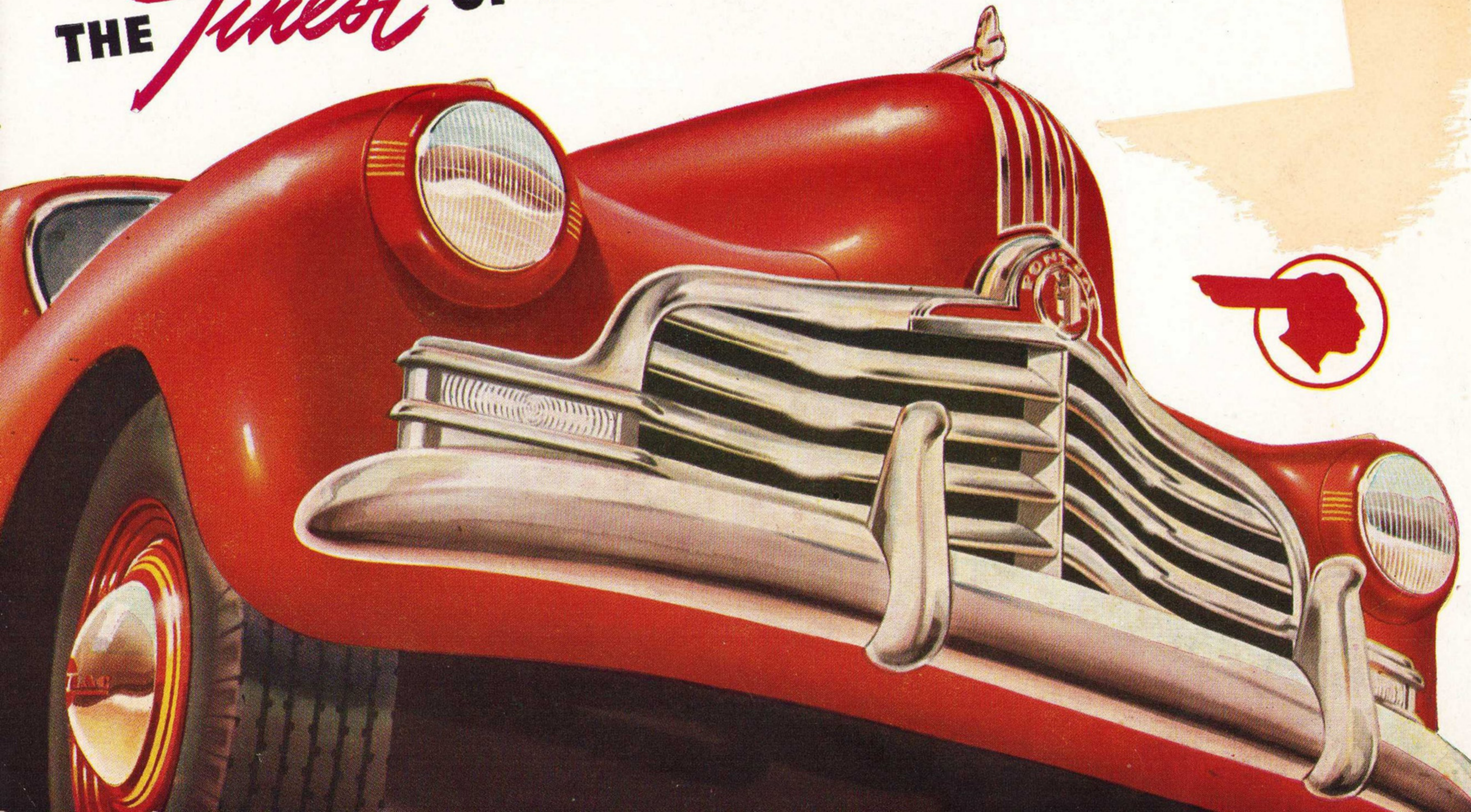
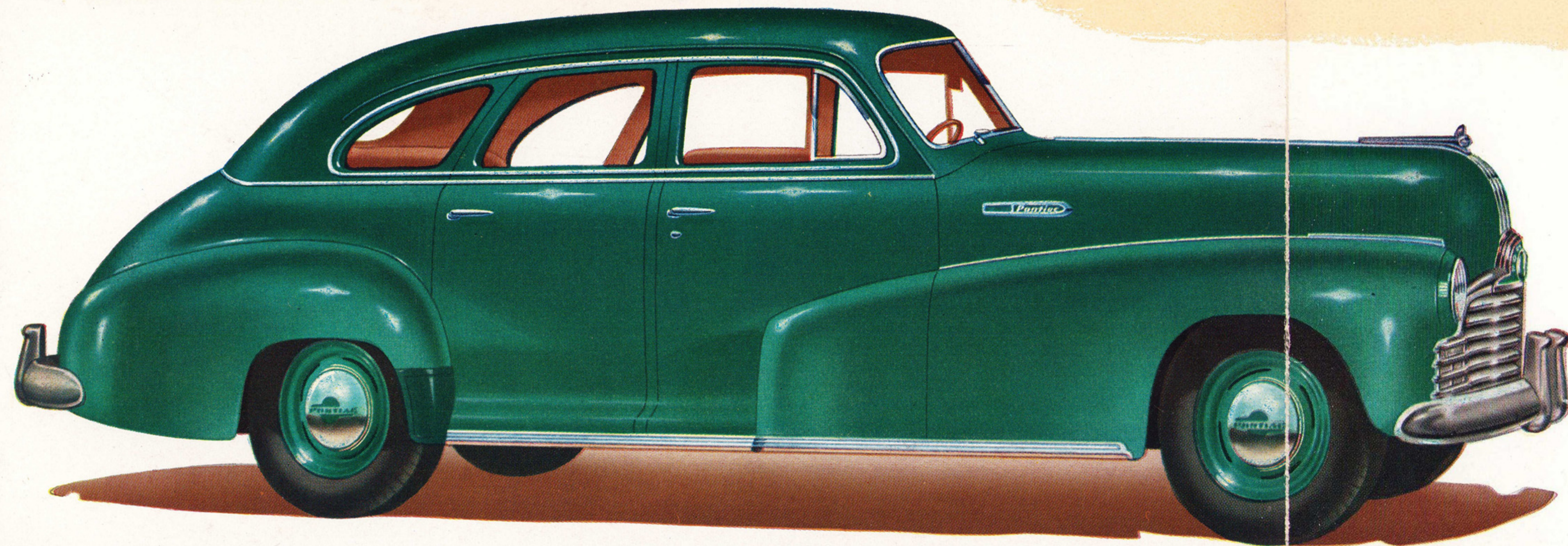


