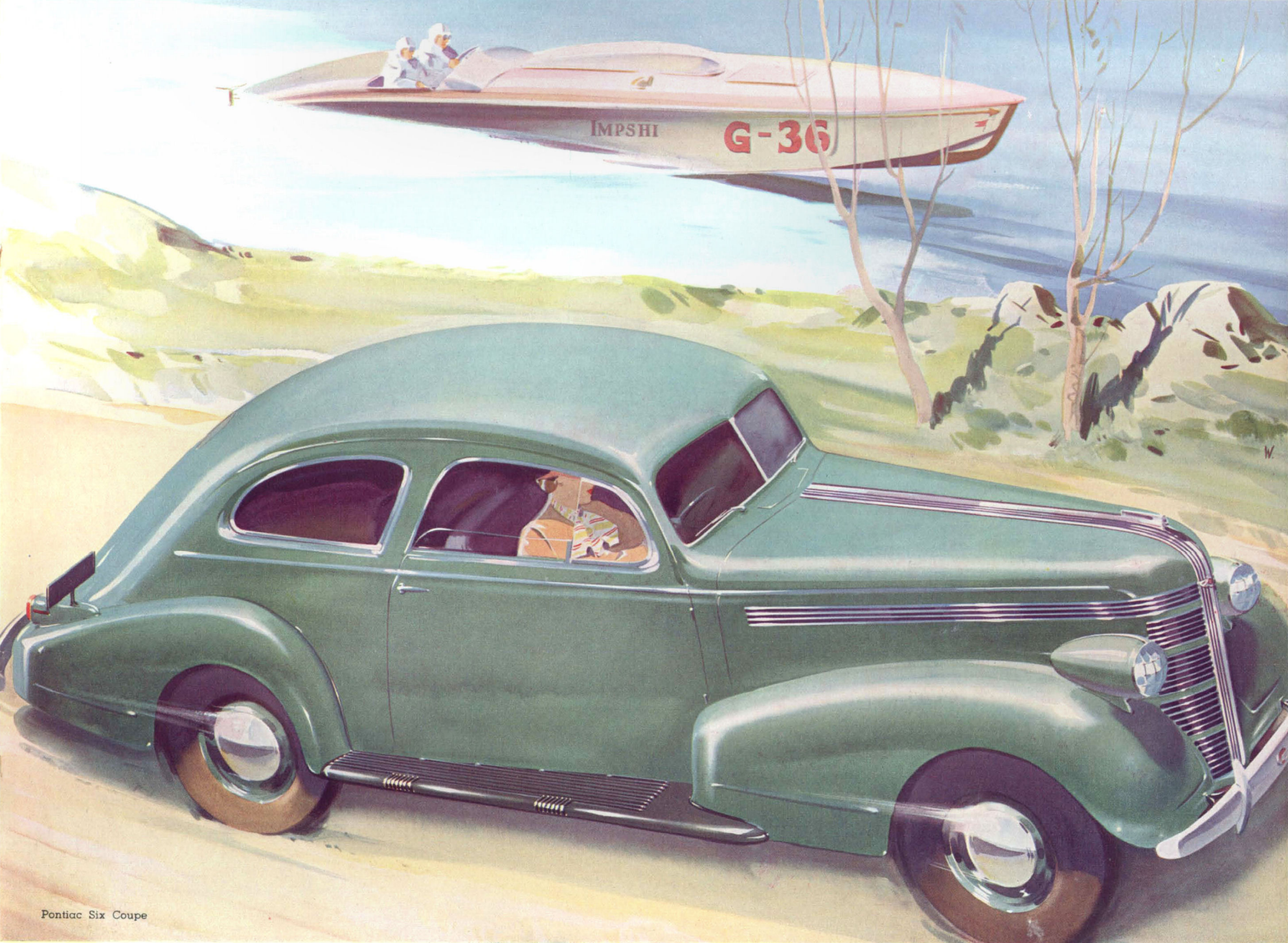
Strength, however, is not the sole reason for Pontiac's Unisteel Turret Top body. Comfort is as important. You enjoy a new luxurious silence, a new roominess, new freedom from the intrusion of dust and a new protection against weather because of the Unisteel body.

Close the door of your Pontiac and you shut out distracting noises. Even at high speeds you can scarcely hear the engine, while on loose metal roads and gravel stretches, there is none of the road rumble which has been inevitable in the past. In a Pontiac you ride relaxed and rested because the Unisteel Turret Top body permits of a new thoroughness of scientific insulation. You have no need to "talk down" noises, but can speak in the same easy tones you would use in your own home.

Testing the Temperature of Pontiac's Interior



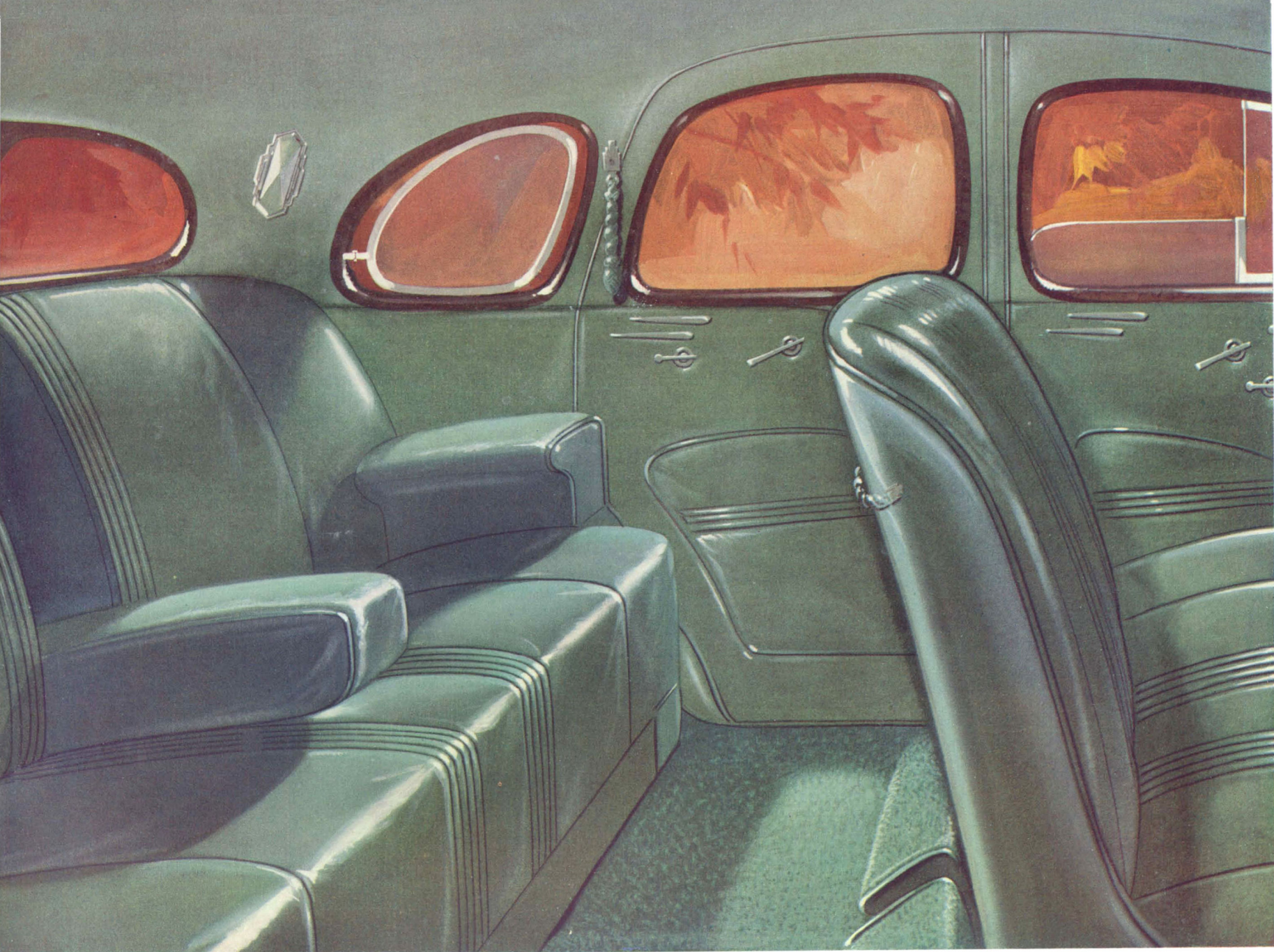
Dust and chill, too, are alike sealed out by this all-welded body construction with its double sealed doors. As for hot weather comfort, actual tests in blazing sunlight prove that Pontiac's Unisteel body is a number of degrees cooler than those of other construction. To ride in a Pontiac is like changing from an old railway carriage to a modern air-conditioned train.



