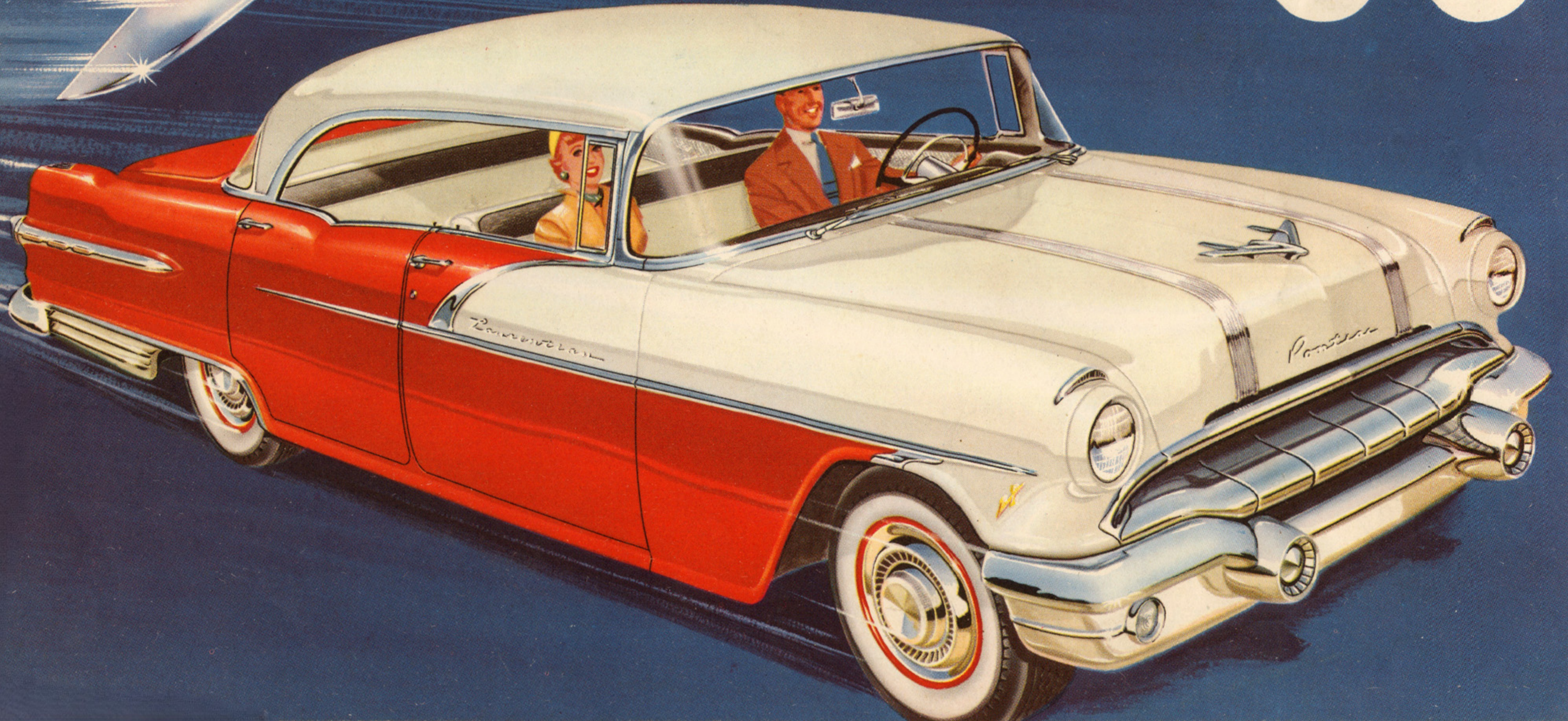


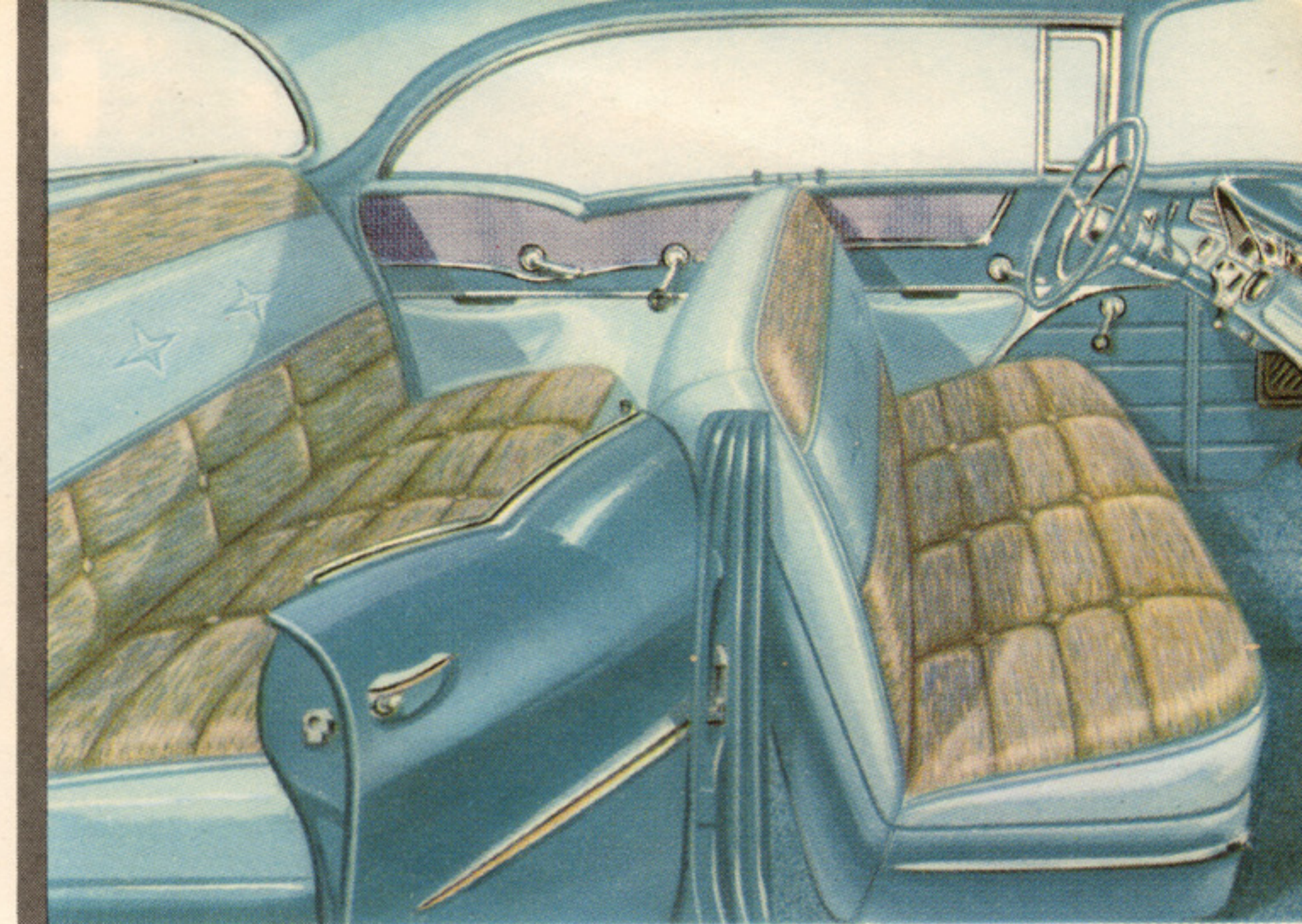
# PONTIAC for '56



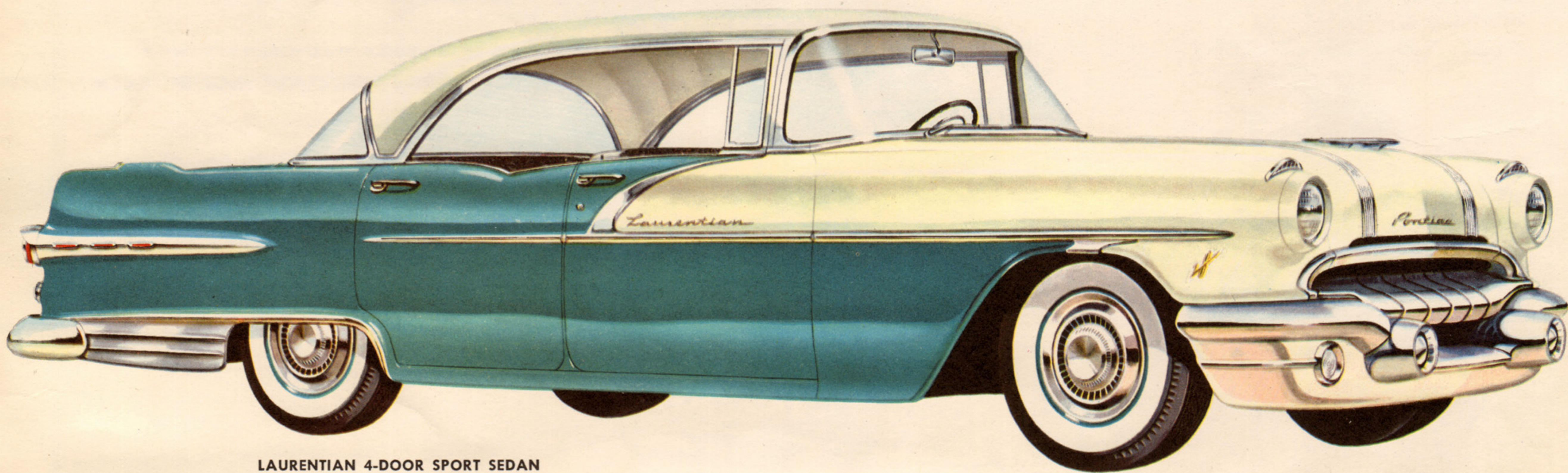
# 1956 Laurentian Series

*—new high in glamour!*

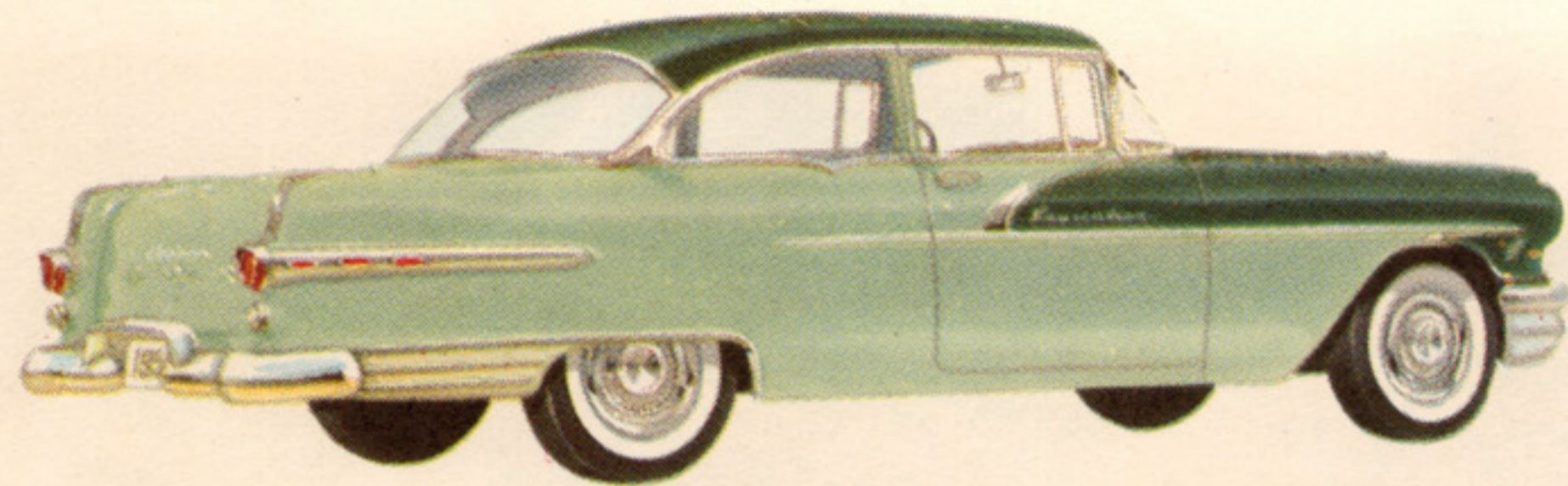
Look everywhere, and you'll agree the beauty and the brilliance of this style-packed series of Pontiacs is absolutely without peer in its price field. Here are cars with a brand new 1956 look . . . lower, longer, with a pleasantly sweeping hood that catches the eye. They're lavishly trimmed with gleaming chrome . . . they've a wider, lower grille . . . contoured bumpers with bullet-styled guards . . . all-new headlights with a range that's 80 feet greater. Interiors are stylishly new . . . with fabulous new textures, colors and wearing qualities . . . featuring a beautiful combination of charcoal and ivory Contemporary design, with optional Custom-colored interiors at extra cost.



