



PONTIAC

SILVER
STREAK



MORE THAN EVER THE MOST BEAUTIFUL THING ON WHEELS

*From a famous Family of Beauties comes an even
more glamorous Silver Streak*

ARRESTING APPEARANCE



NEW CAPTIVATING RADIATOR GRILLE



NEW EXCLUSIVE WHEELS



NEW SMART HUB CAPS



NEW RANGE OF COLOURS



NEW SAFETY INSTRUMENT PANEL



NEW INTERIOR COLOUR HARMONY



NEW UPHOLSTERY TREATMENT



NEW INTERIOR FITTINGS



**NEW PATTERNS AND COLOURS IN FRONT
FLOOR MATS**

BEAUTY is seldom a chance development. As with people, so it is with cars; beauty generally runs in families . . . increasing from model to model in the one case, as from generation to generation in the other.

Such is eminently true of the Silver Streak Series Pontiac. Since the first Silver Streak won the tribute of being christened "The Most Beautiful Thing on Wheels," Pontiac has grown each year in grace and distinction.

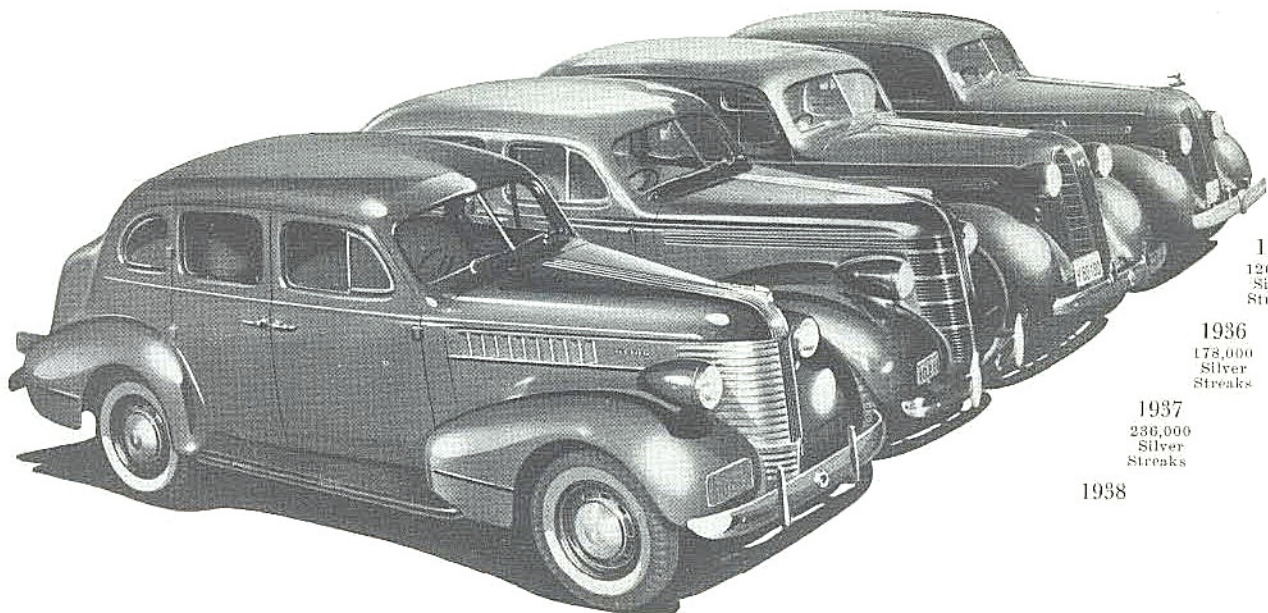
To-day Pontiac presents in The Fourth Series of Silver Streak Pontiacs a car as has hitherto been far outside the scope of the man of moderate purse.

They are not only the most beautiful cars of any of their price . . . these distinguished Silver Streaks. They are also . . .

. . . the **MOST LUXURIOUS**. Pontiac is the lowest-priced car to give you the soft-riding comfort of Independent Front Coil Springing plus the finger-tip control of Centre Poise Steering and the utter simplicity of Automatic Starting.

. . . the **SMOOTHEST PERFORMING**. The Pontiac Six is a revelation in smoothness and flexibility to those accustomed to driving other cars of the same cost.

These are things you can test for yourself. Please do so. You will find that this year again—**PONTIAC OUTVALUES THEM ALL!**



1935
126,000
Silver
Streaks

1936
178,000
Silver
Streaks

1937
236,000
Silver
Streaks

1938



A lordly looking car, this 117 inch wheelbase Pontiac Six Sedan with its impression of great length and imperturbable power. Yet here's the surprise. It will make a single turn in a road where even cars of five inches less wheelbase have to make two bites at the cherry. Its turning circle is actually less than thirty-eight feet for either left or right hand turns. And how feather-light centre point steer-

ing makes it to handle. Those brilliant headlights, too, are a subject for enthusiasm among Pontiac owners. The capacity of the trunk is another contribution to comfort in long travelling, a noteworthy feature being that the spare wheel is housed in its own compartment within the trunk, so that it may be readily removed for changing without the troublesome necessity of unpacking luggage.

Safety Shift Gear Control

★ Pontiac is the first and only medium-priced car with it!

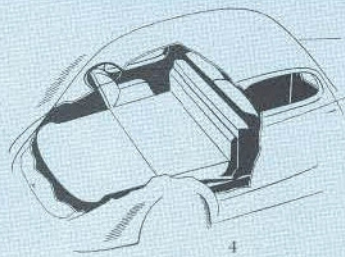
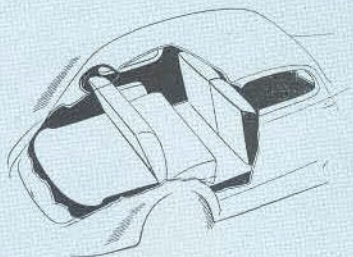


Pontiac owners have for several years enjoyed the advantages of such easy-control features as Automatic Starting (a feature which incidentally many higher priced cars still do not offer). Now Pontiac introduces yet another contribution to driving ease and safety . . . one that automotive experts have pronounced the outstanding mechanical invention of the year.

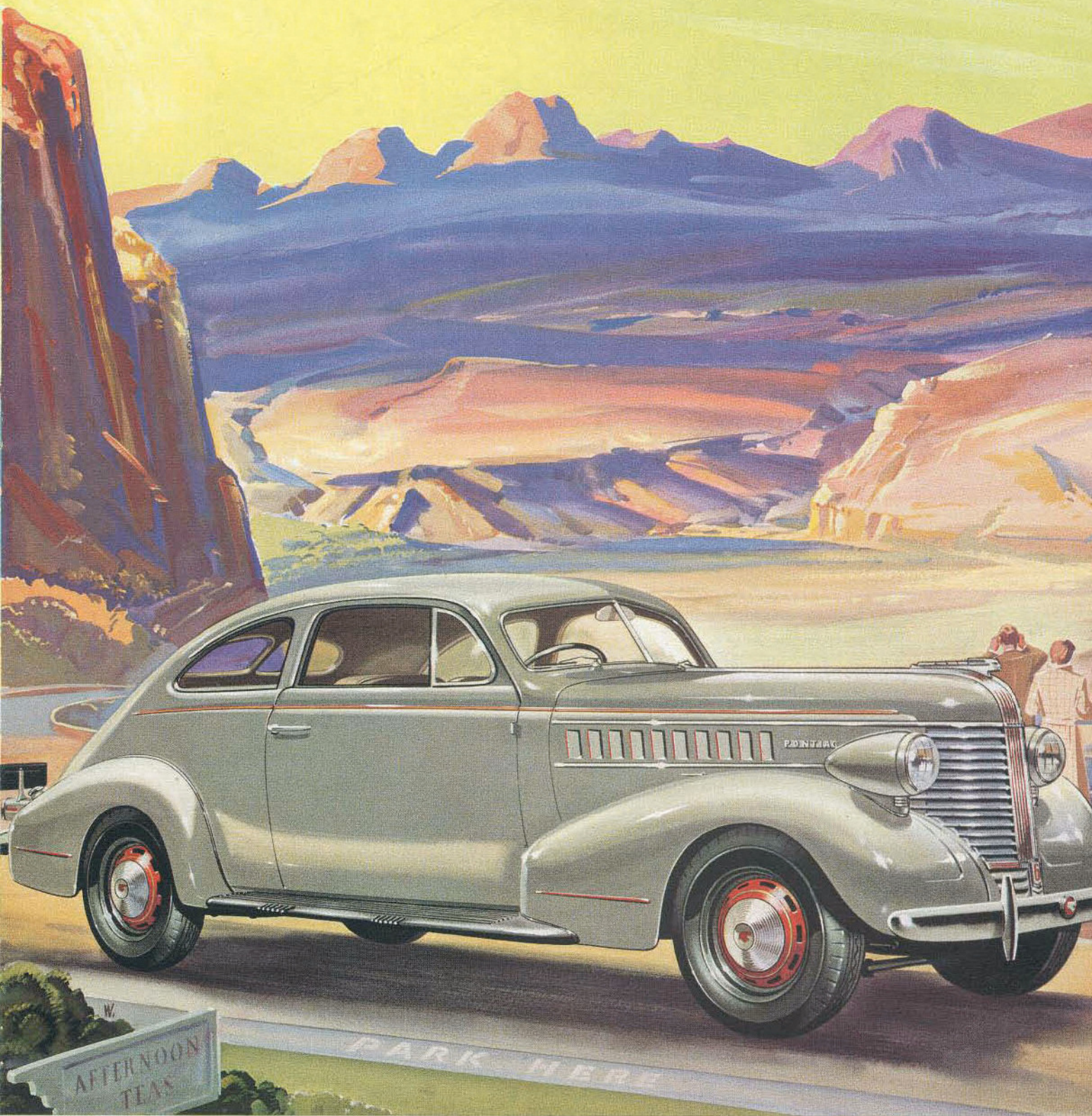
To-day, the Pontiac Six is available in two options--with the customary gear lever and with the new Safety Shift Gear Control (at very small extra cost). The Pontiac Safety Shift Gear Control is not a gadget . . . it is simply a new positioning of the gear lever in a more convenient and accessible position. There is nothing new to learn with Pontiac's Safety Shift Gear Control. A minute or so and any driver can completely master this new, easier, safer way of changing gears.