Pontiac Six Coupe

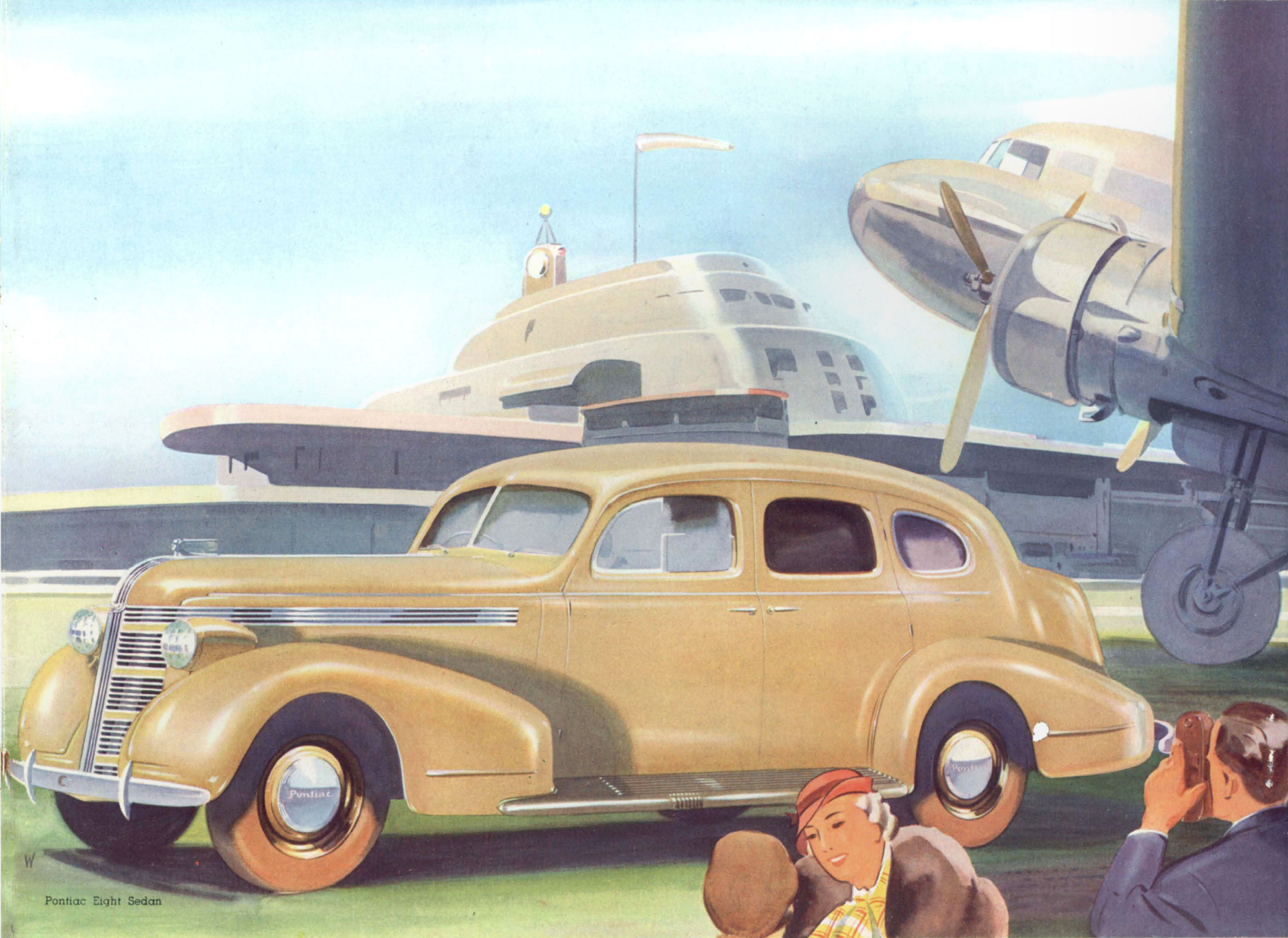
Combining the Beautiful with the Practical

For all the beauty of its fleet, flowing lines, the Pontiac Six All-Enclosed Coupe has an unmistakably practical appeal. A full sedan-sized seat is provided behind the driver's seat for occasional passengers. When not in use this seat lowers by means of a special patented device so that the whole back of the car is made available for carrying luggage, etc. . . . a boon to holiday makers and the country property owner as well as to those who use their car for business purposes. Parents too find this the ideal body, as children may be carried in the back seat safe from accident through opened doors.



Cooler in Summer . . . Draught-Sealed in Winter

Close the door of a Pontiac and you shut out noise . . . seal out dust and draughts. You rest relaxed on soft-leather Relax-o-Form Seats, a score of appointments catering to your comfort . . . No-Draught Ventilation . . . Dual Two-way Sun Visors as well as Dual Electric Windscreen Wipers . . . new-type (raising and lowering) Adjustable Front Seat . . . Visor Vanity Mirror . . . Ashtray . . . locking Glove Box . . . Pockets in all doors . . . Rug Strap . . . Assist Cords, etc. . . . with such additional refinements in the Pontiac Eight Sedan as rear seat Centre Armrest and carpeted Footrests (*see illustration*).

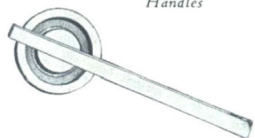


Pontiac Eight Sedan

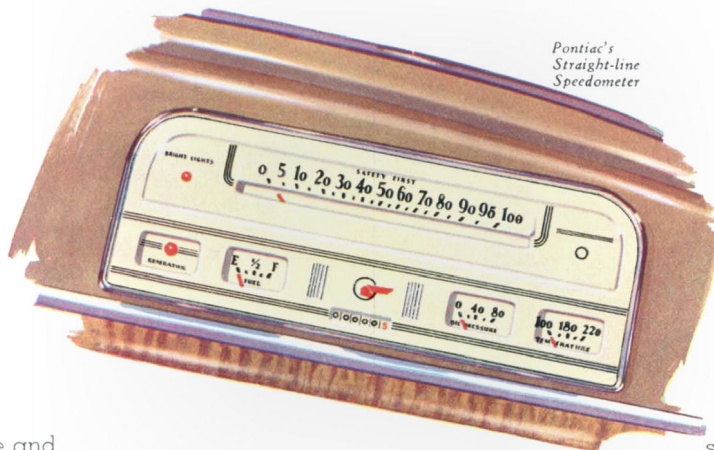
The Smoothest Eight in the World

It's the Most Beautiful Thing on Wheels . . . this Pontiac Eight Sedan with its long "Silver Streak" bonnet, smart split-pear 'guards and the crowning beauty of its gleaming all-steel Turret Top. And it's just as pre-eminent for smoothness. This big 100 H.P. Pontiac Eight has no vibration point at any speed, thanks to its precision-engineered, short-stroke engine with its short, heavy, hundred per cent. counterweighted crankshaft and harmonic balancer. Add to these the fact that Pontiac is the world's lowest-priced Straight Eight and you'll realize that you simply can't do better than a Pontiac Straight Eight!

PONTIAC'S INTERIOR LUXURY MATCHES ITS OUTWARD BEAUTY



*Halo Design
Tenite Interior
Handles*



*Pontiac's
Straight-line
Speedometer*

*Plaskron and
Tenite
Interior Light*



Pontiac matches the beauty, safety, silence and all-weather comfort of its Turret Top body, with details of interior design and appointments which reflect every care for your comfort.

Notice first the floors. There is no high transmission tunnel in the rear to inconvenience passengers . . . only the slightest curve in front to indicate the presence of the gear box . . . while the hand-brake has been placed on the cowl, close to hand, but out of the way of front seat passengers.

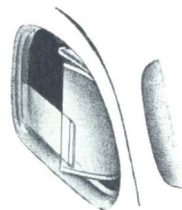
Now take the seats . . . they are of softest leather with buoyant Relax-o-Form Springing . . . with wide arm rests in both front and rear. They are generously broad, comfortably wide and high at the back. The front seat not only pushes backward and forward, but lowers and raises automatically, giving a more erect position and better vision for people below average height

and greater comfort for those who require the utmost leg room.