When it comes to exterior colors and matching upholstery treatment, the new 1956 Pontiac Laurentian Series present a fascinating "Fashion Show" on wheels. You can choose from as many as ten solid colors and thirteen two-tone color combinations. Interiors are richly upholstered in horizontally ribbed pattern cloth and washable vinyl, with deep pile carpets.

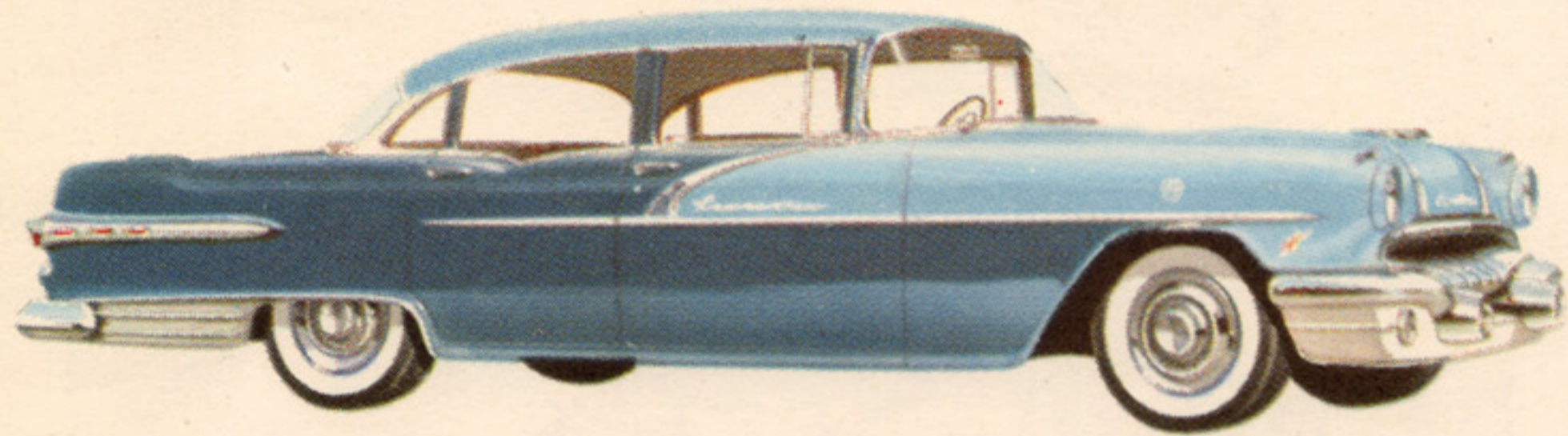


LAURENTIAN 4-DOOR SPORT SEDAN

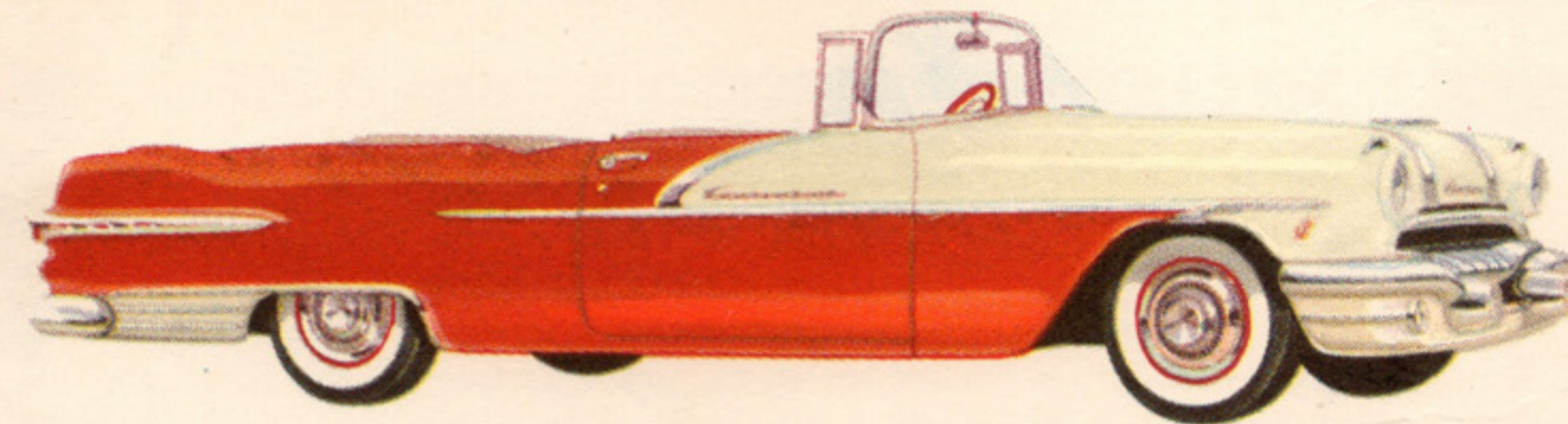


LAURENTIAN 2-DOOR SEDAN

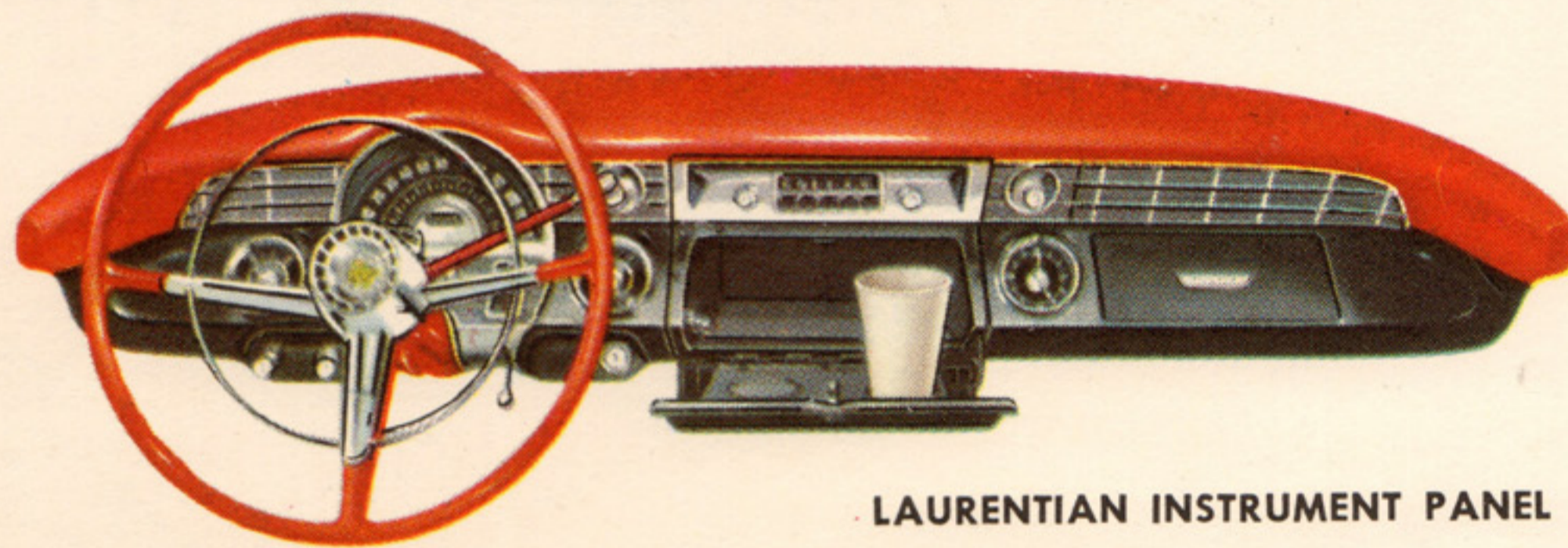
From every angle . . . the new 1956 Laurentians are *new*. New in their sleeker, longer look . . . new in luxurious appointments, inside and out . . . new in their stepped-up power. No matter which of these popular models you choose, you're getting so much more for your money.