With the Safety Shift Gear Control the usual type of gear lever is eliminated, being replaced by a short control arm which nests beneath the steering wheel only a few inches away from the driver's left hand.

Gear changing is quicker, easier, safer . . . while comfort is immeasurably increased. With this elimination of the old-type gear lever following the removal of the handbrake to beneath the extreme right hand side of the instrument panel, Pontiac's front compartment is now as free of obstruction as the rear. The driver can slip into and out of his seat through the kerb-side door of his car, a boon in itself in heavy city traffic . . . while the front seat will not only accommodate three people but accommodate them in comfort. No longer does the middle passenger have to straddle the gear lever or sit uncomfortably angle-wise. With a clear front compartment he can sit with legs stretched out straight before him, enjoying the same comfort as the other passengers in the car.



*Pontiac All Enclosed
Six Seater
Coupe*

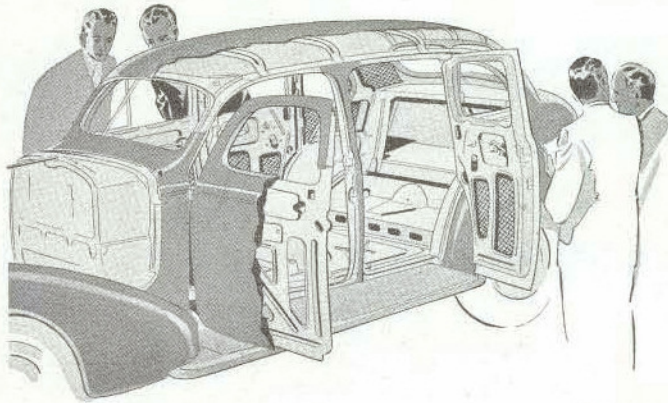


There's room for a mountain of sporting and camping equipment in the Pontiac All-Enclosed Coupe. As for more everyday articles of travel, there seems no limit to its capacity. It will take even a fair sized cabin trunk with equanimity—along with half a dozen or more suitcases, bags of golf sticks, etc. That, of course, is with the fully sprung and upholstered sedan-size rear seat swung down and out of the way as Holden engineers have designed it to do, quickly . . . easily . . . and securely. Even with the rear seat erect, however, and the car ready to carry its full quota of six passengers, there is exceptional luggage space in the normal trunk area which is reached through the door in the rear panel. Business representa-

tives have hailed this body style since its introduction—while it has also restored their enjoyment in motoring to parents of young children who can be carried in the rear seat safe from any possibility of accident through an inadvertently opened rear door.

At left is shown a sectional drawing illustrating the way in which the rear seat stows away. You simply slip your hand down between the seat and squab of the emergency seat . . . pull . . . and 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 seat becomes one enormous luggage compartment.

A Fortress of Steel Furnished like a Salon



That Turret Top for instance is different from other steel tops. It does not depend wholly and solely on its own strength. Underneath it are heavy, supporting steel cross-bows. That means extra cost in manufacture . . . but it also means extra rigidity and extra satisfaction to you.

Strength, however, is only one advantage of Pontiac's Unisteel Turret Top Body by Holden. Doors fit more closely, bringing you new freedom from intrusion by dust and draughts, while notice the luxurious quietness when you are in a Pontiac in the midst of city traffic or at high speeds on the open road. Outside noises seem far away . . . while road rumble is muffled and diffused . . . for floor, sides and roof are all scientifically insulated against noise. Even the beautifully tailored headlining cloth which contributes so much to the appearance of the whole interior, plays its part in guarding you against noise, being chosen in preference to other materials because of its sound-absorbence.

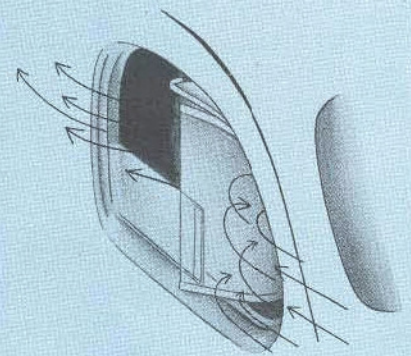
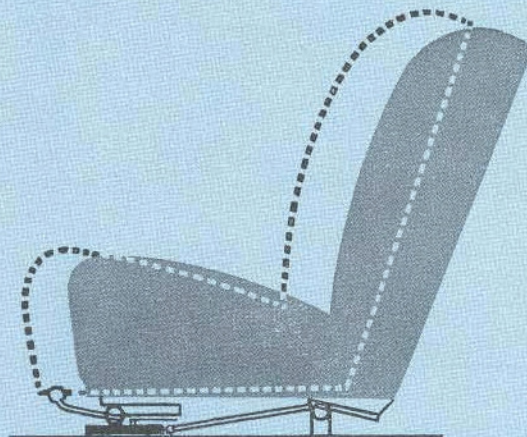
(Below left) Below the genuine hand-buffed leather upholstery of Pontiac's seats is a system of springing so restful that it demanded a special name—Relax-o-form. Springs sprung on springs cushion you in a comfort that you will appreciate particularly on a long trip.

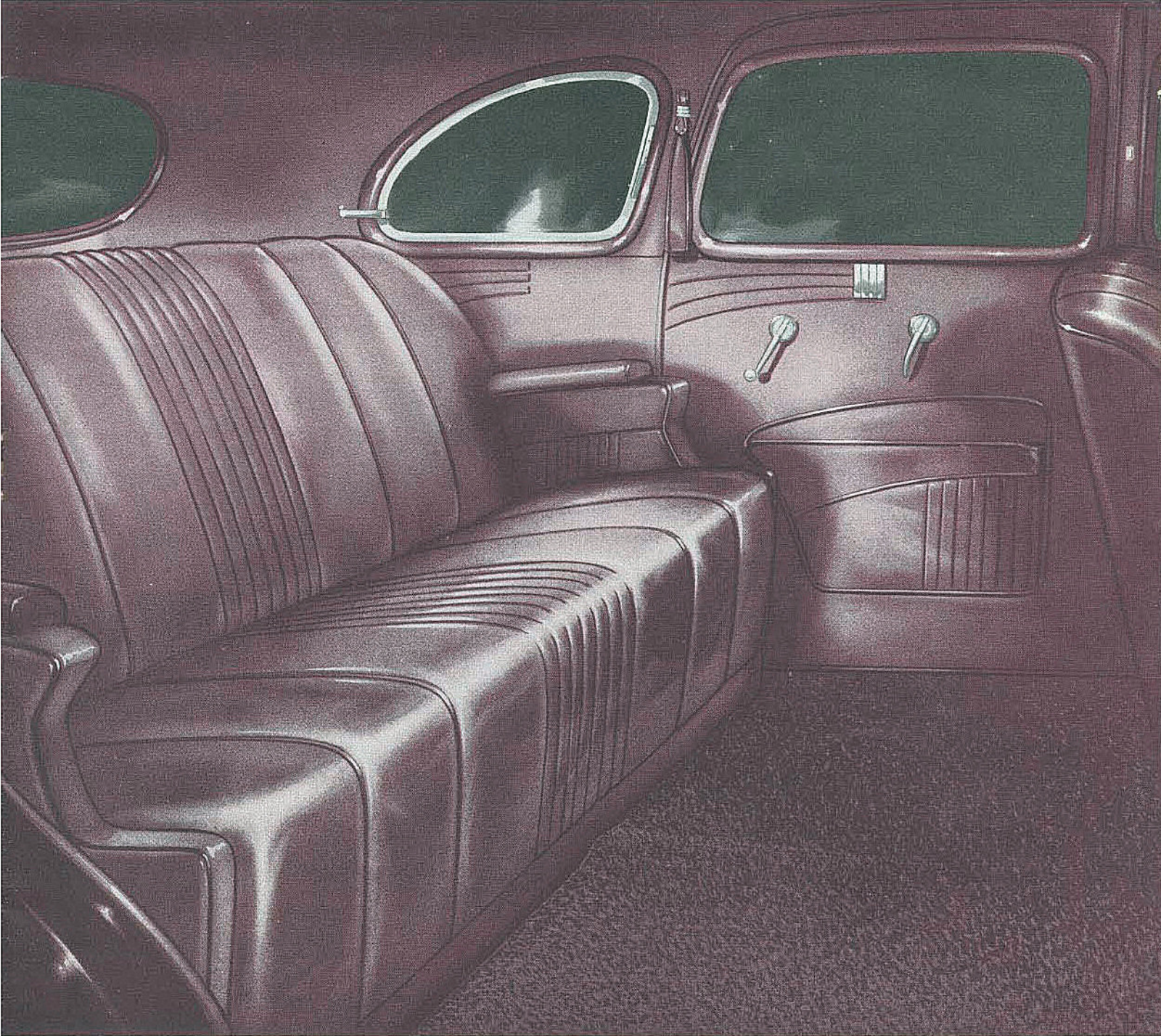
(Below centre) A slip of a girl can take a six foot man's place at the wheel of a Pontiac and assume a driving position to her liking in a twinkling . . . for Pontiac's Multi-Adjustable Seat rises as it is drawn forward (giving the short driver a commanding view of the road ahead) and inclines as it is thrust back (a real comfort to the long-limbed).