THE *Finest* OF THE FAMOUS SILVER STREAKS



TRADITIONAL PONTIAC QUALITY PLUS MANY IMPROVEMENTS!



"FLEETLEADER" SPECIAL SIX

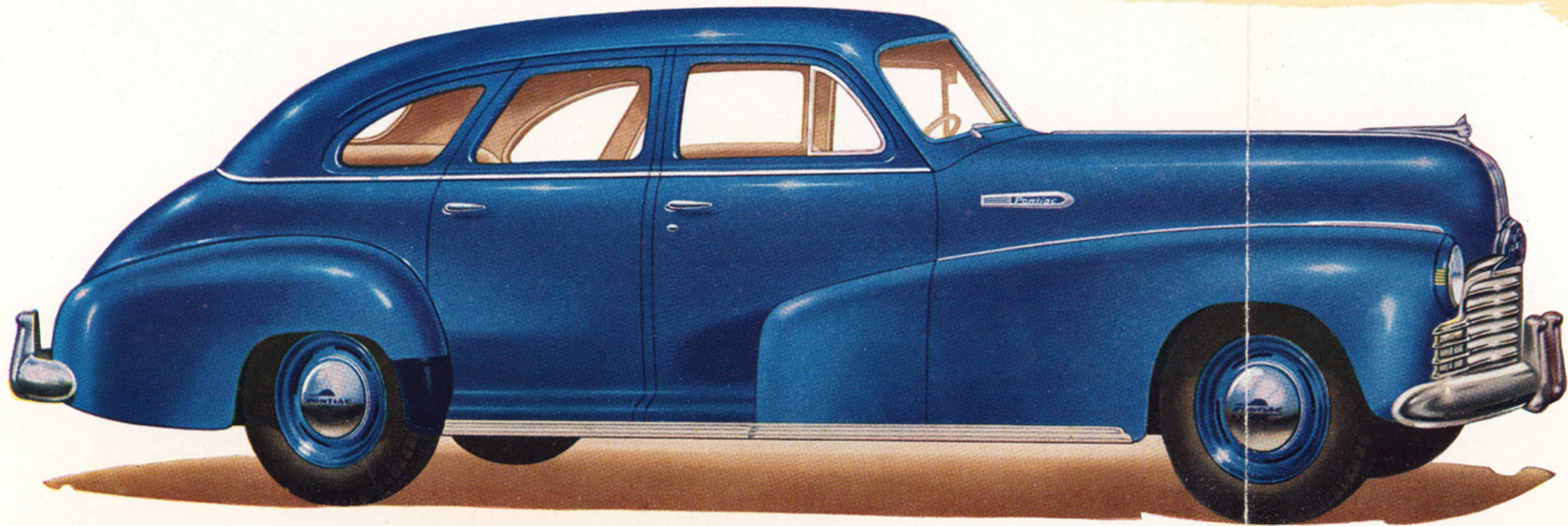
The same name, but not the same car! Pontiac engineers and craftsmen have achieved brilliant new standards to bring you a 1946 Pontiac far and away better than its famous predecessors.