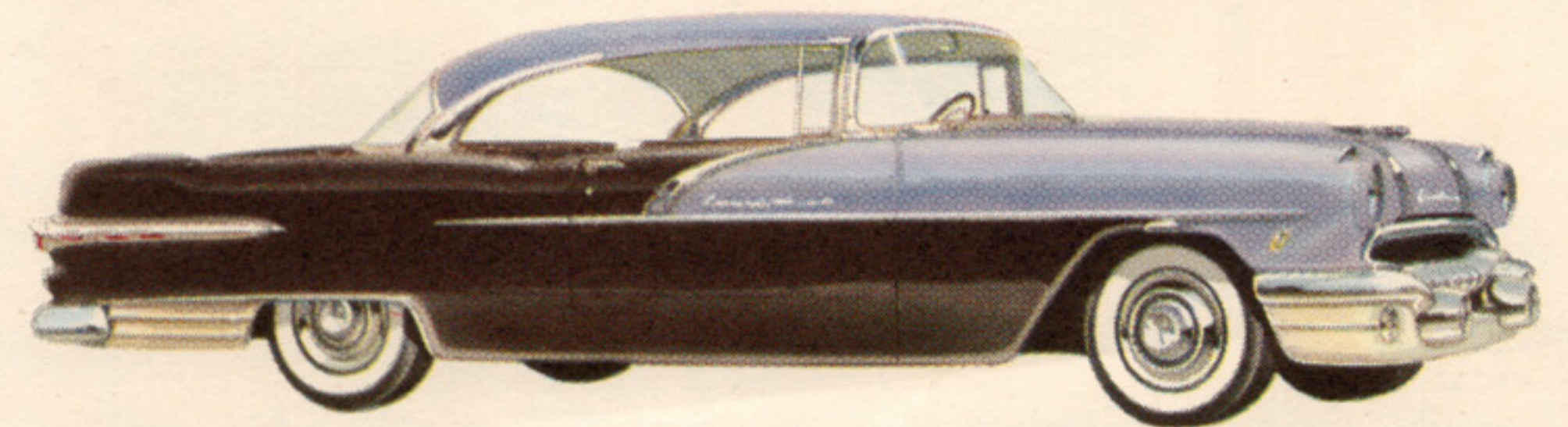
LAURENTIAN 4-DOOR SEDAN



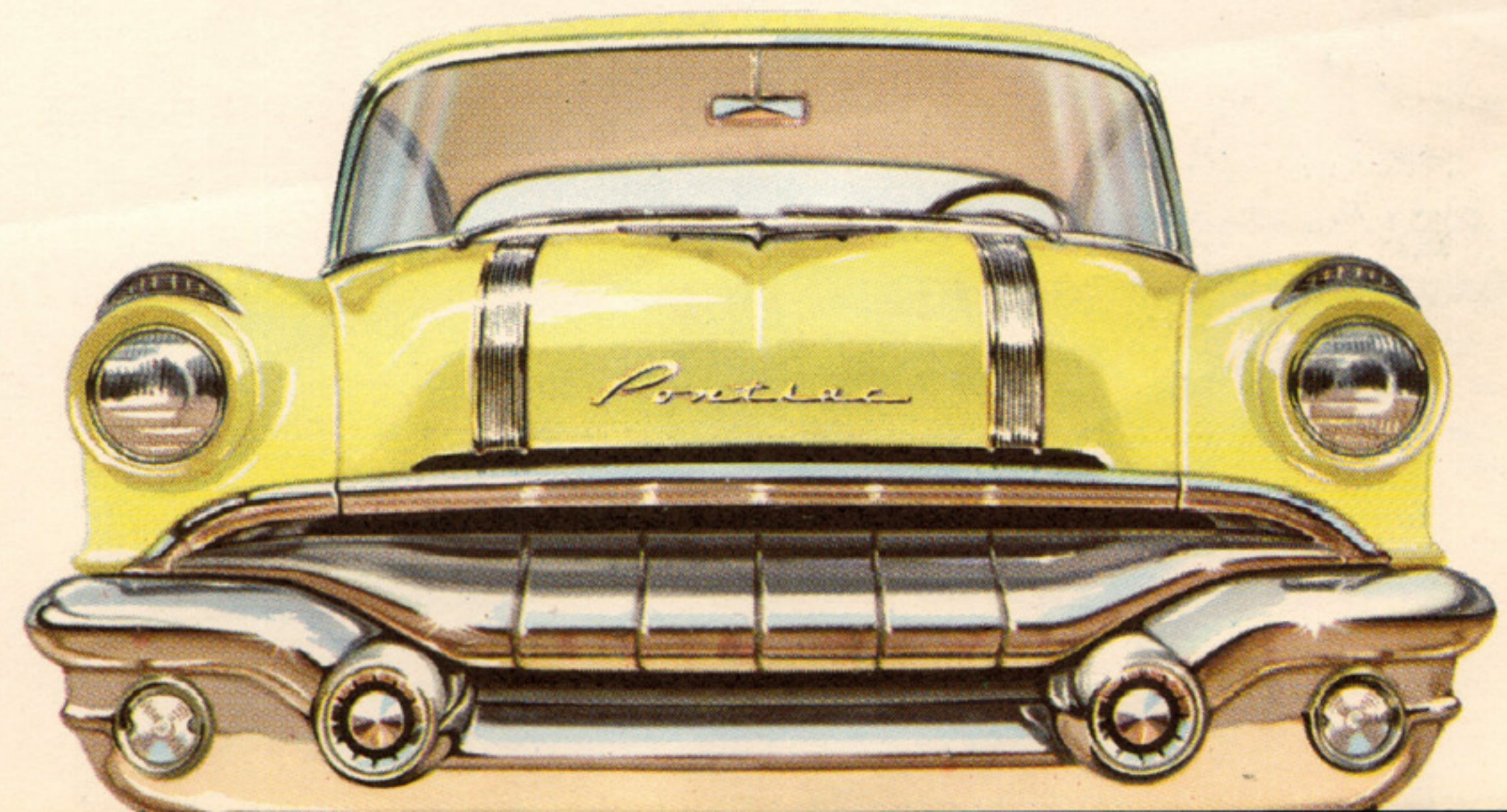
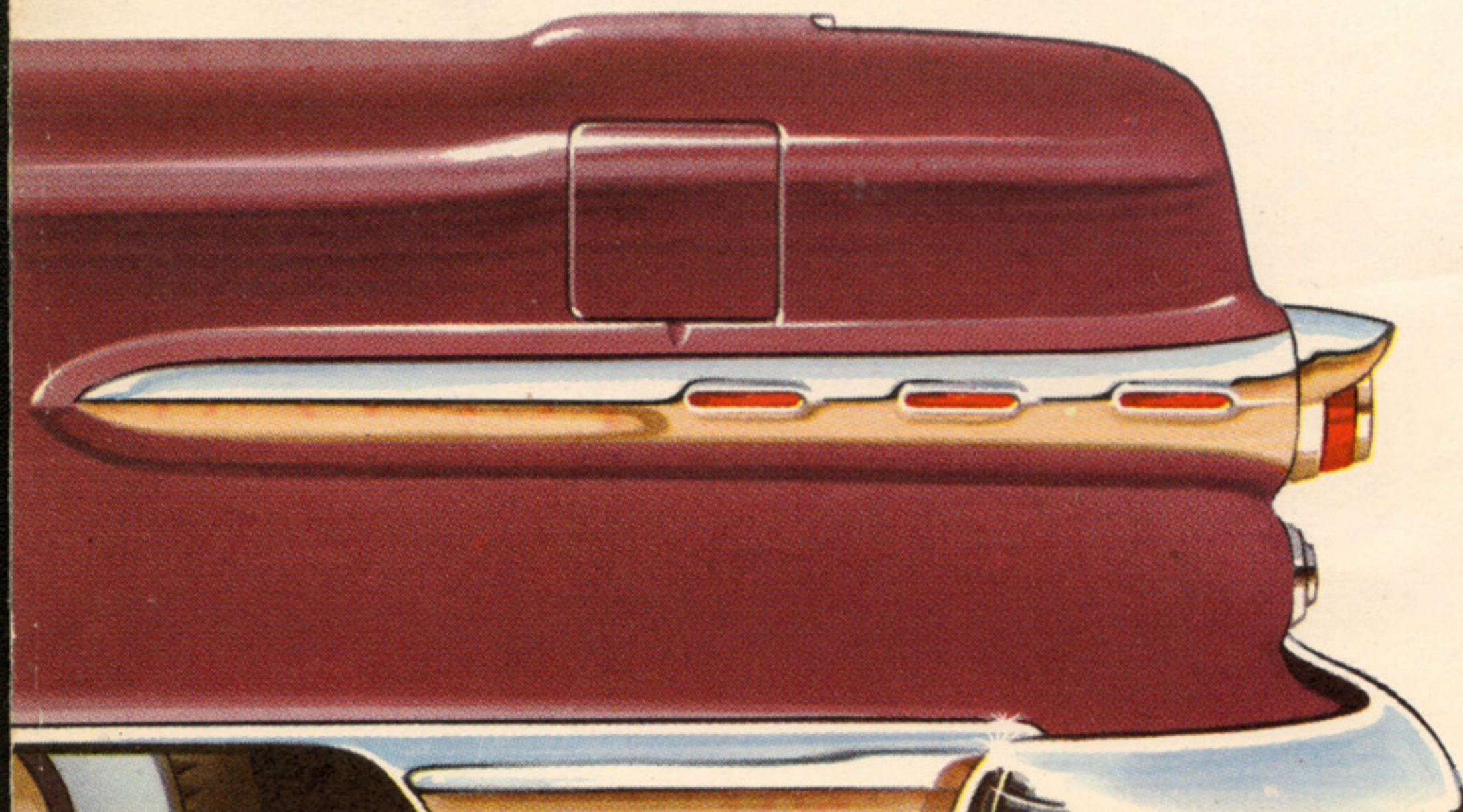
LAURENTIAN 2-DOOR CONVERTIBLE