(Below right) You don't know how cool in summer and how free from stuffiness in winter a car can be unless you have experienced genuine No-Draught Ventilation. The diagram below shows how No-Draught Ventilation draws cooling air, and carries off stale air and smoke.

PONTIAC'S shapely, streamlined Unisteel Turret Top Body by Holden is different in a way which you will immediately appreciate. Here is none of that old steel body tinniness. Close the door and it gives back a good solid sound to you . . . a substantial sound that plainly expresses the new luxury and security and long life this advanced kind of body assures.

Pontiac's Body is literally a fortress of steel. There is steel all round you . . . steel above you . . . steel beneath your feet . . . all welded together into one rigid, weave-proof, twist-proof structure . . . without the use of a single bolt, rivet or screw . . . and with *extra* construction at vital points.

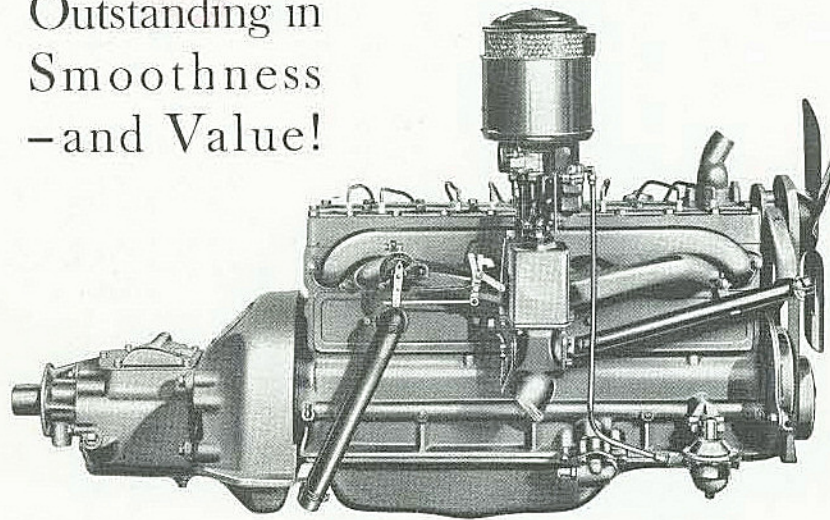




If you want proof of how proud you can justifiably be of your new Pontiac, take it round to friends one evening after dark. Invite them outside. . . open the door of your car. . . snap on the light. . . and then listen to the chorus of admiration as the beautifully tailored interior is softly lit up. There'll be praise for the rich harmony of the colour scheme. . . for the repletteness of the appointments. . . for the beauty of the softly coloured Tenite door and window handles and ultra-modern instrument panel. . . for the luxury of the No-Draught Ventilation. . . for the comfort of the provision of arm-rests for each passenger. . . for the convenience of the locking glove box and the presence of

pockets in all doors. You drive surrounded by beauty and comfort when you drive a Pontiac. And you drive with greater safety to passengers, particularly those of tender years. That roll on the back of the front seat, for instance, cushions the sharp edge should back-seat passengers be pitched against it by an emergency stop. Similarly, the door and window controls hug close to the linings and have incurving handles, while in the front compartment, sharp projections have been eliminated from the instrument panel which is also rounded on its lower edge. As you would expect in such a body, the windscreen and all side windows are of crystal clear, non-shattering Armourplate Glass.

Outstanding in
Smoothness
—and Value!

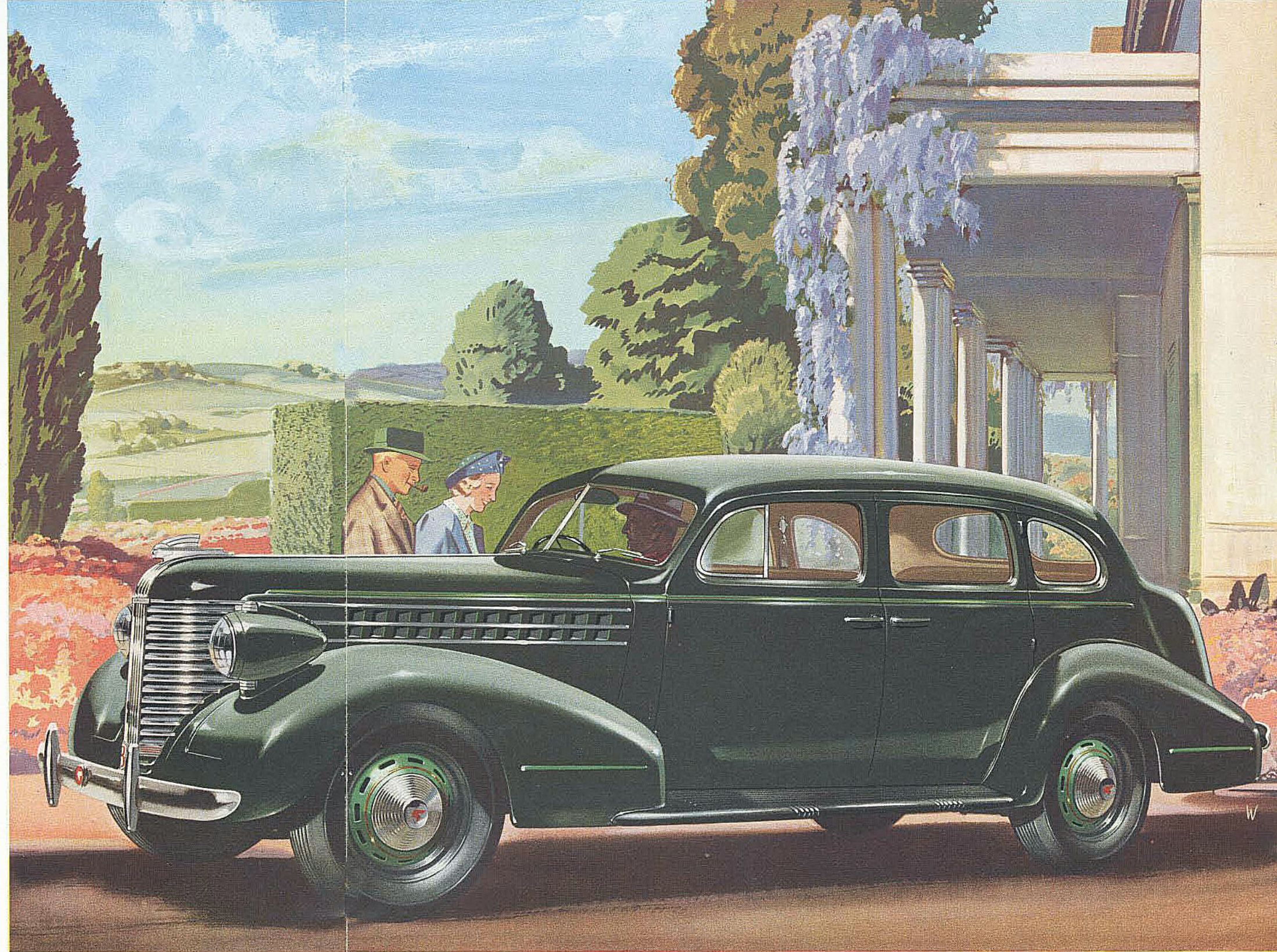


When General Motors assigned to Pontiac the task of bringing out a lower priced Straight Eight in 1933, there was not the slightest suspicion that the way was being paved for the introduction of what many competent judges claimed to be the finest example of a Straight Eight engine design ever produced. So outstanding was the car that over 86,000 were sold in a depression year, equalling or surpassing sales records of all but the two lowest priced six cylinder cars.