Everywhere you'll see new features. The 1946 Pontiac has all the basic quality for which Pontiac has long been famous, plus an impressive list of improvements and refinements.

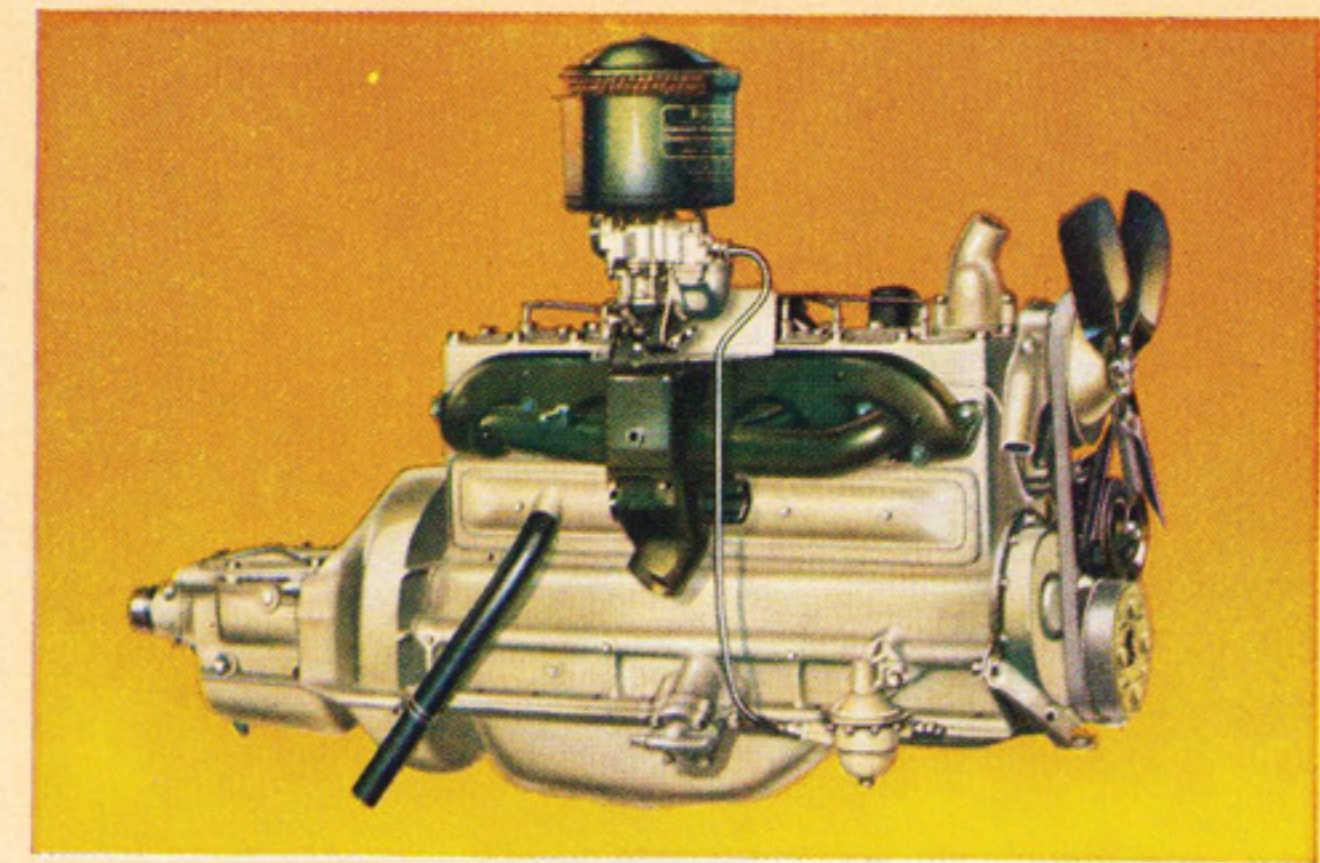
New appearance improvements have been added to the characteristic grace and beauty of Pontiac's styling, both inside and out; mechanically the new Pontiac models have been refined—to make Pontiac for 1946 truly the finest of the famous Silver Streaks!