LAURENTIAN INSTRUMENT PANEL



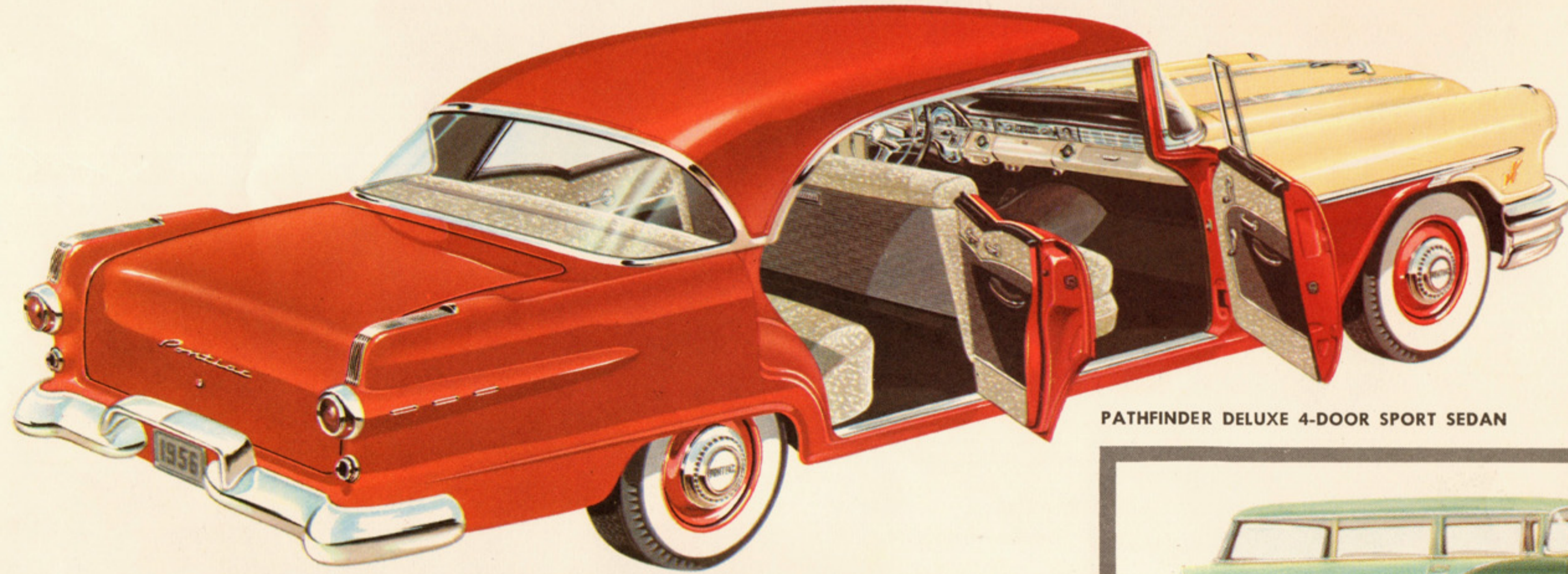
LAURENTIAN 2-DOOR SPORT COUPE



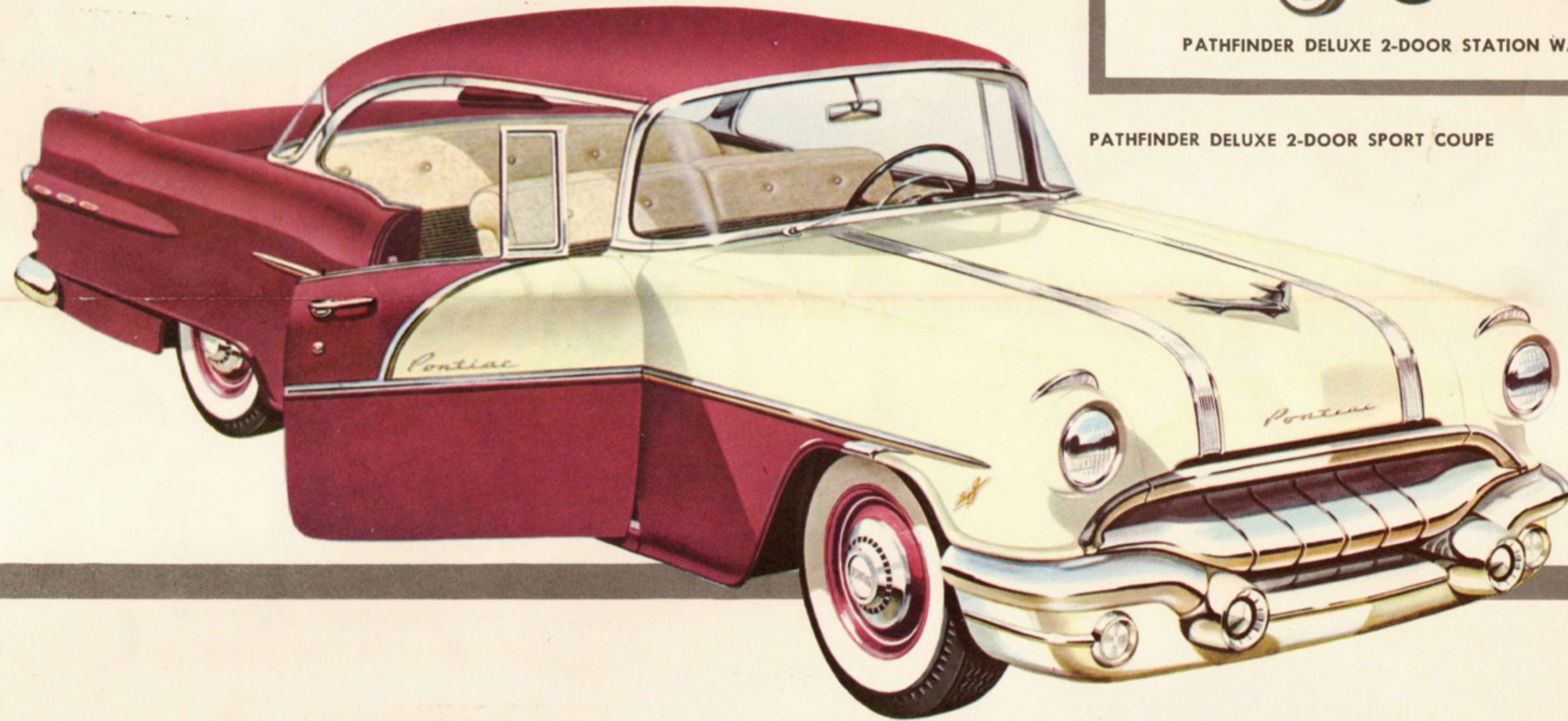
# 1956 Pathfinder Deluxe Series

*—classic beauty, flashing power!*

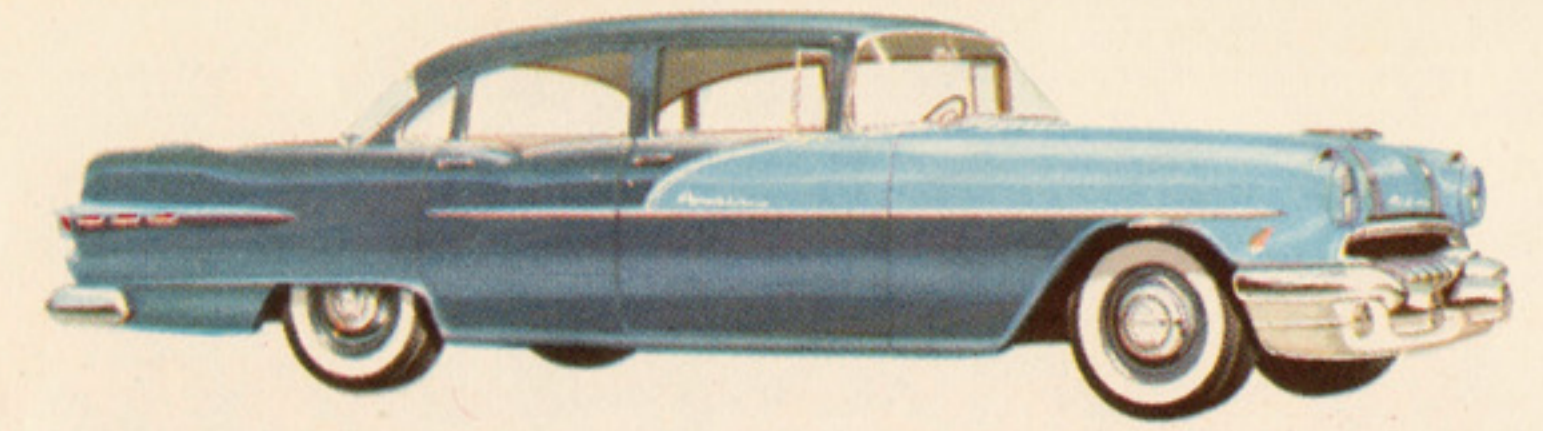
Presenting truly fine car appearance and comfort at down-to-earth prices! They're strikingly, beautifully new—right from the massive, wider grille to the sleek bullet-shape tail lights in their setting of rich chrome. Picture yourself behind the wheel of the sport coupe shown below—here is a car you'll be proud to drive . . . a car that will really cause heads to turn.