This same engine design, enlarged and even more economical, this same marvel of smoothness and quietness which swept to such success in 1933, now has a chassis and body combination unmatched in its price-class for appearance, comfort, ruggedness, safety and ease of handling.

Surpassingly smooth . . . with no vibration point at any speed . . . the Pontiac Straight Eight engine with its 249 cubic inch displacement generates on demand 100 h.p. only a fraction of which is used for ordinary travel. At 70 miles per hour it uses 47 per cent. of its power. At 40 and 50 miles per hour, the engine is doing little more than idle.

A short stroke engine with five main bearing seats supported by solid walls of metal extending completely across the crankcase, the Pontiac Straight Eight is a reassuringly big sturdy engine, the block of which is no less than $33\frac{1}{8}$ inches long and weighs 230 lb. Refinements to be found in it are full pressure metered flow lubrication . . . pressure suction crankcase ventilation . . . cylinders completely surrounded top to bottom with water . . . statically and dynamically balanced crankshaft . . . harmonic balancer . . . 30 degree intake valves and tapered valve guides ensuring quiet valve operation . . . octane selector and vacuumatic spark control . . . automatic choke . . . automatic starting . . . Scotch Mist Manifold, etc.



Pontiac Straight Eight

Kurajong Green is the colour of the one hundred and twenty two inch wheelbase Pontiac Straight Eight Sedan illustrated above. The interior is upholstered in soft Fawn Leather with carefully tailored headlining cloth to tone, and soft carpeting in both front and rear compartments. Note how the added length of bonnet is emphasised by the three horizontal chromium mouldings which enhance the side bonnet louvres. The way in which the parking lamps are built into the top of the tear-drop shaped headlamps is another detail of distinction. A luxuriously roomy car either for the chauffeur-driven—or for those who delight in the zest of driving themselves (and in that connection as docile under feminine hands as a man's) with feather-light Centre-Point Steering.

BE guided by one of the most outstanding records in the entire motor industry, and choose a Pontiac. Here is that record as it has been officially published by Pontiac: "Over 84 per cent. of all the Pontiacs built in the 12 years of Pontiac's history are still in daily use." That's not just a claim of dependability and owner satisfaction, it's PROOF. Proof that must sway you even though you are accustomed to trade in your car every year. For the mileage that is engineered into Pontiac has this important aspect for the new car buyer. It means that his car will stay new longer . . . prolonging his pleasure and protecting his investment. On the page opposite you will find pictured some of Pontiac's engine improvements and refinements, while below are outlined some of the fundamentals of Pontiac engineering which make it a model to the whole industry.

INBUILT SMOOTHNESS

Pontiac Engines are inherently smooth. For they are built to circumvent that vibration which sets up wear and play in an engine's moving parts, thus creating further vibration—and further wear. Pontiac Engines have a shorter stroke; with less wear on pistons and cylinder walls as a result. This shorter stroke of Pontiac's pistons means in turn that Pontiac's connecting rod bearings revolve in a smaller circle than do the same bearings in a longer-stroke engine (see diagram). Thus tendency to crankshaft whip is reduced.

HARMONIC BALANCER

To further safeguard against vibration Pontiac provides a Harmonic Balancer, a heavily weighted device which revolves with the 100 per cent. Counterweighted crankshaft. In this Harmonic Balancer are four weights, each with their own degree of play. Any vibration in the crankshaft is transferred to the Balancer which is thrown out of phase with the crankshaft and so damps out the vibration.

ELECTROPLATED CHROME NICKEL IRON PISTONS
Pontiac's short stroke engine design has made it possible for Pontiac to still provide the slower-wearing oil-saving cast iron pistons which manufacturers of engines of longer stroke have replaced with lighter alloy pistons for the sake of reducing the weight the connecting rods have to thrust.

METERED FLOW LUBRICATION

Obviously smoothness and efficient lubrication go hand in hand. Pontiac's Full Pressure System not only lubricates under pressure every bearing including the important piston pin bearings which are reached through rifle-drilled oil passages up through the connecting rods; the flow is metered or controlled to each bearing ensuring it receiving its correct supply of oil and eliminating the fear of a greedy bearing starving others for lubricant.

ALL-WEATHER ENGINE COOLING

Cooling too is of major importance to an engine's satisfactory operation. Pontiac not only provides full length water jackets for top-to-bottom cooling of each cylinder, but circulates the water completely around each cylinder, cooling each thoroughly instead of compromising with the cheaper cooling-in-pairs principle. Moreover an Automatic Temperature Con-

trol Thermostat governs the water circulation, shutting off the supply of cold water from the radiator for a warm-up period while starting. . . while the system of Gusher Valve Cooling pumps the coolest water in the system direct to each exhaust valve part, effectively cooling the seats and eliminating the frequent need of valve grinding.

CRANKCASE VENTILATION

Another provision of Pontiac engineers for the long life of the Pontiac engine is Pressure Suction Crankcase Ventilation by means of which the acid fumes which are formed in every engine are quickly carried off and discharged under the chassis by a constant current of air, forestalling their corrosive effects.

AUTOMATIC STARTING

You don't have to fumble at the dash to start your Pontiac. The ignition key being turned, a touch on the accelerator and your Pontiac engine starts.

4-POLE STARTING MOTOR

Pontiac's 4-pole Starting Motor is one of the reasons for Pontiac's instantaneous starting under all conditions, providing greater power than 3-pole motors.

AUTOMATIC CHOKE

There's no guess work about choking your Pontiac. It's done for you automatically with an exactness that manual choking cannot rival.

QUICK WARM-UP MANIFOLD

Another reason for Pontiac's outstanding performance. A thermostat automatically controls a flow of hot exhaust gases used to keep the manifold at a temperature to pre-heat the petrol vapour and make it more completely combustible.

OCTANE SELECTOR AND VACUUMATIC SPARK

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.

SCOTCH MIST MANIFOLD

By distributing fuel more uniformly to all cylinders, Pontiac's Scotch Mist Manifold makes it possible to cut down the richness of the vapour several points, at the same time giving increased engine power. The amazing result is, therefore, to decrease fuel consumption, while increasing power and improving acceleration.

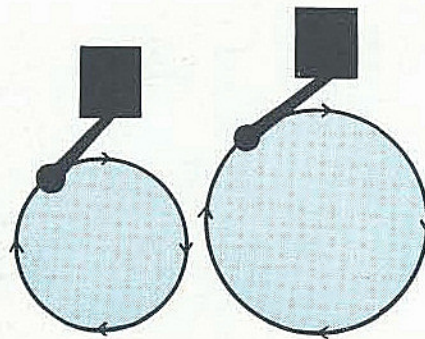
CONVENIENTLY POSITIONED BATTERY

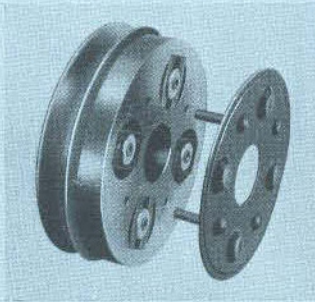
No longer do you have to disturb passengers and move floor mats to check your battery if you have a Pontiac. Lift the bonnet and there it is, immediately accessible for inspection and service.

GROUP FUSE SYSTEM

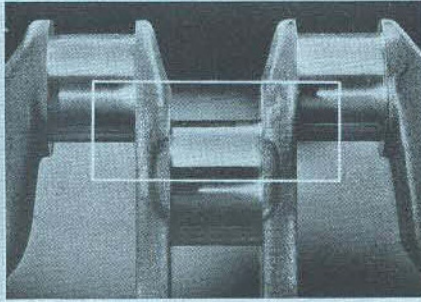
The electrical system on a Pontiac provides separate fuses for the individual circuits, grouped accessibly under the bonnet.