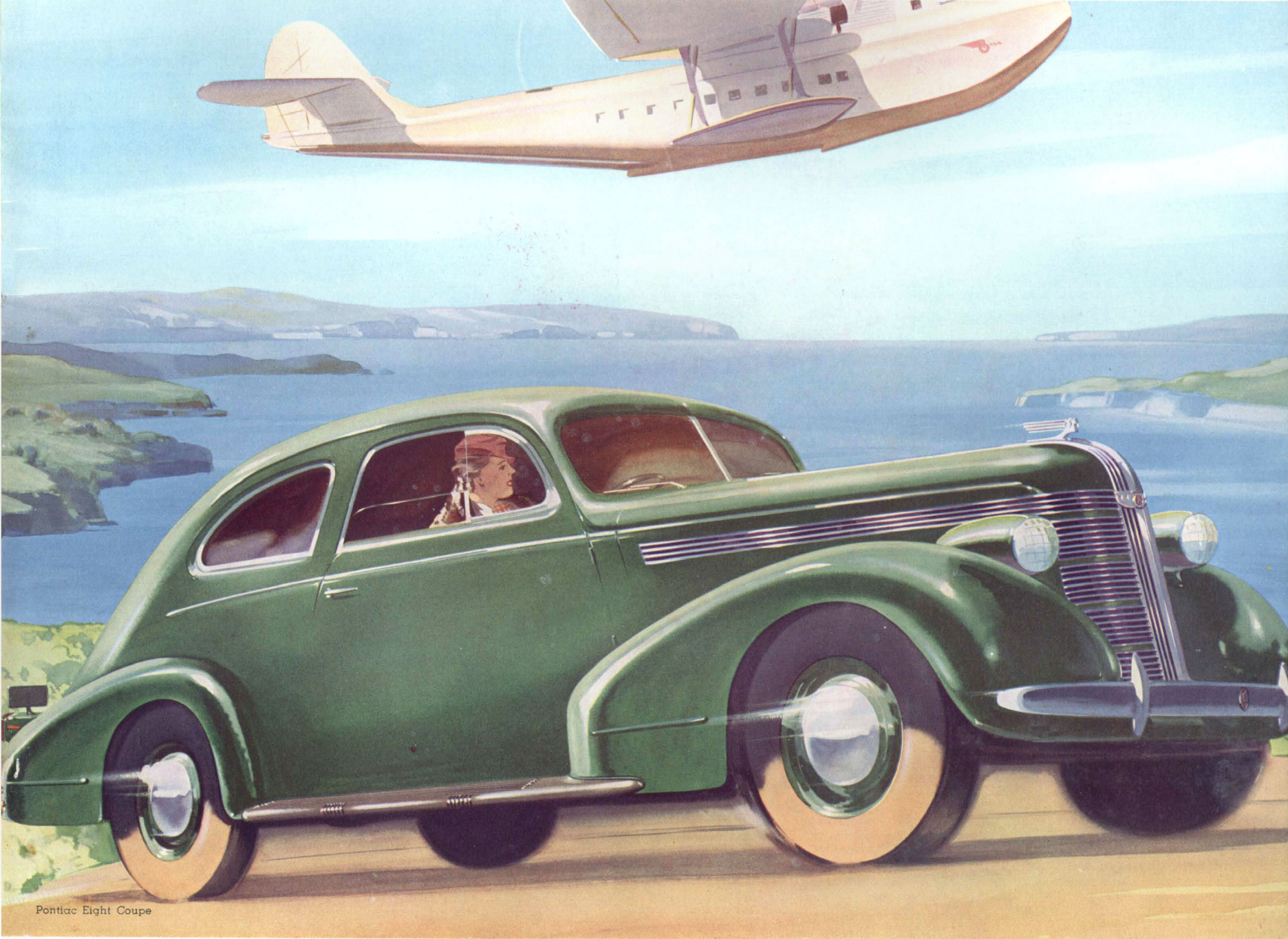
Next look to the roof . . . that gracefully curving tailored arch that follows the lines of the Turret Top. It is surprising the extra head room and the additional airiness that the Turret Top has made possible.

Pass on now and consider window space and vision. Look through that big windscreen . . . steeply sloped to break up glare . . . sharply v'eed not only to assist in this purpose, but to provide more cooling space between the front

seat passengers and the windscreen. Notice the big front door windows . . . the new-type No-Draught Ventilation, in which the chromium strip sealing the space between the No-Draught pane and main pane of glass, lowers with the window, leaving a generous amount of room through which to signal and giving more vision. Finally, pass on to the standard equipment . . . there is non-shattering, clear vision Armourplate Glass in all side windows as well as windscreen. There are two-way Sun Visors, one each for the driver and his front seat passenger. Complete visibility is assured by Dual Wide-sweep Electric Windscreen Wipers. There are Pockets in all doors, Visor Vanity Mirror, Rug Strap, Assist Cords, provision for the installation of Car Radio, Glove Box, and at the rear a giant of a Luggage Trunk. There is everything in a word to complete your comfort and contentment.



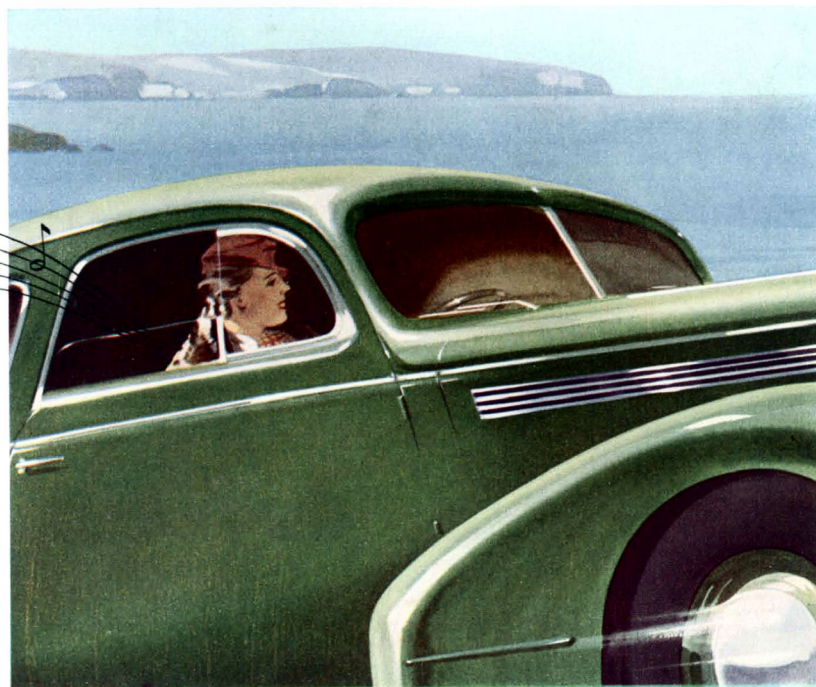
*No-Draught
Ventilation with
Drip Shield*



Pontiac Eight Coupe

No Vibration Point at any Speed

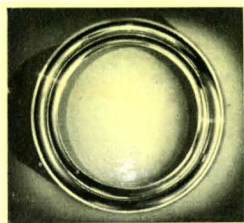
The Pontiac Eight All-enclosed Coupe is the personal car de luxe . . . ideal for those who drive alone or with a single companion most of the time. When sociability requires it, the Pontiac Eight Coupe will accommodate six in comfort. As with the Pontiac Six Coupe, a sedan-sized occasional seat is provided behind the driver's. Wide doors on substantial hinges give easy access. Appointments include "Armourplate" Glass in all Side Windows as well as Windscreen, Dual Two-way Sun Visors, Dual Electric Windscreen Wipers, Vanity Mirror, No-Draught Ventilation, Relax-o-form Seating, etc.



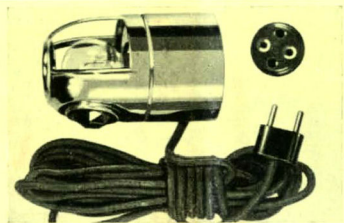
Add an "Air Chief" Car Radio to your New Pontiac

The air is full of programmes you want to hear . . . music, sporting results, market and weather reports. Enjoy them as you travel through the magic of "Air Chief" Car Radio. The 2-unit "Air Chief" Radio gives remarkable sensitivity, less fading, longer distance daylight reception, improved tone and volume and combines a special filter which makes spark plug suppressors unnecessary. The 2-unit "Air Chief" incorporates one triple purpose and one double purpose valve, thereby giving 9-valve performance with the use of only 6 valves. You can buy the "Air Chief" Radio and include it under the same convenient payment plan as your new Pontiac. Any Pontiac Dealer can install.