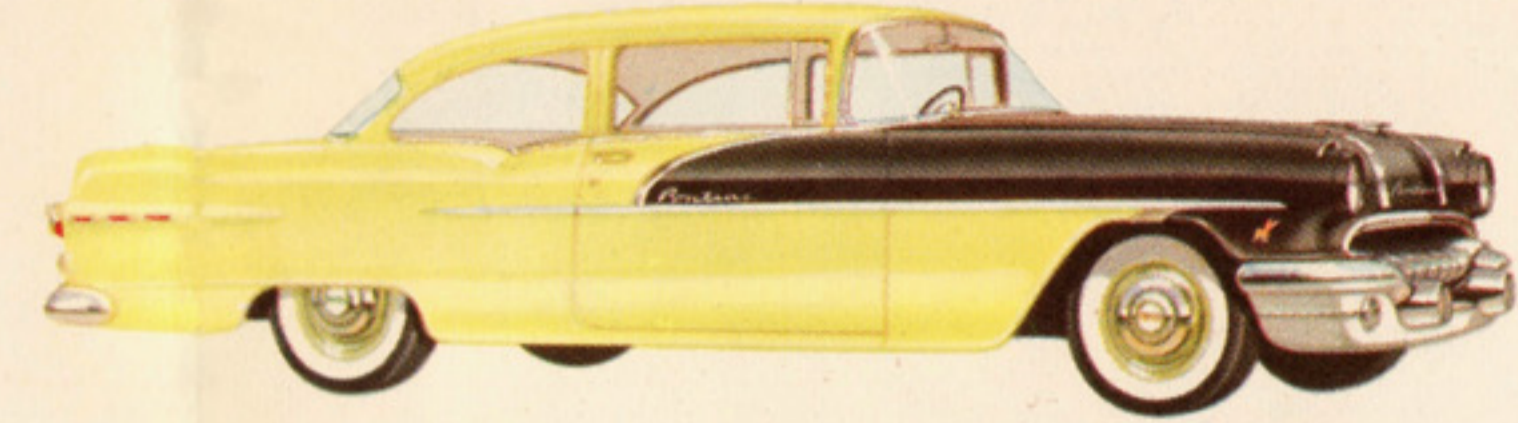
PATHFINDER DELUXE 4-DOOR SPORT SEDAN



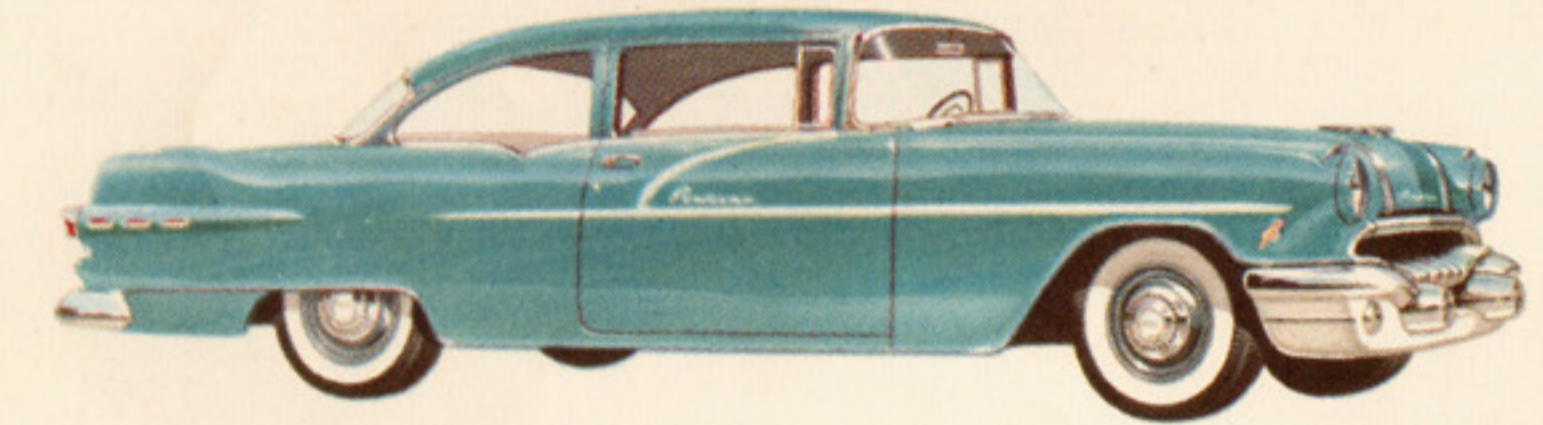
PATHFINDER DELUXE 2-DOOR SPORT COUPE



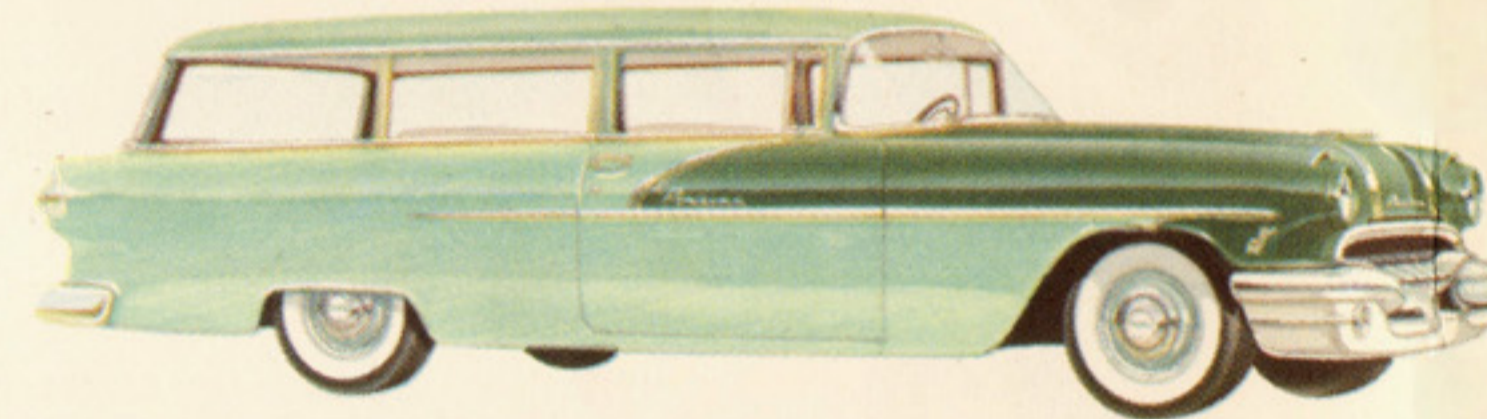
PATHFINDER DELUXE 4-DOOR SEDAN



PATHFINDER DELUXE 2-DOOR SEDAN

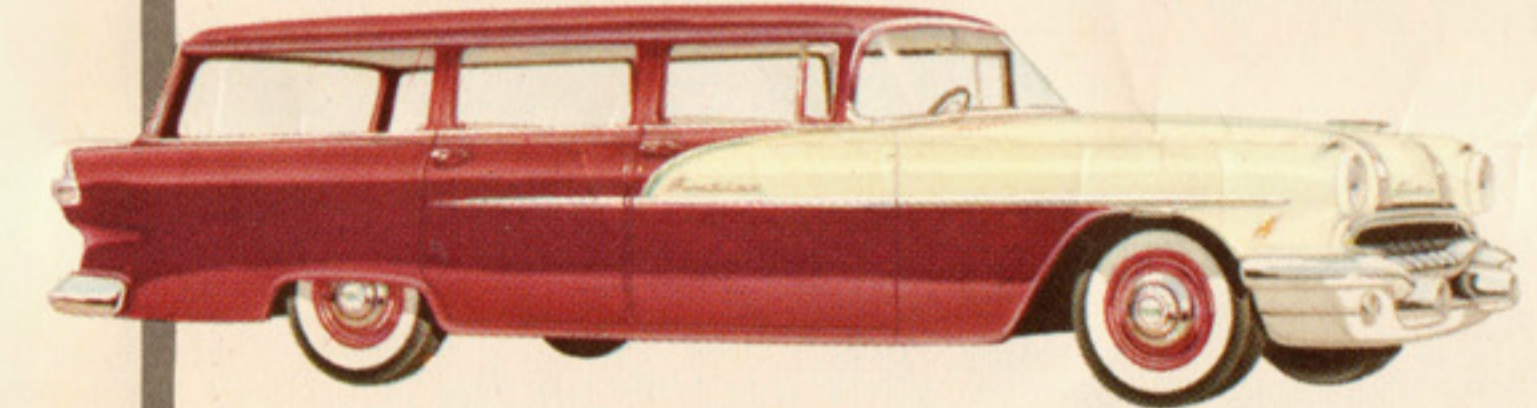


PATHFINDER DELUXE 2-DOOR CLUB COUPE



PATHFINDER DELUXE 2-DOOR STATION WAGON

With its distinctive club coupe styling the Pathfinder Deluxe 2-Door, illustrated above, features real sedan roominess with washable all-vinyl Contemporary interior, even to the side walls and roof linings, that make it just the thing for practical family wear. A choice of two Custom-colored interiors is also available at slight extra cost.