A Great Engine

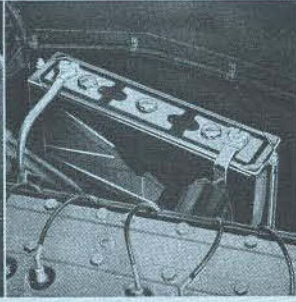




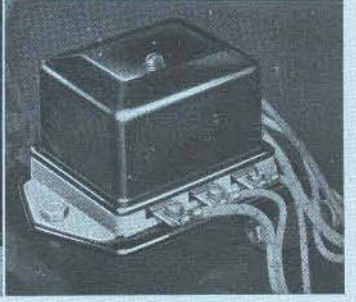
The Harmonic Balancer



See how Crankshaft bearings overlap



Pontiac's accessible Battery



Pontiac's Individual Fuses

★ High Capacity Fan

★ Down Draught Carburetion

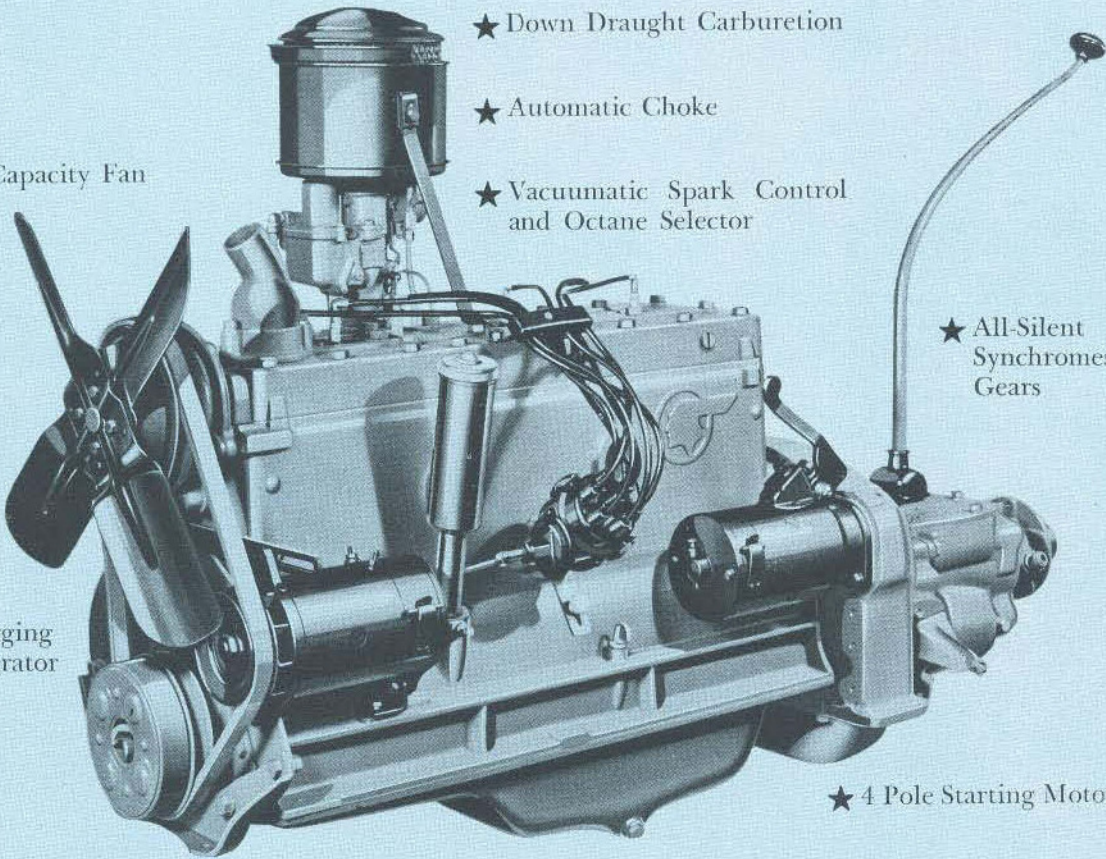
★ Automatic Choke

★ Vacuumatic Spark Control and Octane Selector

★ All-Silent Synchronesh Gears

★ High Charging Rate Generator

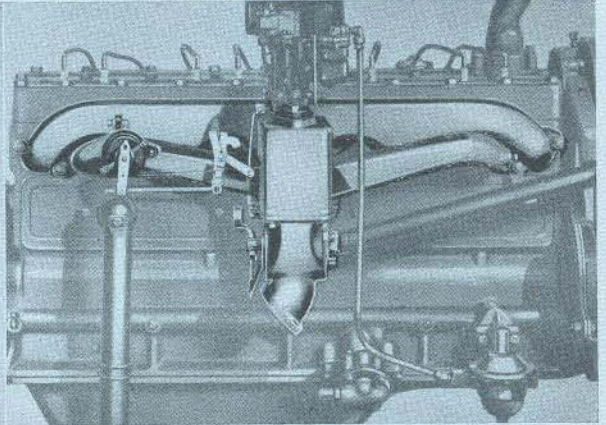
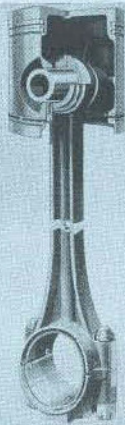
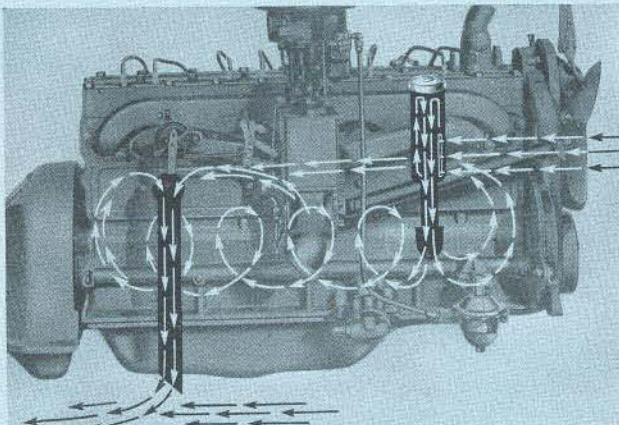
★ 4 Pole Starting Motor