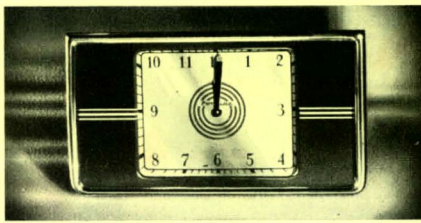
ACCESSORIES WHICH WILL INCREASE THE DISTINCTION AND VALUE OF YOUR PONTIAC



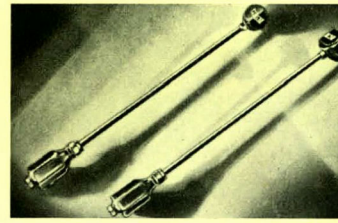
CHROMIUM WHEEL DISCS . . . add greatly to the appearance of your car as well as making your wheels easy to keep clean.



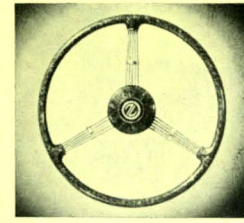
EMERGENCY LAMP . . . plug in and base of lamp becomes magnetised so that it will adhere to any ferrous surface. Complete with sufficient flex to reach any portion of car.



ELECTRIC CLOCK . . . installs on dash, its numerals exactly matching those in Pontiac's instrument panel. Maintains correct time on an infinitesimal amount of current . . . less in a year than a tail lamp uses in an hour.



FENDER MARKERS . . . save you from scraped mudguards when parking in confined spaces, driving in traffic, etc. Can be attached to your new Pontiac in a few moments.



FLEXIBLE STEERING WHEEL . . . a pleasant refinement on the rigid type wheel as well as a distinctive appointment.

Other Accessories Available are

DE LUXE GEAR LEVER KNOB • INSECT SCREEN • EXHAUST EXTENSION & DEFLECTOR • KOOL KOOSHION • MATCHED HORNS • PEEP MIRROR

GASLOK CAP • DISAPPEARING ASH-TRAY • 30-HOUR ASCOT CLOCK • GENERATOR REGULATOR • STOP LIGHT FLASHER • THERMOMETER

TYRE GAUGE • DOOR EASE • CHROMIUM CLEANER AND POLISH • G.M.H. DUCO CLEANER AND POLISH • NASCO LEATHER CLEANER

B U I L T F

Pontiac

M O R E T H

1 0 0 , 0 0 0

E C O N O M I C A L

Confidential

G.M.A.C.

Payment Plan

When you deal with General Motors Acceptance Corporation, you enter into business relations not with an outside finance organization, but with a company which is a unit of General Motors and thus has a direct interest in maintaining your satisfaction. Because General Motors Acceptance Corporation is the largest Hire Purchase Institution in the world, it is able to offer low rental charges and to arrange a Confidential Payment Plan fitted to your individual requirements. Your local Pontiac dealer can explain the G.M.A.C. Plan and arrange your payments on a convenient basis.



Confidential

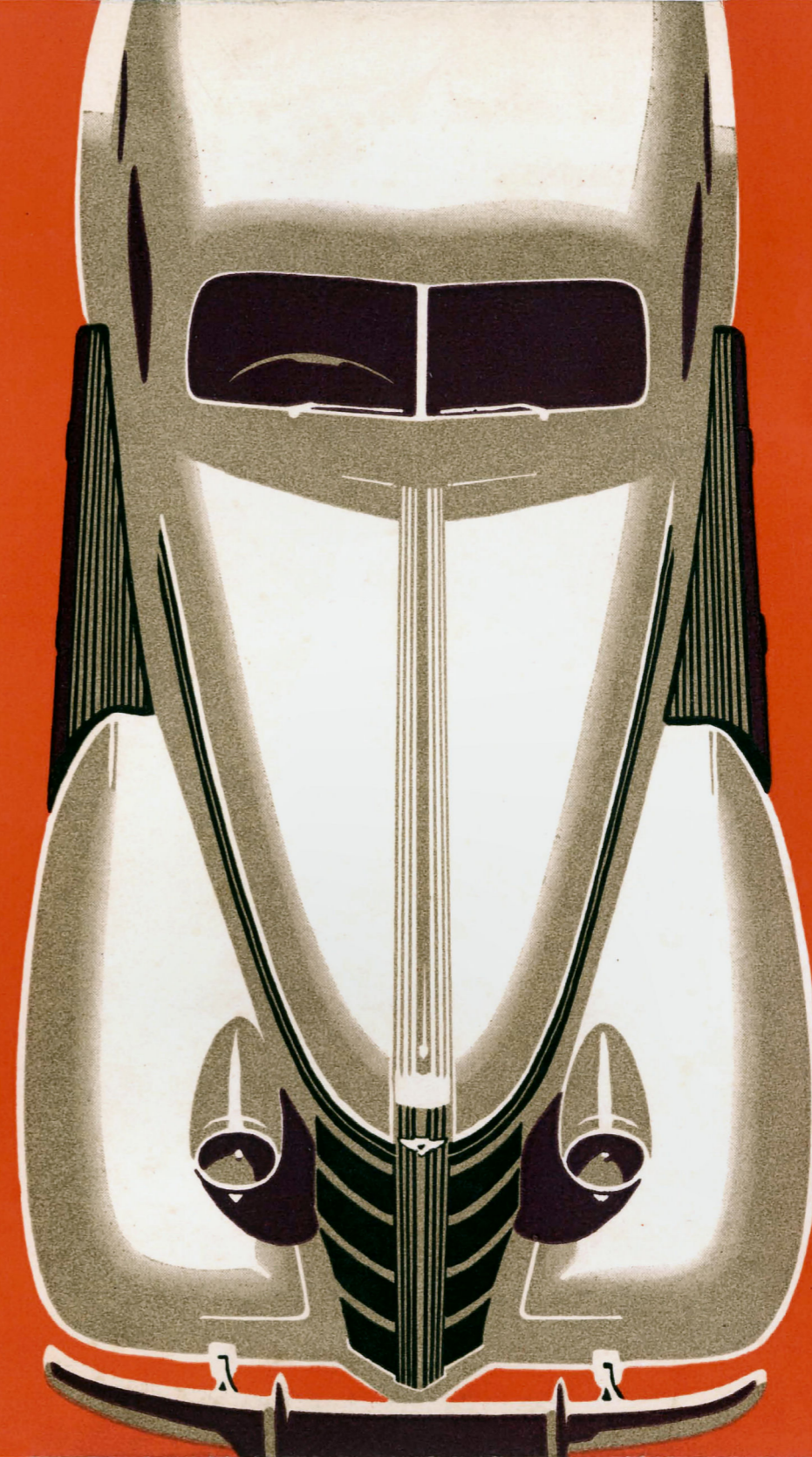
G.M.A.C.

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*Your Money Goes Further in a
General Motors' Car.*