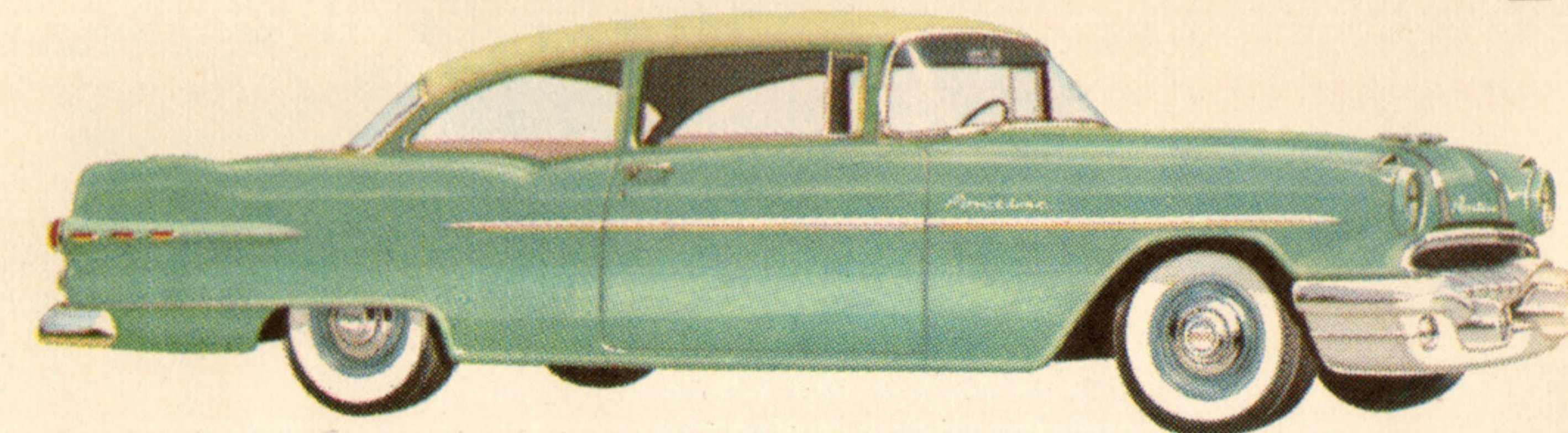


PATHFINDER DELUXE 4-DOOR STATION WAGON

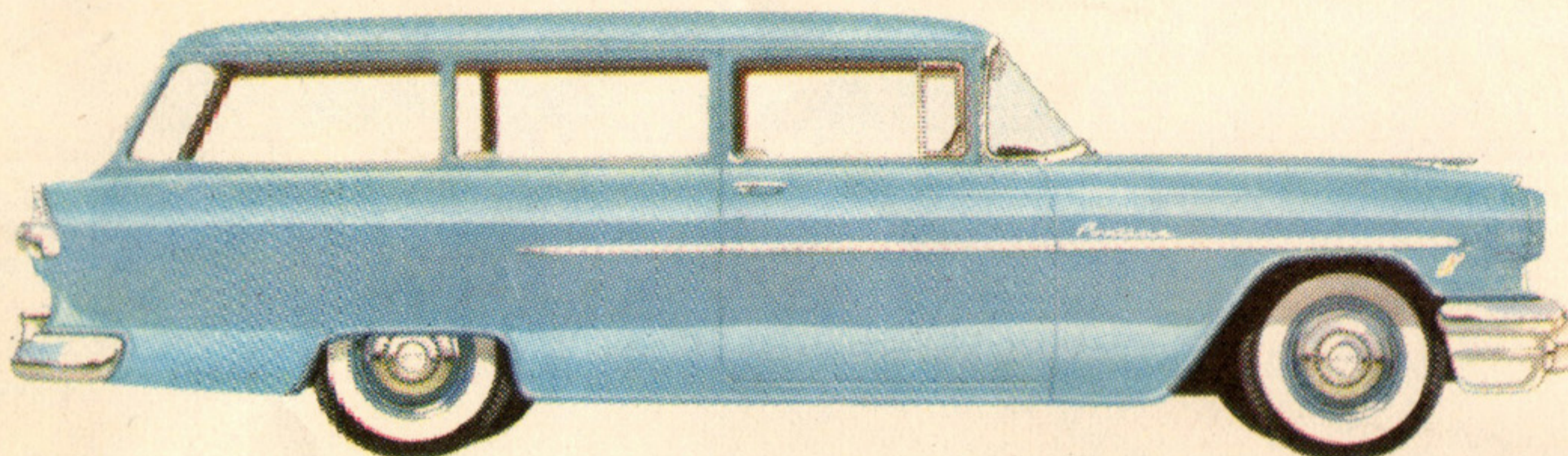
# 1956 Pathfinder Series

*—packed with style and value!*

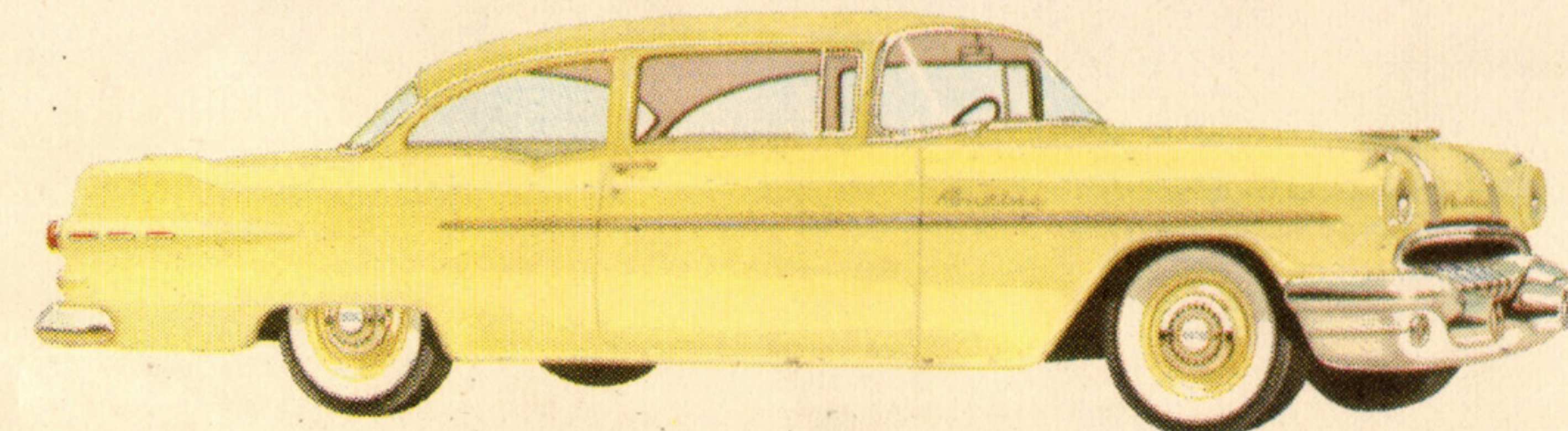
Fabulous fine car values wait for you in the Pathfinder Series for 1956. Even at their low, low prices, Pathfinders offer you a choice of the three improved Pontiac engines—V8's or 6—and nine power teams. Lines are lower, more sweeping—bumpers contoured with bullet-styled guards—headlights all-new with 80 feet more range. Interiors in all vinyl, or patterned cloth and vinyl.



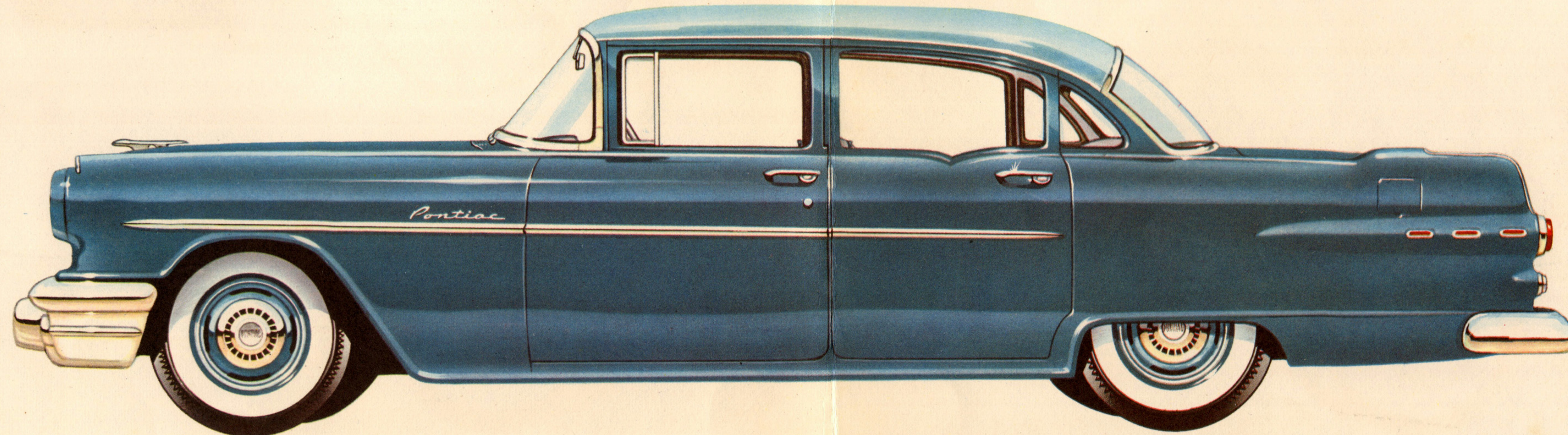
PATHFINDER 2-DOOR SEDAN



PATHFINDER 2-DOOR STATION WAGON



PATHFINDER 2-DOOR BUSINESS SEDAN



PATHFINDER 4-DOOR SEDAN

## BRAKING DIVE CONTROL

Now you can make those sudden stops without the front end going into a sharp "nose dive." Braking Dive Control also gives you more stability when going over bumps . . . less chance of locked bumpers when you stop suddenly in traffic.

## MULTISEAL BRAKES

Jumbo-Drum brakes bring you to a swift, sure stop—one of Pontiac's greatest safety features. Give you added driving ease, too, because less foot pressure is needed. Linings are bonded (no rivets) for longer life.

## POWER BRAKES\*

Maximum safety is yours in Pontiac with amazing power brakes, coupled with traditional Fisher Body strength. Of course, safety door latches are standard, and padded instrument panel and safety belts are available as options.

## BALL RACE STEERING

Scores of ball bearings in the steering system minimize friction—you always have feather-touch control. Takes the effort out of corners and curves—and of course parking is far easier. No finer steering system in its field.

## SEALED BEAM HEADLAMPS

Pontiac's new headlamps throw their beam farther, giving up to 80 feet more visibility. Better vision in bad weather, too, because undesirable rays of light are shielded away from the driver by a cap on the lower beam filaments.

## POWER WINDOWS, SEAT\*

The driver controls all vertical-moving windows by the touch of a button. Passengers too, have their individual controls. The power seat raises and lowers—moves forwards or backwards—when you press a button.

## CUSHIONED SUSPENSION

Spherical joints are the secret behind Pontiac's famous Cushioned Front Suspension. They allow the wheels to turn smoothly right and left, move up and down, absorbing the bumps and minimizing shock, vibration and noise.

## POWER STEERING\*

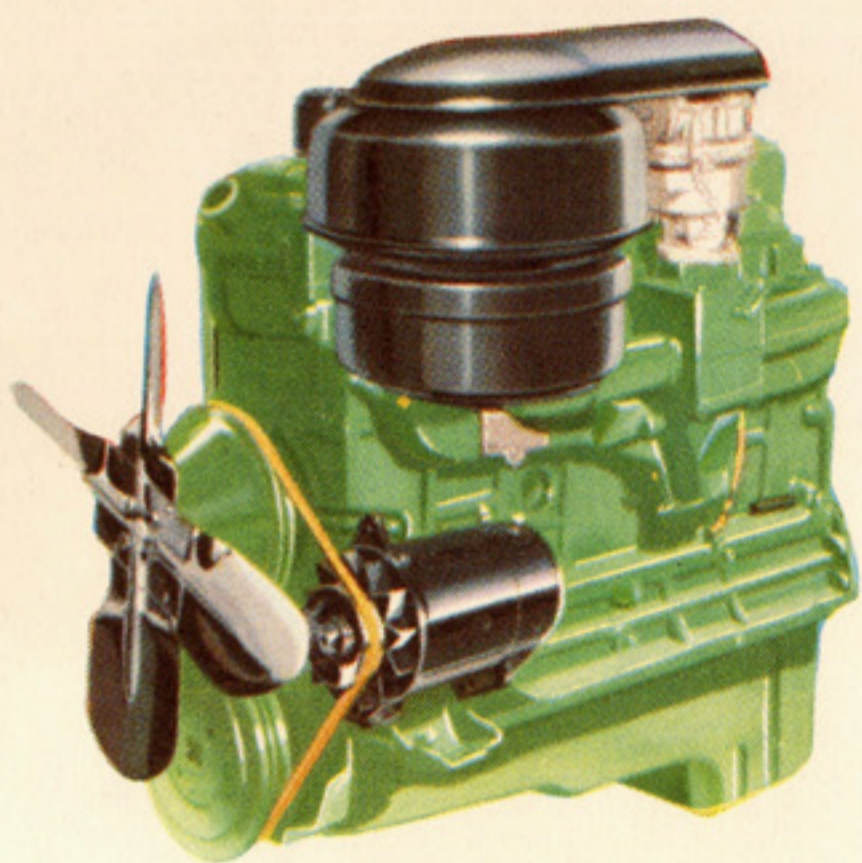
Parking is never a problem when you have Pontiac Power Steering. Easier to twist and turn through traffic, too. It's an added safety feature, because your car is always under control, even on roughest roads.

## LUBRICATION

Pontiac's controlled full-pressure lubrication system maintains effective lubrication at all speeds, and assures efficient performance and maximum durability. An outstanding Pontiac engineering achievement.