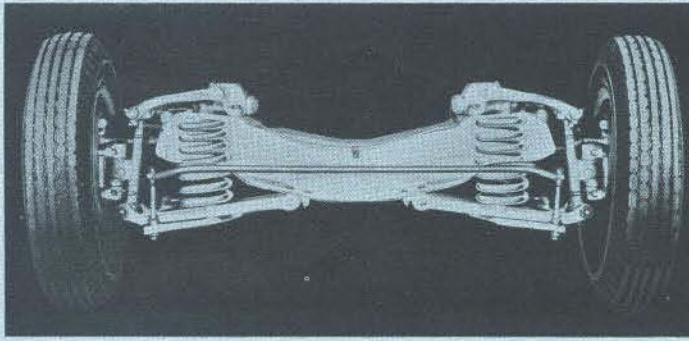


Crankcase ventilation prevents corrosive acid fumes collecting

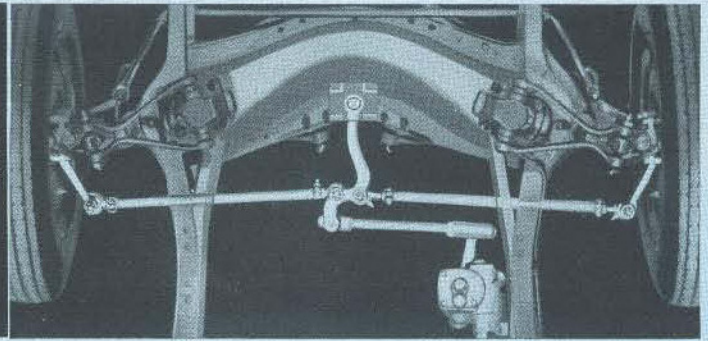
Drilled Con Rods

Pontiac's Scotch Mist Manifold gives amazing economy

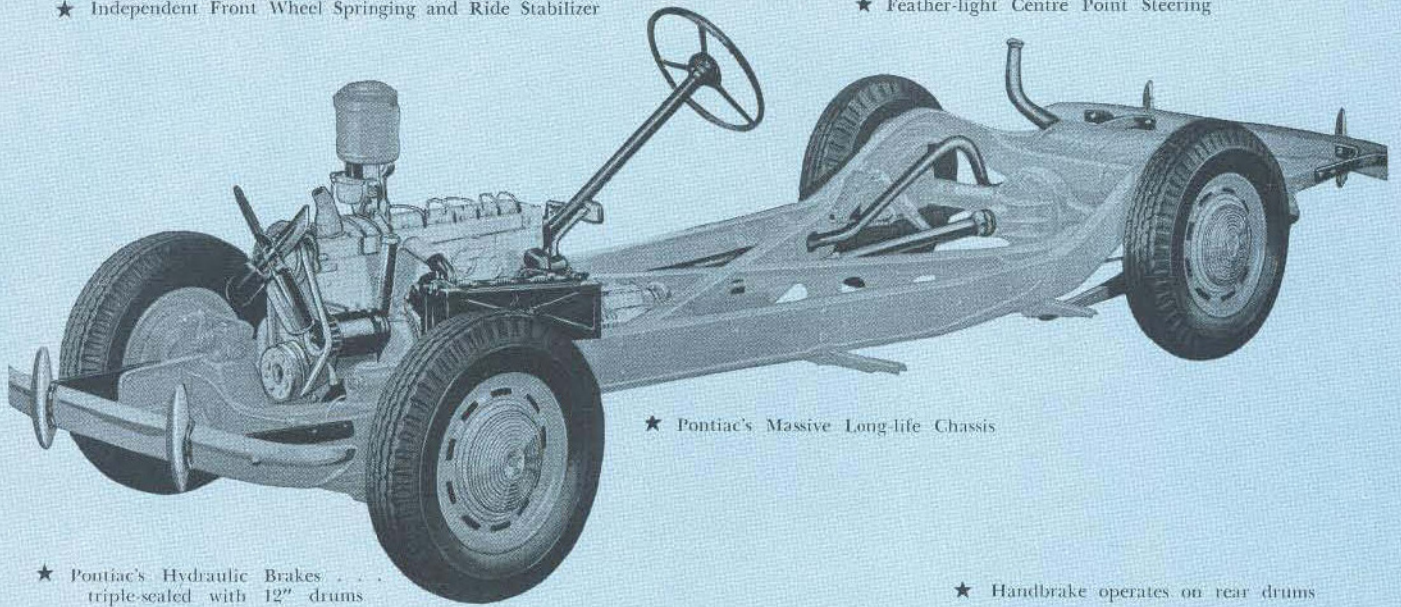




★ Independent Front Wheel Springing and Ride Stabilizer



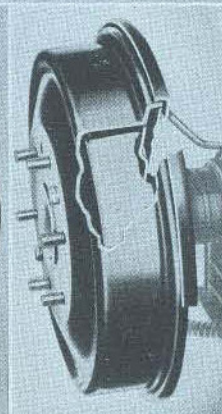
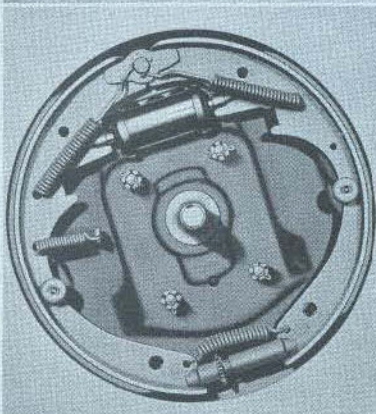
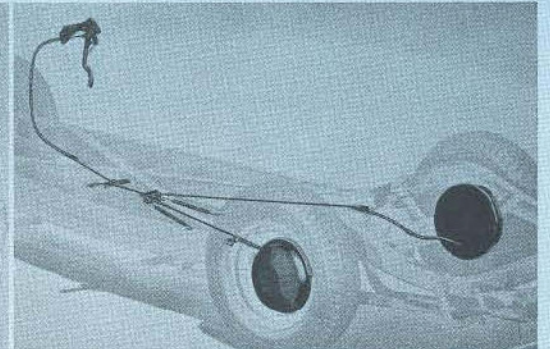
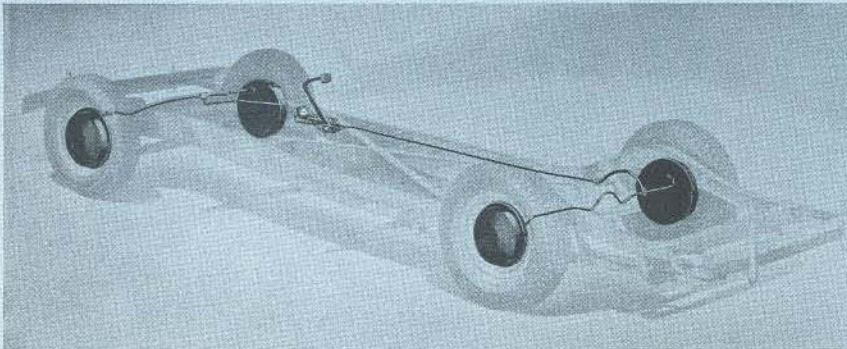
★ Feather-light Centre Point Steering



★ Pontiac's Massive Long-life Chassis

★ Pontiac's Hydraulic Brakes . . . triple-sealed with 12" drums

★ Handbrake operates on rear drums



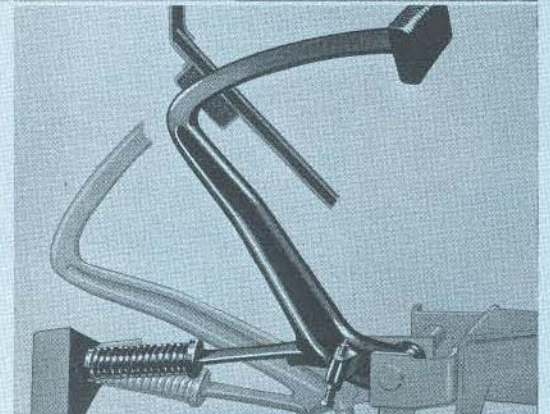
(Right) Pontiac's Clutch Pedal Booster Spring



(Centre) Pontiac's Brakes are sealed against dirt and water



(Left) Pontiac's Brakes have Duo-Servo action



BRIDGE TYPE FRAME

Pontiac's chassis is a bulwark of strength with chassis parts which are heavier and stronger than similar features on numerous cars selling at a much higher price than either Pontiac Six and Eight. In the Double Drop 4-way rigid bridge type cantilever frame, the four legs of the X member are of massive I beam steel sections welded top and bottom to junction plates. Each leg of the X is braced against deflection by the other three legs. With each of the four extremities of the X member securely riveted to the deep side members, Pontiac's frame section is many times stiffer than anything heretofore possible.

INDEPENDENT FRONT WHEEL SUSPENSION

Pontiac's Independent Front Wheel Springing is of the linked parallelogram coil spring type. Not only does this Independent Front Springing give a ride that old fashioned stiff front leaf springs cannot achieve, and not only is steering made delightfully shock proof—but there is also a decided safety factor which results from better roadability and more positive control, because the wheels are in contact with the road more of the time. You have only to pass a car on a narrow road in which your outside wheels must travel through "the rough" to appreciate the confidence that Independent Front Wheel Springing inspires.

A refinement in the design of Pontiac's Independent Front Wheel Springing is that the lower control arm shafts of the units now ride in hardened steel bushings closed at their outer ends. At their inner ends they are sealed with tight synthetic rubber, oil resisting dirt seals. The threaded bearing surface too, is much larger in area than plain bearings so that bearing lubricant is retained longer. Seals of the same material are situated at both ends of the lower knuckle support pin bushings.

FRONT STABILIZER BAR

Acting in conjunction with the Independent Front Wheel Springing is Pontiac's Front Stabilizer Bar which extends across the frame connecting the front springs. When large bumps or ruts are encountered, the tendency of the spring to compress unduly on that side of the car riding the bump is controlled by this Stabilizer Bar which compresses the spring on the opposite side in compensation. Thus both front springs help in resisting exceptional bumps.

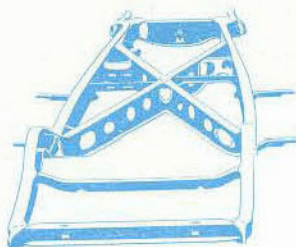
TRIPLE-SEALED HYDRAULIC BRAKES

Pontiac's brakes have long been an outstanding feature with a smooth positive action that will drift you to a stop or bring you to emergency halt. They use the efficient Duo Servo principle which employs the rotating motion of the wheel against the primary shoe to drive the secondary shoe into contact with the drum, resulting in a wrapping action that generates tremendous braking force. The brake drums are 12 in. in diameter and are triple-sealed against intrusion of dirt and water, while the condition of the brake linings is preserved by improved brake ventilation through Pontiac's new design wheels which give 80 per cent. more cooling than previously. Proving ground tests show that the quicker cooling of brake drums lessens brake fading and a quicker recovery to normal braking action after several severe brake applications at short intervals.

EMERGENCY BRAKE

Pontiac's emergency brake, conveniently located under the dash, is of the mechanical type operating on the rear wheels providing much more powerful and positive emergency brake than the type which operates on the drive shaft. With Pontiac's hand-brake it is possible to jack up any one of the wheels with the car on an incline without fear of it rolling.

A Great Chassis



CENTRE POINT STEERING

One of the points on which Pontiac owners are most enthusiastic is the Centre Point Steering which gives complete and easy steering control over gravelled or rough roads. You can literally steer a Pontiac with a finger. You have none of that feeling of fighting the wheel when driving at high speeds, and curves are taken with a solid feeling.

SHORT TURNING RADIUS

Because of its front suspension and frame design, Pontiac has achieved an unusually short turning circle—37 ft. 7 in. for the 117 in. wheelbase Six and only 38 ft. 8 in. for the 122 in. wheelbase Eight. This turning circle permits a U turn in a narrow street that many of the lowest priced cars of less wheelbase cannot negotiate in one turn. The steering gear is of 19 to 1 ratio and of the worm and roller type.

REAR SPRINGS

Moulded pads of rubber enclosed in steel retainers placed between the rear spring seat of the spring clamping plate insulate the rear axle from the springs. The front spring eyes are provided with rubber bushings which do not require lubrication while the back ends of the rear springs are fitted with threaded self-adjusting metal shackles sealed against dirt and mud.

SHOCK ABSORBERS

Pontiac uses 2-way Hydraulic Shock Absorbers at the rear. At front double acting shock absorbers form a part of the Independent Front Wheel Springing units and check wheel bounce.