*Everything
points to*
Pontiac

THE MOST BEAUTIFUL
THING ON WHEELS



*Your Money Goes Further in a
General Motors' Car.*

BUILD UP FOR

Pontiac

MORE THAN

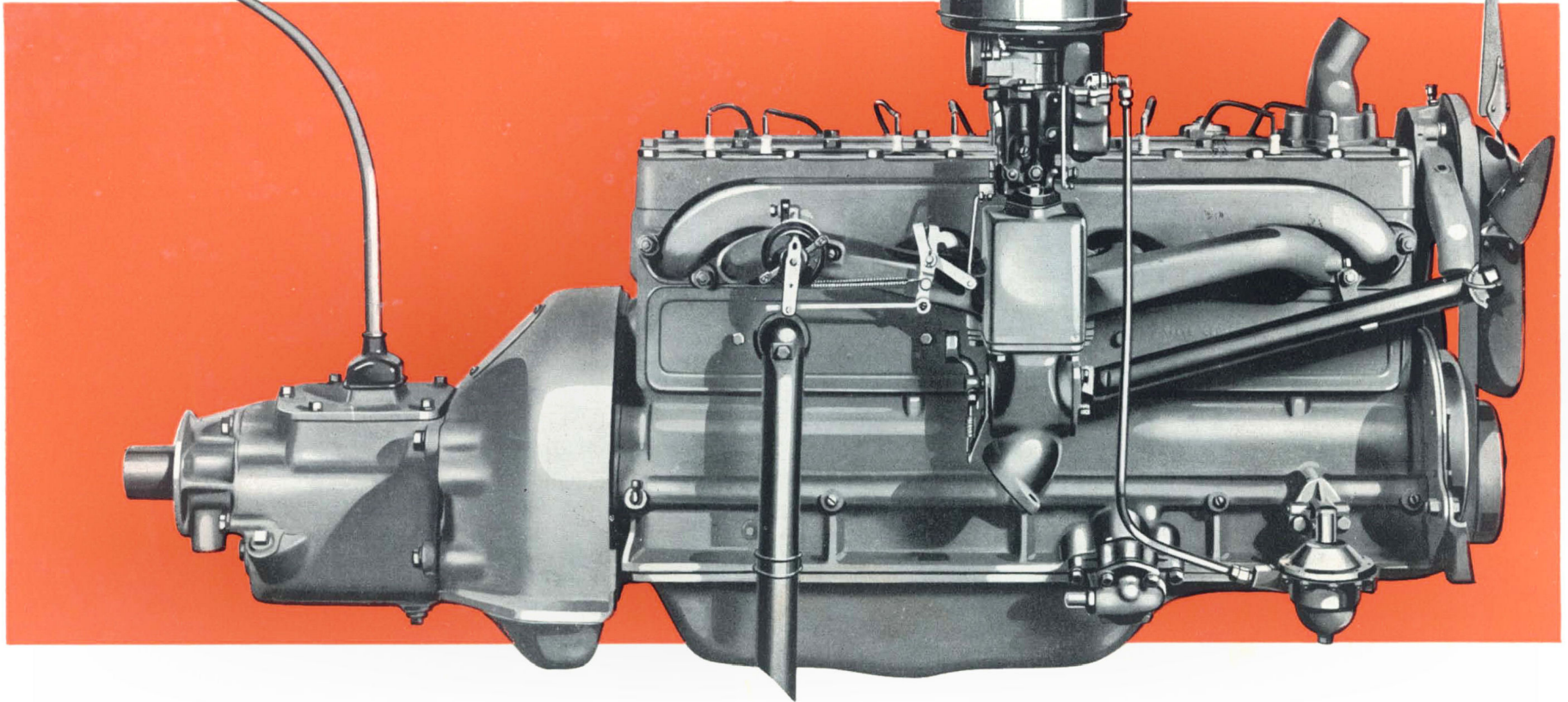
100,000

ECONOMICAL MILES

ACCLAIMED FOR SMOOTHNESS,
QUIETNESS & LONG LIFE
...PONTIAC'S 6 & 8 ENGINES

LARGER QUIETER FAN

Pontiac's Fan has been increased 2 inches in diameter so that it can draw as much air through the Radiator as before, at a 30% lower speed. Greater quietness than ever is the result.



Both the 85 H.P. Pontiac Six and the 100 H.P. Pontiac Eight use "L" Head Engines . . . the type used on 78% of all cars. The "L" Head Engine has always been noticeable for its silence. Among the long list of features of Pontiac's Engines, of which not all can be described in these pages are: "Square engine design with short stroke . . . more rigid crankshaft . . . interchangeable bearings . . . full length water jackets with ample water space between cylinders . . . gusher valve cooling . . . metered flow full pressure lubrication to all bearings, including the piston pin bearings . . . electroplated pistons . . . quick warm-up intake manifold with thermostatic control . . . automatic choke . . . pressure suction crankcase ventilation . . . vacuumatic spark control . . . octane selector . . . high capacity aircooled generator . . . voltage control . . . all quiet synchromesh gears . . . harmonic balancer . . . air cleaner and silencer . . . automatic starting, etc.

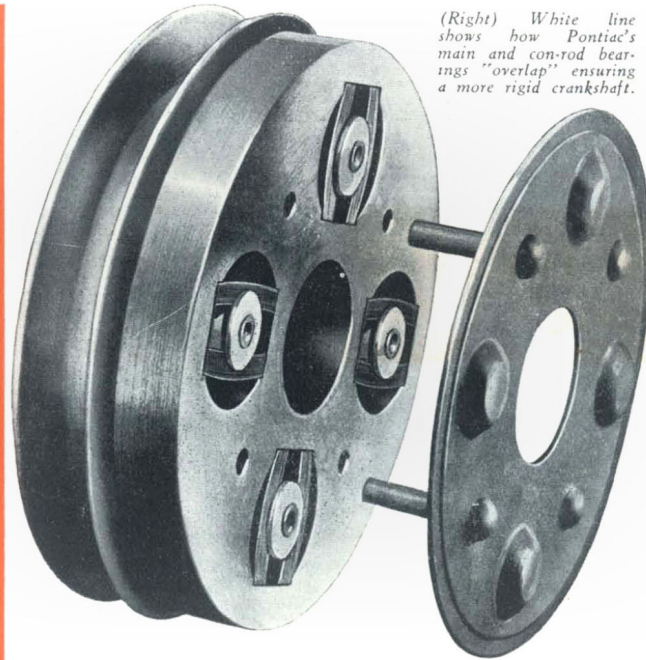
LARGER INVERTED FUEL PUMP

When the temperature is high enough to induce continuous vapourization of the fuel before it enters the mixing chamber, one of three misfortunes happens . . . your engine misses, you stall, when you stop after a high speed run the car refuses to start at first.

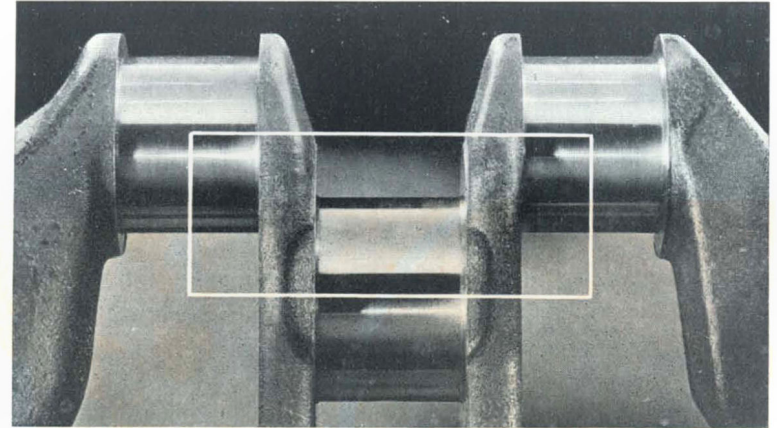
Pontiac has overcome the difficulty in a new way by lowering the pump and inverting it so that the fuel bowl actually projects below the engine side pan. Thus the pump is not only moved further away from the exhaust manifold, but the fuel bowl is removed from the vicinity of the hot engine compartment and partially exposed to the cooling influence of the wind stream. Any likelihood of vapour lock is thus considerably reduced.

ECONOMY CHAMPION of its Price Class

The economy that made Pontiac the official winner of its price class in economy tests conducted at Yosemite Valley under the auspices of the American Automobile Association in 1936, has actually been bettered in the latest Pontiac Six and Eight. Changes in the intake manifold have resulted in an improved distribution of fuel to the various cylinders. This greater uniformity of fuel distribution makes it possible to cut down the richness of the vapour several points, at the same time giving increased engine power. The amazing result of Pontiac's aptly-named Scotch Mist Manifold has been, therefore, to decrease fuel consumption, while increasing power and improving acceleration.



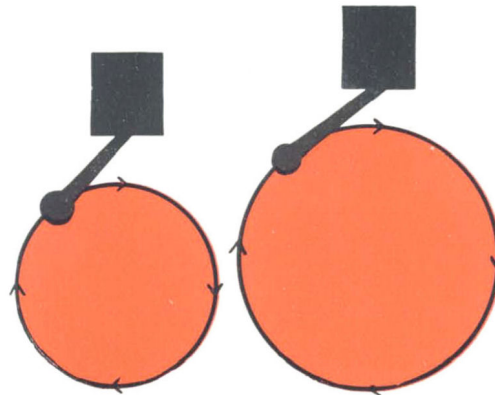
(Right) White line shows how Pontiac's main and con-rod bearings "overlap" ensuring a more rigid crankshaft.



TWO SECRETS OF PONTIAC'S SMOOTHNESS

There are two main reasons for Pontiac's inherent smoothness. The first is the short stroke crankshaft, with thick cheeks and heavy 100% counterweights maintaining the shaft in perfect running balance.

The second is a Pontiac development, the Harmonic Balancer with which each Pontiac crankshaft is equipped. This harmonic balancer consists of an 11 lb. weight hung on four pins by laminated springs. The springs carry the weight and cause it to vibrate out of phase with the crankshaft, thus neutralising any torsional vibration.