\*Optional at extra cost

# 3 Great New Pontiac Engines Offer You 9 Power Teams —Widest Choice in History!



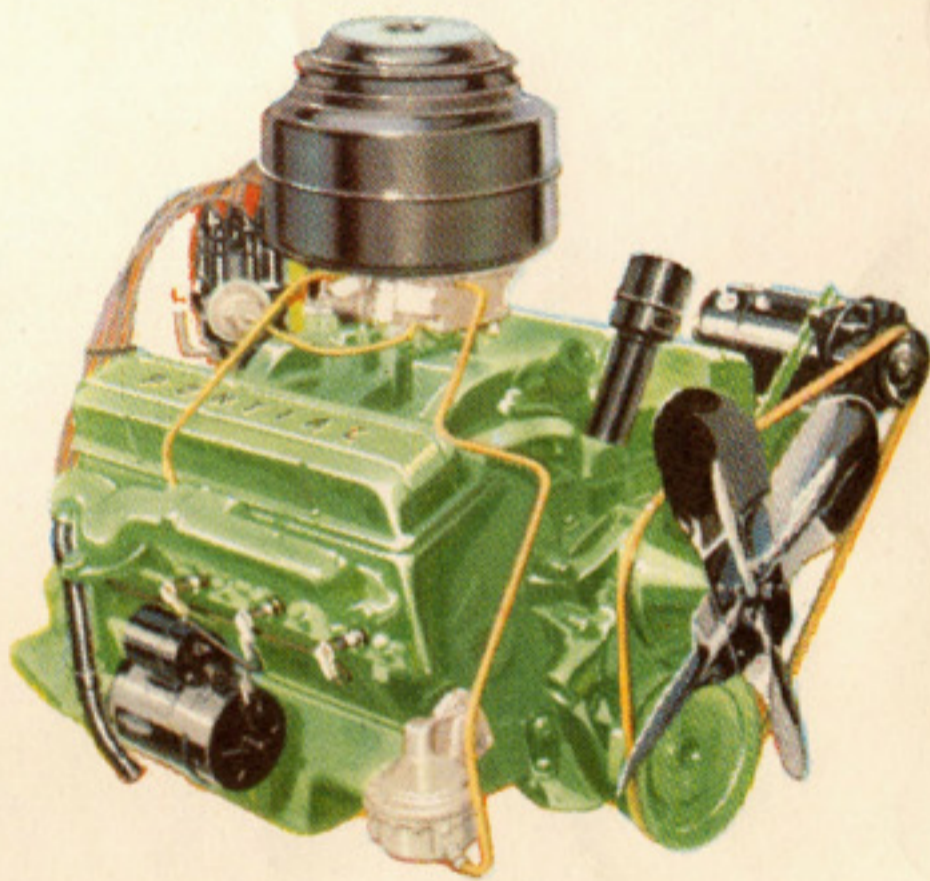
## 148 H.P. "STRATO-SIX"

You never saw a "six" that packed such power . . . that was so smooth and quiet, that squeezed so much mileage out of every drop of gasoline. Yes . . . the "Strato-Six" offers you *more* than any "six" in Pontiac history—with a higher compression ratio—8.25 to 1. Performance like this is made possible by hydraulic valve lifters, by a Hi-Lift camshaft and a hefty 12-volt electrical system.

## \*162 H.P. "STRATO-FLASH V8"

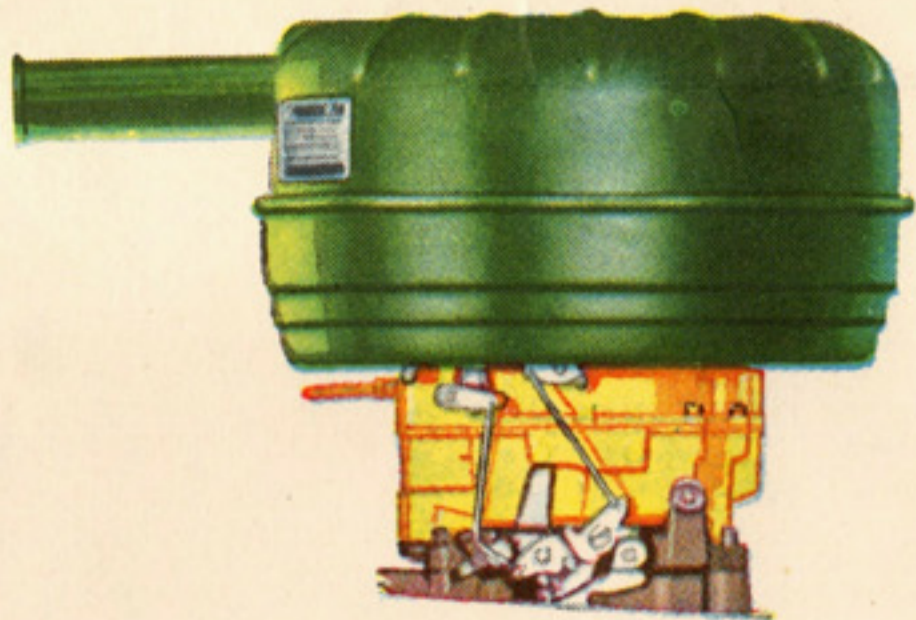
A new high in power plus a new high in performance, put the Pontiac "Strato-Flash" V8 miles in front for '56. Because it's so light, so rigid and compact, it has less weight "up front" —gives better balance to both car and ride. Its short-stroke design makes possible the highest compression ratio in history, cuts gas consumption sharply. It requires only  $3\frac{1}{3}$  quarts of oil in the crankcase.

\*170 h.p. with Powerglide



## 205 H.P. "STRATO-FLASH V8"

For truly spectacular performance, Pontiac offers the 205 h.p. Strato-Flash V8 (available on all models, at extra cost). Essentially the same in design as the 170 h.p. "Strato-Flash" V8, with these added improvements: Special 4-barrel carburetor, larger, matching intake manifold, large oil bath air cleaner, higher compression ratio—9.25 to 1, ultra high torque—268 lbs. ft., dual exhaust system.



NOTE:—Each of the 3 new Pontiac engines described above is available with Synchron-Mesh, Powerglide, or Overdrive transmission (the latter two optional at extra cost).

# 1956 SPECIFICATIONS

## ENGINE SPECIFICATIONS

	Strato-Six "148"	Strato-Flash V8-"162"	Strato-Flash V8-"205"
<b>Type</b>	OHV. 6 cyl. in-line	OHV 90° V8	OHV 90° V8
<b>Horsepower</b>	148 @ 4200 r.p.m.	162 @ 4400 r.p.m. 170 @ 4400 r.p.m. (Powerglide)	205 @ 4600 r.p.m.
<b>Torque</b>	230.5 lbs. ft.	257 lbs. ft.	268 lbs. ft.
<b>Size</b>	Bore 3.75" Stroke 3.94" Disp. 261 cu. in.	Bore 3.75" Stroke 3.00" Disp. 265 cu. in.	Bore 3.75" Stroke 3.00" Disp. 265 cu. in.
<b>Compression Ratio</b>	8.25 to 1	8.0 to 1	9.25 to 1
<b>Valve System</b>	Hydraulic valve lifters		

### Pistons and Pins

*Strato-Six*  
"148"  
Tin-coated, cam-ground, flat-headed, cast aluminum alloy, full skirts. Locked-in-rod, offset piston pins. Three rings per piston, all above pin.

*Strato-Flash*  
V8-"162" | *Strato-Flash*  
V8-"205"  
Tin-coated, cam-ground, flat-headed, cast aluminum alloy, slipper skirts. Pressed-in offset piston pins. Chrome plated top ring. Three rings per piston, all above pin.

### Rods

Drop forged I Beam steel connecting rods.

### Crankshaft

Drop forged steel, precision counter-balanced, four bearings.

Drop forged steel, precision counter-balanced, five bearings.

### Camshaft

Four bearing, cast alloy iron.

Five bearing, cast alloy iron.

### Carburetion

2 Barrel

2 Barrel

4 Barrel

### Electrical Sys.

12 Volt

### Cooling Sys.

13 Imp. quarts. (14 qts. with heater)

### Lubrication

Controlled full pressure

## CAR SIZE—(All Series)

**Wheelbase**—115".

**Front Tread**—58".

**Rear Tread**—58.8".

**Overall Length**—Sedans, Coupes and Sport Models, 197.5". Station Wagons, 200.8".

**Overall Width**—All models, 74.0".

**Loaded Height**—Sedans, 60.5". Sport Models, 59.1". Station Wagons, 60.8".

## TRANSMISSIONS AND AXLES

**Synchromesh**—Heavy duty, three speed helical gears. Chamfered gear teeth.

**Overdrive**—Synchromesh with integral three-pinion planetary overdrive, electrically operated.

**Powerglide**—Hydraulic three-element torque converter.

**Axle**—Semi-floating, hypoid-gear axle. Ratios:—Powerglide 3.55:1, Overdrive 4.11:1, Synchromesh 3.7:1.

**Drive**—Hotchkiss, open, tubular propeller shaft, two needle bearing universal joints.

## CHASSIS

**Frame**—Box girder construction, welded box section side rails and front cross member. Channel section rear cross member.

**Front Suspension**—Spherical joints, unitized knee action, anti-dive design, 4 lubrication fittings.

**Rear Suspension**—Outrigger semi-elliptic 4 leaf springs—58" x 2".

**Shock Absorbers**—Life sealed, double acting, hydraulic, tubular. Front—inside coil springs. Rear—angle mounted.

**Wheels and Tires**—5" rims. 670 x 15—4 ply tubeless.

**Clutch**—9½" diaphragm spring clutch. 10" coil spring clutch on Strato-Flash V8-"205".

**Engine mounts**—Poised power—4 rubber cushions—2 front—2 rear.

**Brakes**—11" bonded—easy action—jumbo-drum. Hydraulic self energizing. Lining area—161 sq. in.

**Steering**—Recirculating ball nut—equal length tie rods.

**Gasoline Tank**—Capacity 13¼ Imp. gallons.

## BODY

**Construction**—Body by Fisher, double wall Unisteel construction. Steel turret top with double ribbed roof box. Box section pillars and floor sills. Plenum chamber arch. Fully insulated throughout.

**Doors and Locks**—Wide opening, two position, double wall. Rotary type locks, inside push buttons, weather shielded front door locks.