EASY SHIFT CLUTCH PEDAL BOOSTER

Pontiac's clutch incorporates a clutch pedal helper spring which makes certain that the clutch is fully released with a minimum of effort. The mechanism consists of a spring loaded plunger exerting pressure against the pedal at a point just above the centre of the pedal shaft. When the clutch pedal is depressed half way the plunger comes into action applying pressure in the same direction and aids in depressing the pedal fully.

ALL-SILENT SYNCHROMESH TRANSMISSION

Pontiac today provides smoother changing into second gear through improvement in the synchronisers. Changing is silent and effortless not only under normal driving conditions, but in descending grades when the driver changes down in order to use the engine as a brake.

DUAL PROPELLER SHAFTS

Today's lower slung cars have made it necessary for manufacturers to make revisions to their propeller shaft design. Pontiac offers a propeller shaft assembly which not only makes it possible to lower the floor of the car without the necessity of a transmission tunnel but avoids definite disadvantages. Instead of using a single long propeller shaft which is subject to whip and to overcome this by supporting it to the frame and constantly transmitting vibration, Pontiac uses Dual Propeller Shafts, consisting of a short forward shaft leading from the transmission in conjunction with a rear shaft with universal joints at either end. Both the universal joints are sealed against dirt and are lubricated for life.

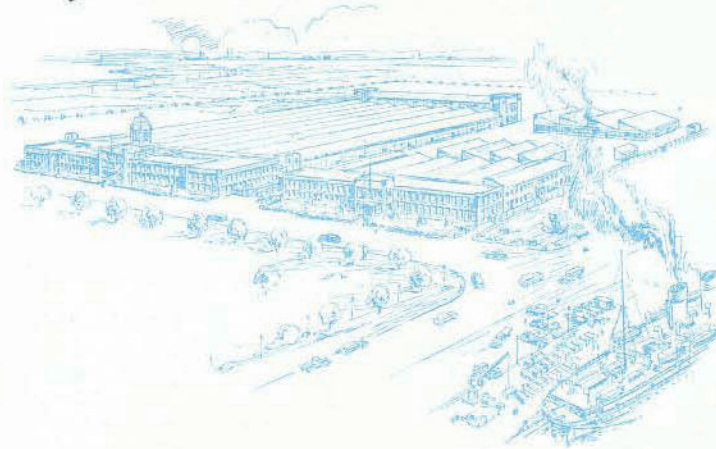
JACK PADS

To make the infrequent, though none the less disagreeable job of changing a tyre less disagreeable, Pontiac provides a Jack which operates on the bumpers, eliminating the necessity of groping underneath the car.

SELF-TIGHTENING WHEEL BOLTS

Pontiac's wheels are made self-tightening through the use of lefthand threads to attach on left wheels and righthand threads on right, an assurance against wheels working loose.

"Your Money Goes Further in a General Motors Car"



To see and drive Pontiac is to realise the truth of the statement that "your money goes further in a General Motors car."

There are sound basic reasons why that should be so. First, General Motors are the world's largest manufacturers of motor cars. As such they have built up the huge General Motors Research Laboratories which have been responsible for so many of the engineering refinements of the modern motor car.

To read the list of improvements in automotive engineering engendered by General Motors is to realise the debt to-day's motorist owes to "GM." The list which dates back to 1907 includes battery ignition . . . self starter . . . the perfection of four-wheel brakes for quantity production . . . harmonic balancer . . . duco lacquer finish . . . synchromesh transmission . . . automatic choke . . . octane selector . . . independent front wheel springing introduced into quantity production . . . Unisteel Turret Top . . . multi-adjustable driving seat, etc.

A chain, however, is no stronger than its weakest link, and the thinking Australian motor car buyer assesses not only the merits of a car as it is marketed overseas . . . but the ability of the local organisation to entirely recreate it and market it. In plant, equipment and personnel, General Motors-Holden's Limited looms large in the Australian picture.

The sketch on this page illustrates the Melbourne plant on its 50 acre site which serves as administrative headquarters to the company's five great assembly plants which in turn supplement the activity of the 40 acre Holden Body works at Woodville.

Situated in the principal capital cities of Australia, these plants of General Motors-Holden's Limited house an organisation which is unique in Australia. With huge purchasing abilities and the facilities for constant experiment, it is only logical that the products of General Motors-Holden's Limited should offer the greatest value-for-money available to the Australian motor car buyer to-day.

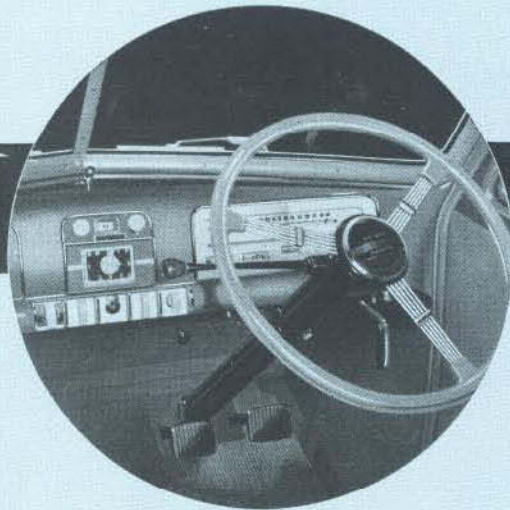
PONTIAC SERVICE

You are assured of complete after-sale service, when you buy a Pontiac, and this includes a definite guarantee of considerable value. Your Owner Service Policy is one. It entitles you to two thorough inspections and adjustments without charge; it protects you for 90 days or 3,000 miles of operation—whichever is reached first—against defects in workmanship or material. Everywhere, you will find authorised Pontiac Dealers stocking genuine Pontiac spares, and ready to render complete service at all times.

CONFIDENTIAL DEFERRED PAYMENT PLAN

The purchase of your Pontiac under the G.M.A.C. Confidential Payment Plan is conducted, not through an outside finance organisation, but with a special division of General Motors, which has therefore a very real interest in ensuring your satisfaction with your car. General Motors Acceptance Corporation is the largest hire-purchase institution in the world, and is consequently able to offer low rental charges and to arrange payments to suit your individual needs. Your local Pontiac Dealer will explain the G.M.A.C. Plan to you, and arrange your payments on the most convenient basis.

Personalize



your Pontiac

PONTIAC is so completely equipped that you may think there is hardly another thing you could wish for in your new car. But who could say "No" to an Air Chief Car Radio for instance. Warranted by National Automotive Service Company (a division of General Motors-Holden's Limited), the Air Chief Car Radio is specially designed for Pontiac—a provision being made in the car design to install the radio unit, the speaker, aerial and the special controls which match the styling of the instrument panel. The view of the instrument panel at the top of this page shows the controls installed in position in the centre.

The Air Chief Car Radio is a 6-valve superheterodyne, employing one dual-purpose and one triple-purpose valve—thus giving 9-valve performance, better than many home console sets. The Air Chief gives a long range daylight reception (the Melbourne Cup description was easily picked up in Central Australia) and it has automatic tone and volume control. An entirely new feature in car radio design is the "Acoustinator," a "mechanical ear" which fits on the instrument panel handy to the controls. It can be adjusted to four positions—voice, music and bass which give you the correct reproduction for the type of programme to which you are listening, and a fourth position which shuts out electrical interference when you are passing through bad localities for reception such as near tram lines, electric wires, etc., or when atmospheric disturbances are bad.

The newly designed 8-inch speaker fits neatly above the windscreen flush with the roof, and you may have either an under running-board aerial or one of the new stylish overhead aerials. The price of your Air Chief Car Radio can be included in the terms payments if you are taking advantage of the convenient, confidential G.M.A.C. Payment Plan.

In addition to the controls of the Air Chief Car Radio to be seen in the illustration above, you will note the handsome De Luxe Steering Wheel with which you may like to individualise the interior of your Pontiac.

Of beautiful onyx coloured Tenite, this wheel has three stainless steel arms each made up of five steel rods, providing a flexibility that removes even the last suspicion of road shock from Pontiac's steering.

Also to be seen in the illustration above is the Electric Clock available for installation on the instrument panel. This handsome accessory maintains correct time on an infinitesimal amount of current, using less in a year than your tail lamp uses in an hour. (An alternative Mechanical Clock as illustrated at left is available incorporated with the rear view mirror).

While on the question of tail-lamps, the rear appearance of your Pontiac can be enhanced by the addition of another Tail Light on the left hand side to match the right hand light. When installed this left hand

light operates in unison with the other, acting as a tail-light and stop-light.

Of course, the existing tail-light on your Pontiac glows when you apply the brake, but at small extra cost you can ensure that your tail-light gives an even more unmistakable warning to other drivers when you are slowing down. The installation of a Stop-Light Flasher gives an attention-arresting blinking action to the light.

Speaking of safety—perhaps you would like to add a matched set of Dual Horns to your Pontiac. These horns sound a far-reaching compelling warning that cannot be ignored.

Hardly a safety measure, but a definite assurance against the anguish of scraping the mudguard of your brand new Pontiac in the first few days of ownership is the fitting of a Fender Marker on the rear mudguard to mark the extreme limits of the car and to enable you to park easily in congested places.