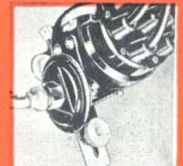
The small circle in which the connecting rod bearings move in a Pontiac, compared with the greater circle traversed in competitive cars.

Why Pontiac Engines Stay "Young"

Here is one reason for Pontiac's amazing dependability record (over 84% of Pontiacs built in the 11 years of Pontiac's existence are still in daily use). Pontiac's short stroke means less wear on pistons and cylinder walls. This short stroke principle in the Eight for instance, saves 3,700,000 feet of endless travel for each piston in 10,000 miles of driving as compared with piston travel in the average car. This saving represents about 700 miles.

OCTANE SELECTOR AND VACUUMATIC SPARK CONTROL

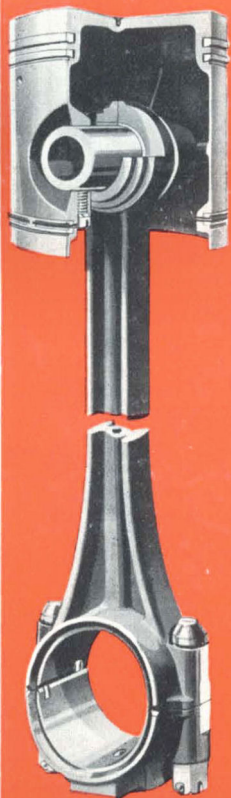
By means of a simple and easily accessible adjustment, the Pontiac owner can advance or retard the distributor timing for the utmost economy, whatever grade of motor fuel he uses. The Octane Selector having been adjusted, Pontiac's Vacuumatic Spark Control automatically times the spark with an accuracy that control by hand could never achieve.



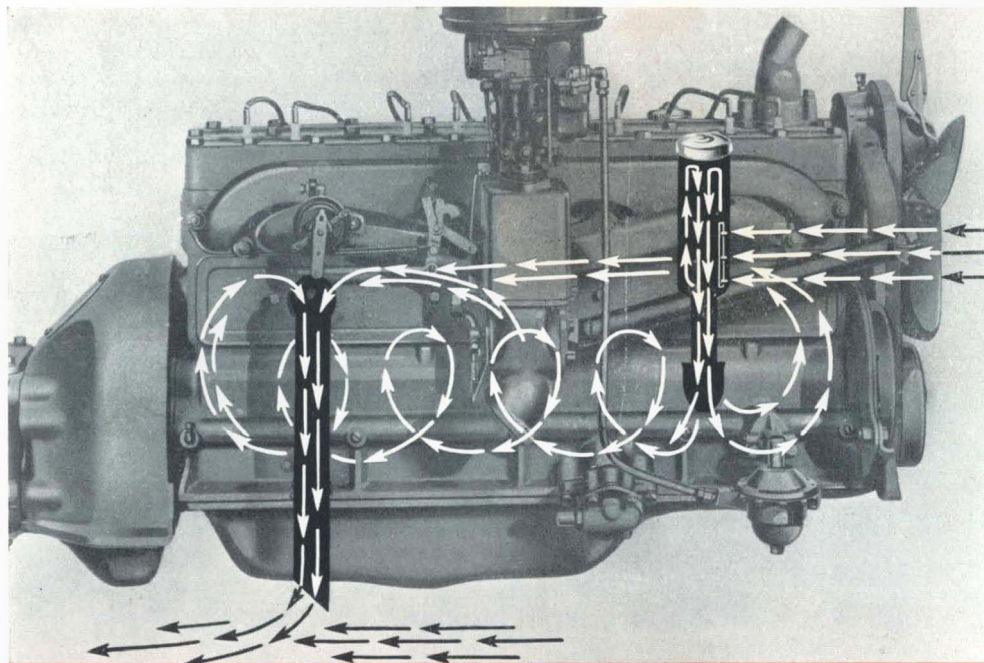
GENUINE FULL PRESSURE LUBRICATION

Metered to
each Bearing

Lack of lubrication is one of the chief causes of bearing wear; that is why the Pontiac lubrication system forces oil under high pressure to every bearing in the system . . . even to the piston pin bearings, the connecting rods being drilled with an oil passage, a sure sign of fine-car design. In addition the flow of oil is "metered" to each connecting rod bearing, ensuring that each bearing receives the correct amount of oil.



(Above) Rifle Drilled Connecting Rod



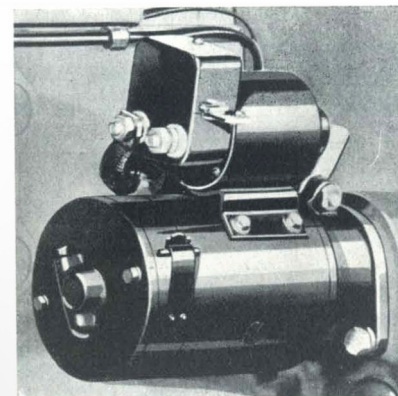
Pressure-Suction Crankcase Ventilation

Not one motorist in a thousand realises that ventilation is just as necessary for the engine crankcase as it is inside the body of his car. For acid fumes collect in every crankcase and unless they are removed as soon as they form, these fumes attack surfaces of the bearings. Pontiac engineers developed pressure-suction crankcase ventilation to combat these fumes. Pure air is forced into the crankcase in front and fumes drawn out by suction at rear.

When you meet feature after feature like this, you know that Pontiac is built to give you the utmost in dependable operation.

LARGER
WATER
PUMP

At only 35 miles per hour more heat is absorbed per hour by the cooling water of an engine than would be required to heat a six roomed house in zero weather. Imagine the demand on a cooling system on hot days and when you maintain high speeds! Pontiac's Pump at 60 miles per hour circulates about 3,600 gallons of water per hour . . . or at the rate of a bathtub full of water every 60 seconds.

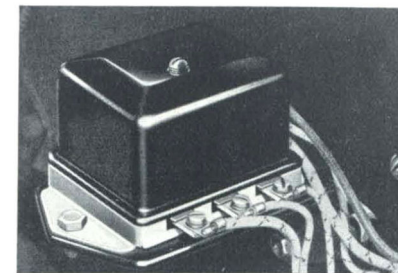


4-POLE STARTING MOTOR AND AUTOMATIC STARTING

Switch on the ignition, press the accelerator and your Pontiac starts. Should you ever stall, a press on the accelerator will restart your engine, a convenience in case of stalling in traffic or on a hill. Pontiac's four-pole starting motor has more turning ability than the two-pole type in common use on cars.

AUTOMATIC CHOKE

This automatic device chokes the carburettor exactly in accordance with the requirements of the engine as it warms up. It is though an expert unseen hand were operating the choke to provide a mixture of exactly correct richness.



INDIVIDUAL FUSES

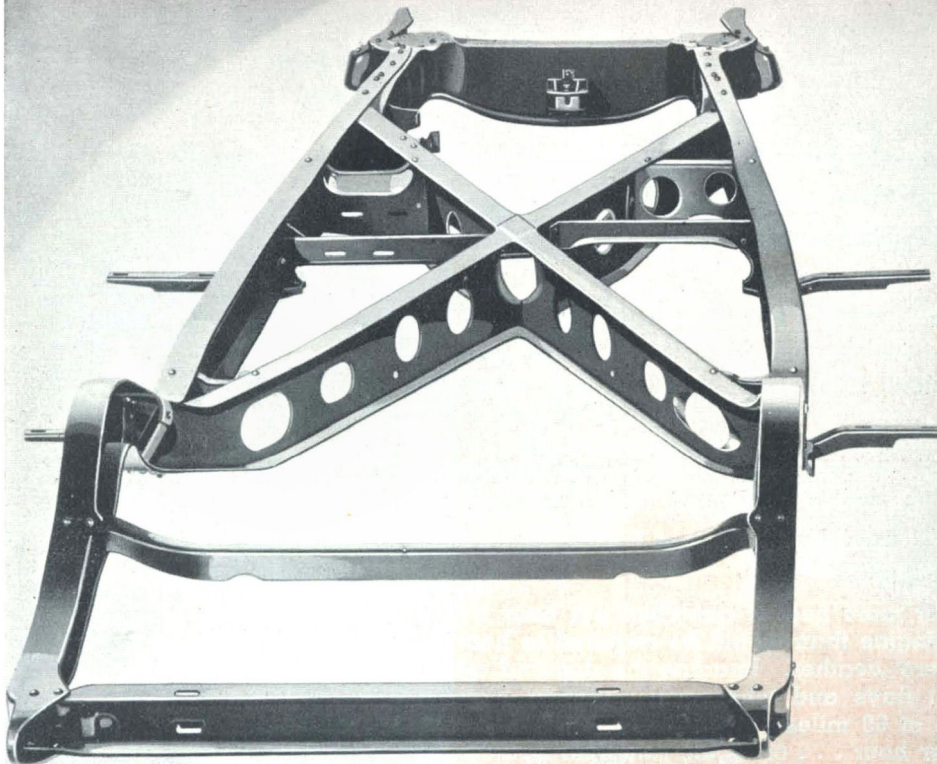
The electrical system on a Pontiac provides separate fuses for the individual circuits, these being grouped in an accessible place.