**Trunk**—1" trunk sill, counter balanced lid, key release slam latch.

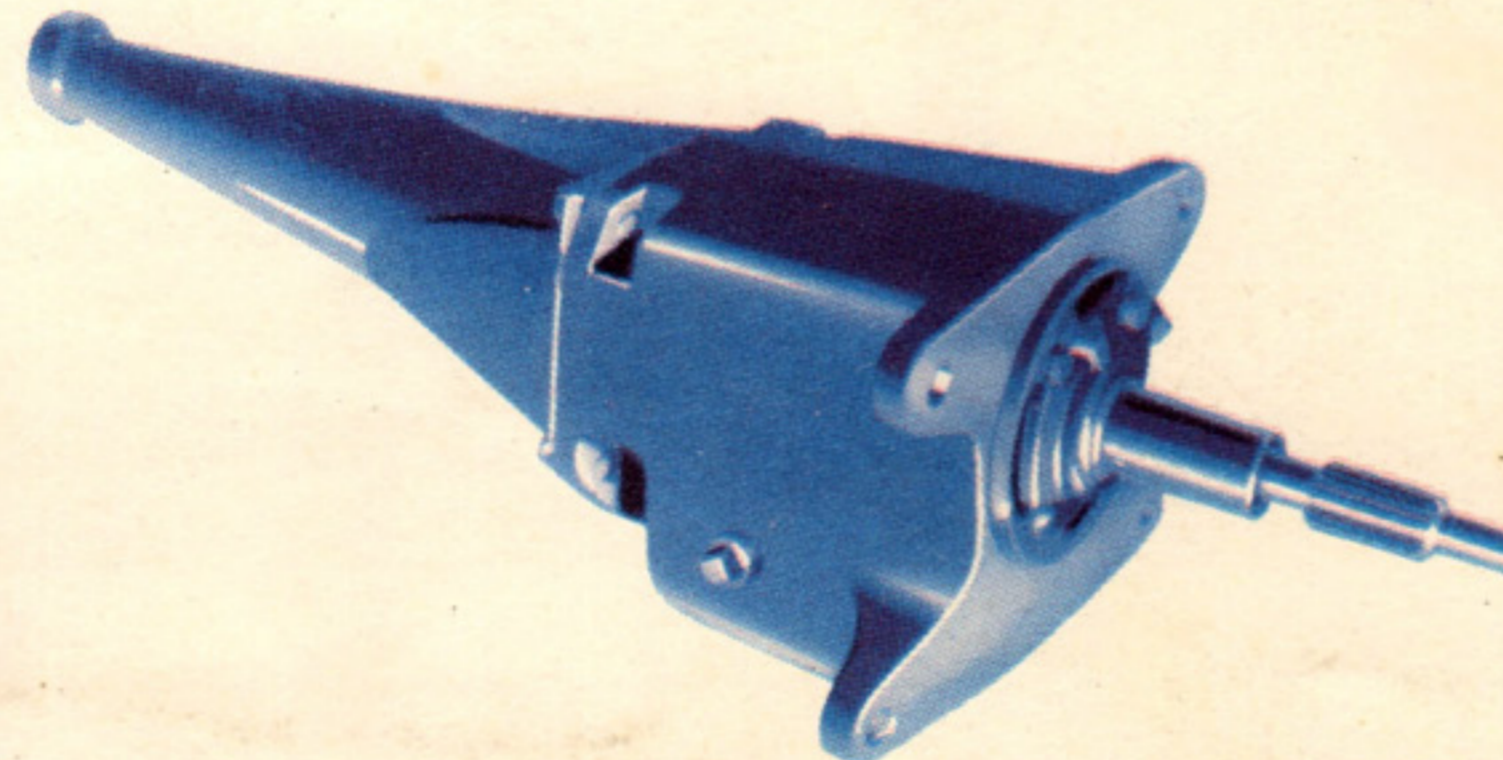
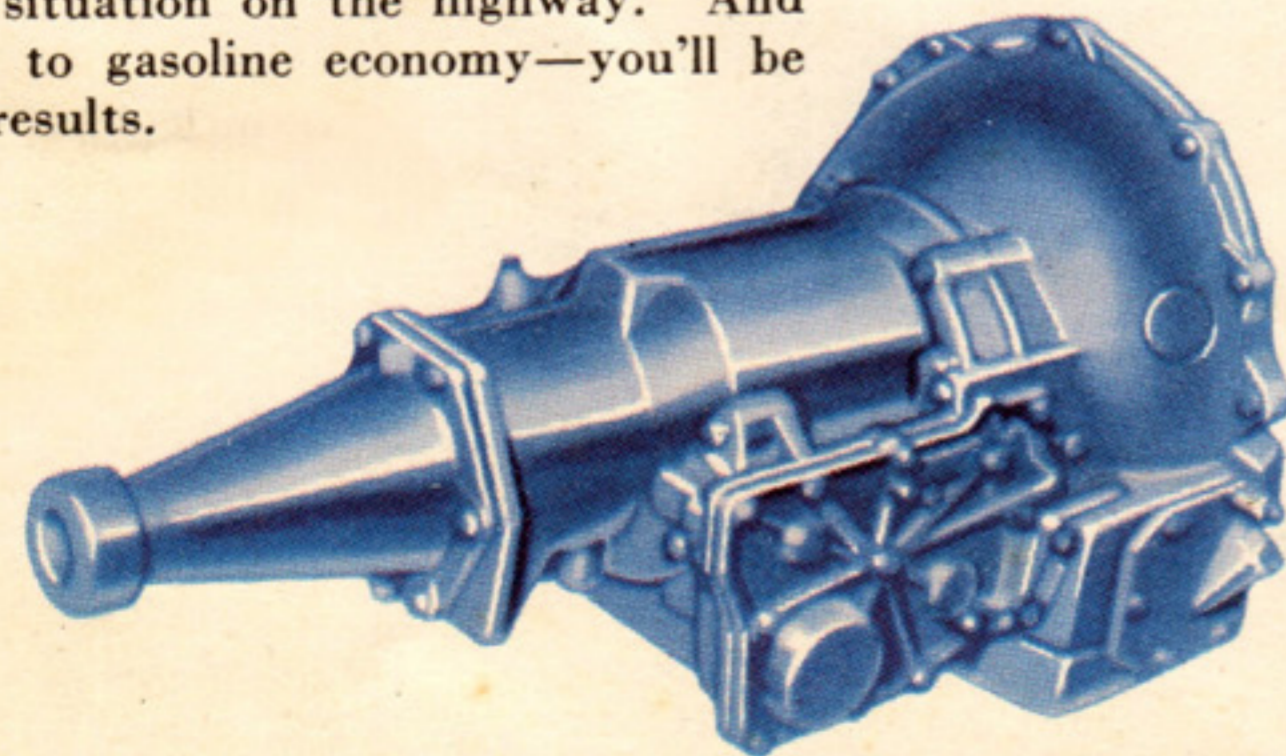
**Hood**—Reinforced single panel hood, counter balanced gear type hinges, external release with safety catch, slam latch.

**Ventilation**—High level intake, pressure chamber.

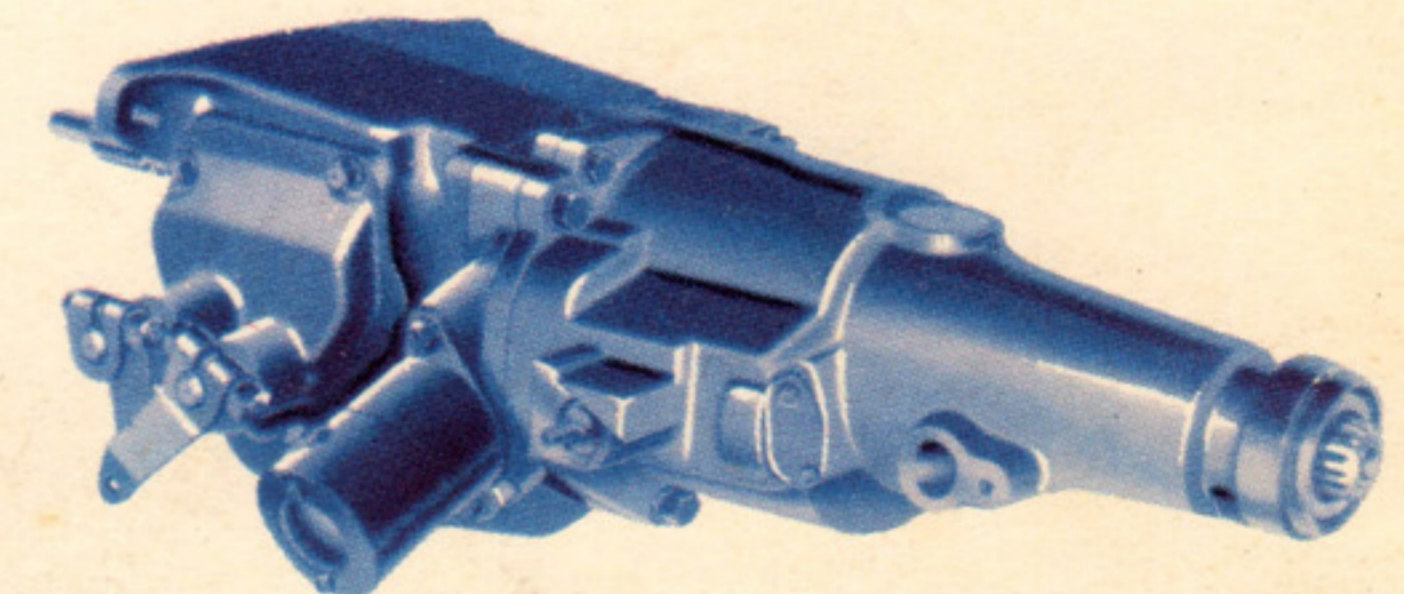
**Glass**—Full-View wraparound windshield, safety glass all around. Total glass area—24.4 sq. ft. (4-door sedan).

**Paint**—Dulux enamel.

**POWERGLIDE**—When it comes to automatic drive, Pontiac's Super Smooth Powerglide is the champion in its class! It picks up like a flash—quietly, smoothly. It puts you in command of every passing or driving situation on the highway. And when it comes to gasoline economy—you'll be amazed at the results.



**SYNCHRO-MESH**—long-time favorite with value-wise motorists—Pontiac's standard transmission with V8 or 6. It's a smooth-operating, rugged, heavy-duty unit designed not only for a long trouble-free life, but also for exceptional gas economy. You shift to any gear with remarkable ease.



**OVERDRIVE**—One of Pontiac's greatest engineering achievements—Multi-Range Overdrive. You can really roll somewhere in a hurry, while your engine takes it easy. At the same time, you save an astonishing amount of gas. It eases the load on your engine, saves wear and tear.

The illustrations in this catalogue do not necessarily show standard colors, materials and equipment. General Motors Products of Canada, Limited, reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models. This right may be exercised without incurring any responsibility with regard to cars previously sold.

GENERAL MOTORS PRODUCTS OF CANADA LIMITED • OSHAWA, ONTARIO