Your care for maintaining the polished newness of your Pontiac too will probably prompt you to add another accessory . . . the heavily chromium-plated Exhaust Extension, the fan-tail of which deflects the exhaust gases downwards eliminating the possibility of them marring the lacquer of the rear panel.

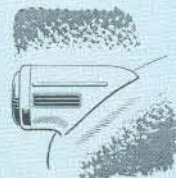
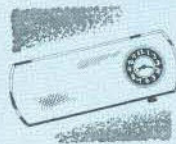
A word about a duco finish to your Pontiac. If you are an owner who takes pride in keeping his car in showroom condition, it will repay you handsomely to use GM-H Duco Cleaner and Polish . . . a preparation which comes in bottles and does the two-fold job of removing the dull hard coating of traffic film and then imparting a brilliant lustrous polish.

Other preparations which you will be wise to keep in your garage are . . . Chromium Cleaner and Polish to keep the chromium plating of your car in sparkling condition . . . Nasco Leather Cleaner and Polish for the preservation of your Pontiac's genuine leather upholstery . . . Door Ease, a convenient dry stick of lubricant . . . Drippless Penetrating Oil . . . and Nasco Radiator Rust Preventive, a preparation which has already been added to the water in the cooling system of your Pontiac when you take delivery, and which you will be wise to replace at those periods when you drain the radiator to change the water.

Space does not permit here the description of all the accessories available for Pontiac in detail, so for your convenience we list below additional accessories all of which are available through your Pontiac Dealer:

Chrome Wheel Mouldings
Chrome Wheel Discs
Cigarette Lighter
Kool Kooshions
No-Draught Ventilator
Insect Screens

Visor Vanity Mirror
Outside Peep Mirror
Petrol Tank Locking Cap
De Luxe Gear Lever Knob
Thermometer
Tyre Gauge
Inspection Lamp



Brief Specifications of Pontiac 6 and 8

PONTIAC SIX

ENGINE: L Head . . . 28.3 H.P. . . . bore 3 7/16 inches . . . stroke 4 inches . . . displacement 222.7 cubic inches . . . compression ratio 6.2 to 1 . . . long life chrome nickel alloy pistons . . . 100 per cent. counter weighted, statically and dynamically balanced crankshaft . . . harmonic balancer.

ENGINE LUBRICATION: 100 per cent. full pressure metered flow lubrication . . . supply of correct amount of oil to all bearings including crankshaft . . . connecting rod, piston pin and camshaft bearings.

FUEL SYSTEM: Triple Venturi down draught carburetion with economiser control . . . automatic choke . . . air cleaner and intake silencer . . . quick warm-up fuel pre-heater . . . Scotch Mist Manifold . . . automatic throttle opener . . . octane selector . . . 15 gallon tank.

COOLING: Down flow radiator . . . thermostatically controlled cooling and re-circulation system . . . full length water jackets with complete surrounding of each cylinder with water . . . gusher valve cooling . . . ball bearing, leak-proof water pump . . . more silent capacity fan.

CLUTCH: 10 inch diameter clutch with 100 square inches of facing area . . . new easy shift clutch pedal booster ensuring complete depression of pedal.

TRANSMISSION: All silent non-clashing synchromesh gears with improved synchronisers for smoother changes into second gear. Safety Shift Gear Control optional at slight extra cost.

ELECTRICAL SYSTEM: 15 plate battery accessibly situated beneath bonnet . . . high charging rate fan cooling generator . . . voltage control . . . vacuumatic spark control . . . automatic sparking by means of simply pressing the accelerator pedal . . . 4-pole starting motor . . . multi-beam headlights with toe button control.

SUSPENSION: Independent Front Wheel Suspension of linked parallelogram coil spring type . . . ride stabiliser . . . semi elliptic rear springs with rubber bushings at front and threaded and solid shackles at rear . . . double acting hydraulic shock absorbers front and rear.

FRAME: Deflection resistant frame with channel section side bars and X shaped special frame of deep "I" beam section.

STEERING: Centre Point type with equal tie rods . . . worm and roller design . . . steering ratio 19 to 1.

BRAKES: Triple-sealed Hydraulic Brakes of 12 inches in diameter giving total braking area of 161 square inches . . . rapid cooling brake ventilation . . . mechanical handbrake operating on rear wheels for parking.

BODY: Unisteel "Turret" Top Body by Holden . . . insulated against sound and heat . . . with improved safety features such as the padded roll to the back of the front seat, flatter type door and window controls, curved lower edge of instrument panel, etc. . . .

WHEELBASE: 117 in.

PONTIAC EIGHT

ENGINE: L Head . . . 33.8 H.P. . . . bore 3 1/2 inches . . . stroke 3 3/4 inches . . . displacement 248.9 cubic inches . . . compression ratio 6.2 to 1 . . . long life chrome nickel alloy pistons . . . 100 per cent. counter weighted, statically and dynamically balanced crankshaft . . . harmonic balancer.

ENGINE LUBRICATION: 100 per cent. full pressure metered flow lubrication . . . supply of correct amount of oil to all bearings including crankshaft . . . connecting rod, piston pin and camshaft bearings.

FUEL SYSTEM: Triple Venturi down draught carburetion with economiser control . . . automatic choke . . . air cleaner and intake silencer . . . quick warm-up fuel pre-heater . . . Scotch Mist Manifold . . . automatic throttle opener . . . octane selector . . . 15 gallon tank.

COOLING: Down flow radiator . . . thermostatically controlled cooling and re-circulation system . . . full length water jackets with complete surrounding of each cylinder with water . . . gusher valve cooling . . . ball bearing, leak-proof water pump . . . more silent capacity fan.

CLUTCH: 10 inch diameter clutch with 100 square inches of facing area . . . new easy shift clutch pedal booster ensuring complete depression of pedal.

TRANSMISSION: All silent non-clashing synchromesh gears with improved synchronisers for smoother changes into second gear.

ELECTRICAL SYSTEM: 17 plate battery accessibly situated beneath bonnet . . . high charging rate fan cooling generator . . . voltage control . . . vacuumatic spark control . . . automatic sparking by means of simply pressing the accelerator pedal . . . 4-pole starting motor . . . multi-beam headlights with toe button control.

SUSPENSION: Independent Front Wheel Suspension of linked parallelogram coil spring type . . . ride stabiliser . . . semi elliptic rear springs with rubber bushings at front and threaded and solid shackles at rear . . . double acting hydraulic shock absorbers front and rear.

FRAME: Deflection resistant frame with channel section side bars and X shaped special frame of deep "I" beam section.

STEERING: Centre Point type with equal tie rods . . . worm and roller design . . . steering ratio 19 to 1.

BRAKES: Triple-sealed Hydraulic Brakes of 12 inches in diameter giving total braking area of 161 square inches . . . rapid cooling brake ventilation . . . mechanical handbrake operating on rear wheels for parking.

BODY: Unisteel "Turret" Top Body by Holden . . . insulated against sound and heat . . . with improved safety features such as the padded roll to the back of the front seat, flatter type door and window controls, curved lower edge of instrument panel, etc. . . .

WHEELBASE: 122 in.

EQUIPMENT

EQUIPMENT: All Pontiac models are complete with the following equipment: Multi-Adjustable Front Seat . . . Relax-o-form Seating . . . Genuine Leather Upholstery . . . No-Draught Ventilation . . . Dual Windscreen Wipers . . . Locking Glove Box . . . 2 interior Sun Visors (Passenger's enclosed Vanity Mirror) . . . Armrests in front and rear . . . Assist Loops . . . Rear View Mirror . . . Carpeted Rear Compartment . . . Bumpers and Bumper guards front and rear . . . combination

tail and stop light . . . parcel shelf at top of rear seat . . . ash trays . . . silken cord robe rail (except in Coupe) . . . dome light . . . complete tool kit, etc.

The 8 cylinder Sedan has additional rear window curtain . . . two smoking cases with cigar lighter . . . carpeted front compartment . . . rear seat centre armrest.

TO VISITORS TO ENGLAND

You can buy your new Pontiac before you leave through any Pontiac dealer—trading in your present car in the normal way. The new Pontiac will be waiting for you on arrival in England.

All details of English registration and the obtaining of an English driving licence will be arranged for you. English insurance with a Company represented in Australia will be arranged—and a pro rata credit for unexpired portion of the English policy will be given to be

applied against the new policy you will take out back in Australia. Full "after-sales" service facilities for your Pontiac will be made available in any part of England—and these service obligations will be fulfilled scrupulously. You will also be relieved of worries attendant on the shipping of your car back to Australia—this will be handled by the officers of the Overseas Sales and Service Division. If you prefer, resale of your car in England will be assisted. Consult your Pontiac dealer about this special overseas service.

Prices, Specification and Equipment subject to change without notice.

GENERAL MOTORS-HOLDEN'S LIMITED

BRISBANE

SYDNEY

MELBOURNE

ADELAIDE

PERTH

N 18

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