FAN-COOLED GENERATOR

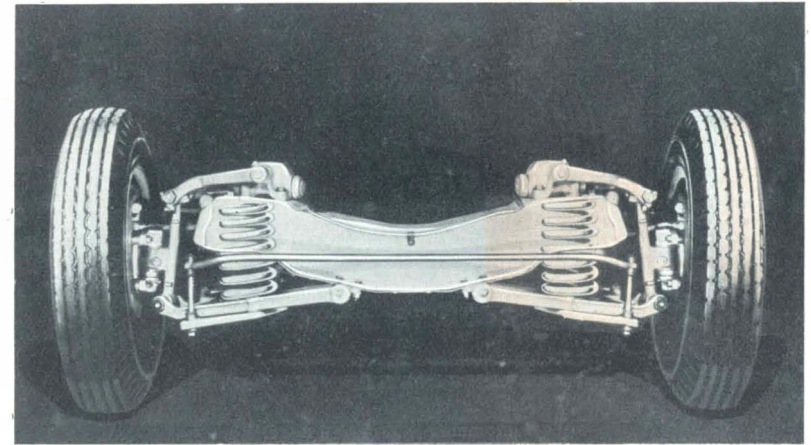
Pontiac's high output fan-cooled generator keeps the battery properly charged even with numerous electrical accessories in use.

A Frame that is THREE TIMES MORE RIGID

A CLEVER APPLICATION OF
THE "X" FRAME PRINCIPLE.



Pontiac's double-drop, four-way cantilever frame is a clever application of the "X" frame, and increases rigidity to three times what it was formerly . . . a considerable advance against frame twist, body vibration and chassis quiver. Moreover Pontiac's frame is designed to lower the entire car and its centre of gravity, without decreasing headroom and without necessitating inconvenient tunnels in the floor of the car.



OPEN TYPE INDEPENDENT FRONT WHEEL SPRINGING

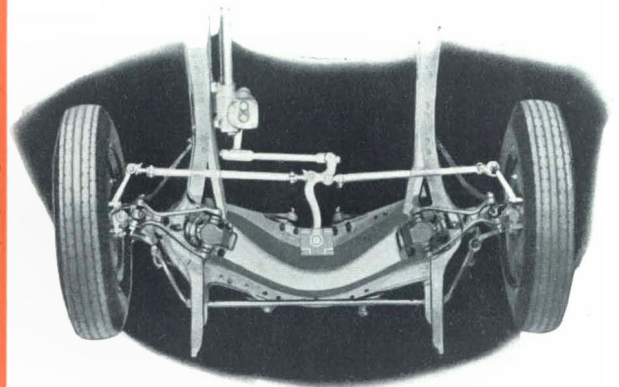
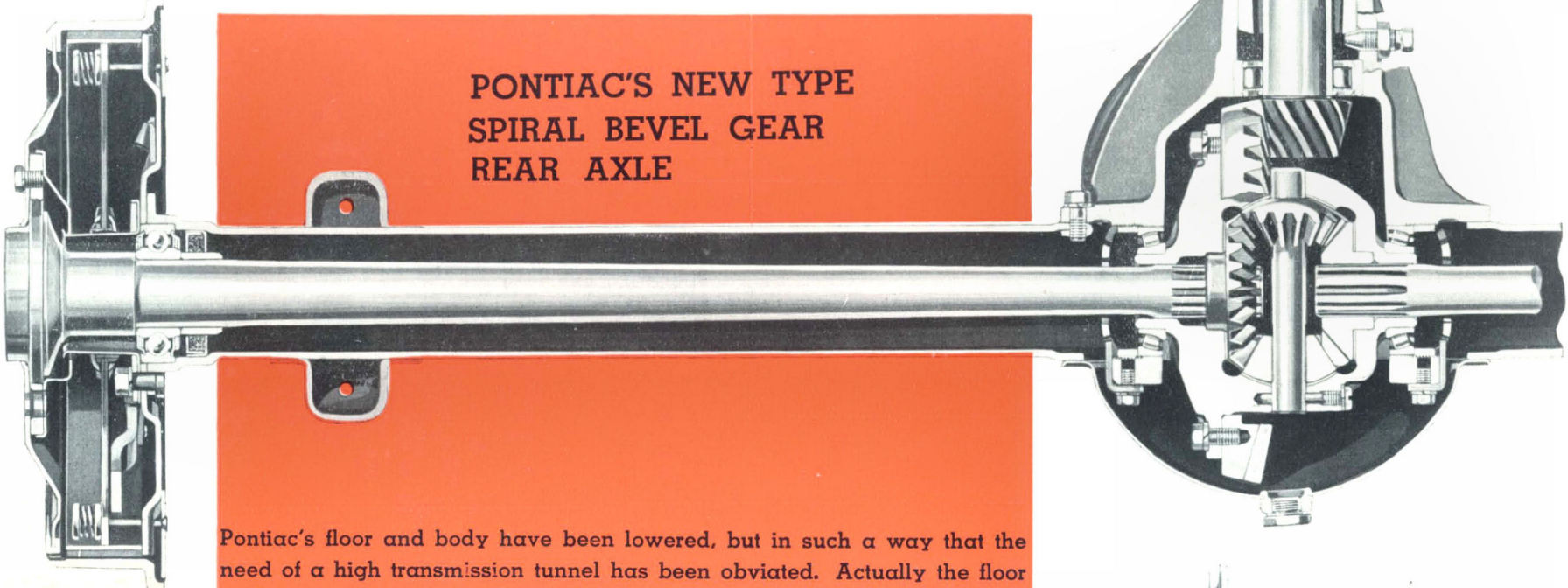
Pontiac 6 & 8 incorporate open-type knee action with its easy accessibility and simplicity of design. This type of knee action adds two advantages to the already proven comfort and safety of Independent Front Wheel Springing. Easier steering round curves will be found to be one of those advantages, whilst greater flexibility is another. Double acting shock absorbers control recoil and wheelbounce making Pontiac's ride a lullaby glide.

CRADLED- BETWEEN-AXLES- SEATING

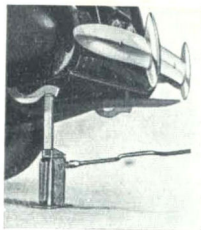
Pontiac's longer wheelbase (6 & 8) is not simply a move toward greater length. By moving the rear wheels back 6 inches with reference to the rear seat, rear seat passengers as well as front are cradled-between-axles.

FLAT LOWER FLOORS.. WITHOUT TRANSMISSION TUNNELS

PONTIAC'S NEW TYPE SPIRAL BEVEL GEAR REAR AXLE



Pontiac's floor and body have been lowered, but in such a way that the need of a high transmission tunnel has been obviated. Actually the floor of the rear compartment in Pontiac has been lowered by 3 inches, while the floor in the front compartment has been lowered by 2 inches. By slanting the floor almost imperceptibly upward to form a shallow ridge at the centre of the body, and by tilting the floor in the front compartment so that it reaches its highest point at the gear box, clearance has been provided without sacrificing essentially flat floors. This almost imperceptible move to provide ample clearance of the propellor shaft beneath the floor, has been made possible by Pontiac's adoption of the more expensive dual propellor shaft construction. This dual propellor shaft has two advantages over types of propellor shafts used by other manufacturers. It has not the whip of the single, one-joint-type propellor shaft, while it does not transmit vibrations to the frame as does a three-joint propellor shaft which has to be supported by the frame. Briefly, Pontiac's propellor shaft consists of a forward shaft which is an integral part of the transmission and supported entirely by it, and a short, easily balanced, rear propellor shaft with needle bearing universal joints at each end.



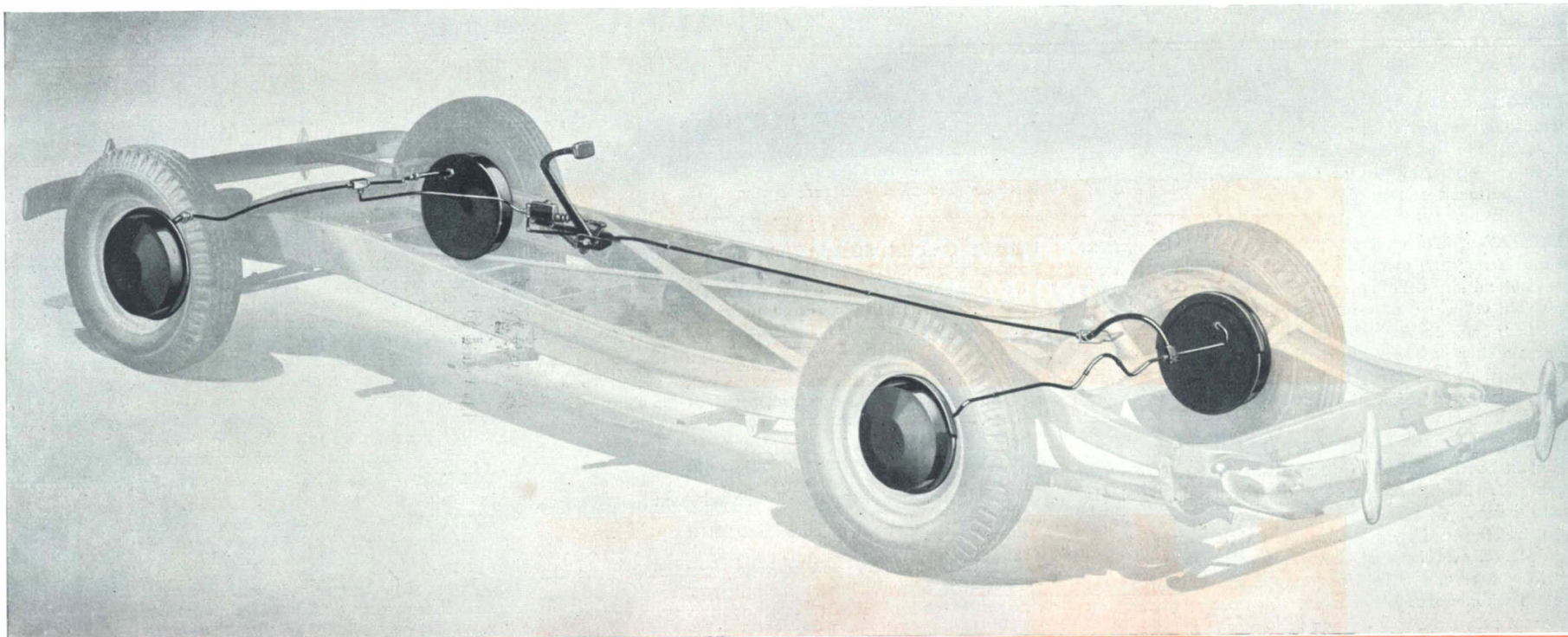
JACK PADS

Front and rear Pontiac provides accessible jack pads under which the jack can be inserted without fumbling or getting down on all fours.

INCREASED STEERING EASE

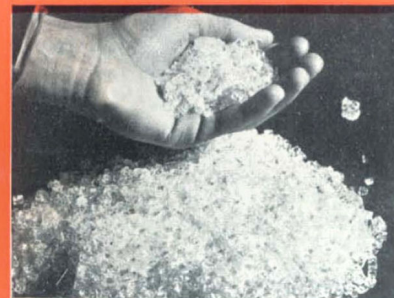
A 19 to 1 ratio of the steering gear in Pontiac makes the car even easier to turn and to manoeuvre when parking, despite the greater overall length of both models.

	Six	Eight
Turning Circle, Right	37' 9"	38' 9"
Turning Circle, Left	36' 5"	38' 5"



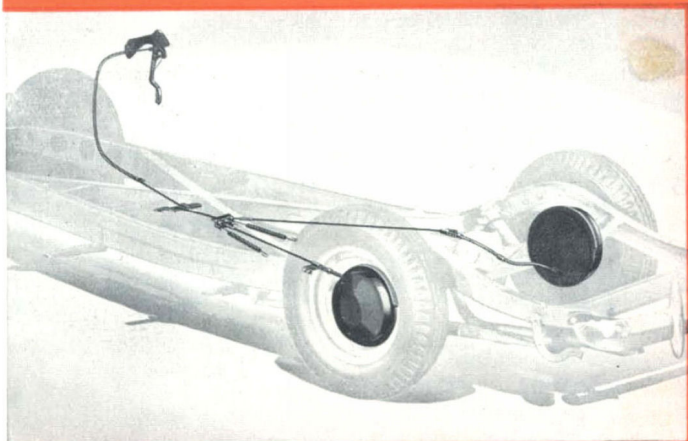
TRIPLE SEALED HYDRAULIC BRAKES

Pontiac provides the best brakes that money can buy—big 650 H.P. Super Hydraulic Brakes that bring smooth remorseless restraint at a touch of your toe. You come to swift straight-line stops as surely as if your car were on a set of rails. And Pontiac makes sure your brakes will continue to act that way—with Triple Sealed Drums that defy dirt and water, as well as extra heavy pipe lines many times stronger than the pressure they have to sustain. The tubing of Pontiac's Triple Sealed Hydraulic Brakes is not copper but double-thickness steel, strong enough to withstand 10,000 lbs. pressure . . . many times more than it will ever be asked to sustain.



ARMOURPLATE SAFETY GLASS

In the windscreen, in all side windows, even in the small panes of the No-Draught Ventilation system, Pontiac uses Armourplate Glass, non-splintering and non-discolouring. Even in the case of breakage, Armourplate Glass simply crumbles into harmless blunt-edged pebbles.



COWL-TYPE EMERGENCY BRAKE

In line with the desire to provide utmost roominess and comfort in bodies, Pontiac has moved the emergency or hand-brake under the cowl where it is close to the driver's hand. Extra space is therefore provided in the front compartment, a point which will be particularly appreciated when you ride three abreast.

SPECIFICATIONS OF PONTIAC EIGHT AND SIX

BODIES—Unisteel by Holden. Safety "Armourplate" glass in windshield and side windows. All doors equipped with locks. Theft-resisting door handles. Arm rests in front rear seat centre arm rest in Eight. Luggage and spare tyre compartment at rear.

EQUIPMENT—All cars are equipped with theft-proof ignition lock and starterator; complete tool kit; automatic stop light; rear view mirror; ash-tray; dual sun visors; twin electric windshield wipers; cowl ventilator with screen; no-draught ventilation; full bumpers front and rear; vibrator type horn; adjustable driver's seat; spare wheel carried in a special compartment at rear; special large luggage compartment; radiator mascot; dome light.

INSTRUMENTS AND INSTRUMENT PANEL—A crowned instrument board finished in pearlescent duco with chrome trimming is used. Instruments are grouped in single chrome bound glass curved panel having large black letters superimposed on ivory background, indirectly lighted, placed directly in front of driver. A glove compartment and door is on the left. Headlamp beam indicator light indicates when upper beam is on. Generator indicator on instrument panel shows red when generator is not charging. Throttle and light control buttons of ivory Tenite. Ignition switch in centre of instrument board. Decorative plates cover openings for Radio Controls and Electric Clock.

FRAME—New deflection resistant frame with channel side bars, "X" shaped sub-frame of deep "I" beam section incorporating a "frame within a frame."

SPRINGS—Independent front wheel Springing embodying helical coil type front springs built into front wheel suspension unit with shock absorbers incorporated. (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 100 horse-power at 3800 r.p.m. Bore, 3¼ inch. Stroke, 3¾ inch. Displacement 248.9 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—Down-flow cellular 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 19 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—122 inches.

PONTIAC SIX

MOTOR—28.3 H.P. Six-cylinder "L" head, developing 85 horse-power at 3600 r.p.m. Compression ratio 6.2 to 1. Operates satisfactorily on standard grade fuels. Bore, 3-7/16 inches. Stroke, 4 inches. Displacement, 222.7 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 three 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. 15-gallon petrol tank concealed at rear.

STEERING GEAR—Worm and roller type. Steering ratio 19 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—117 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.



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