Better than the Best Pontiac Ever Built — the *New Pontiac!*

NEW STYLE, NEW COMFORT, NEW CONVENIENCE!



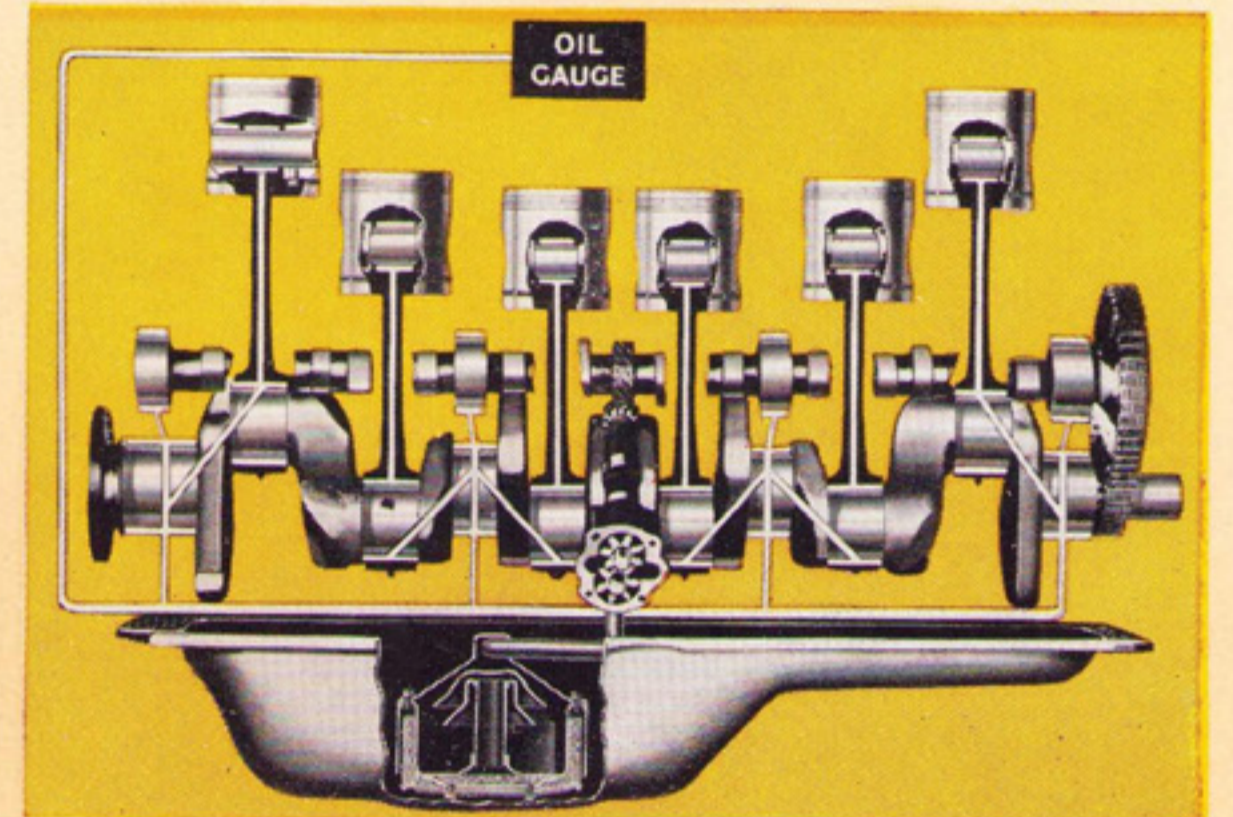
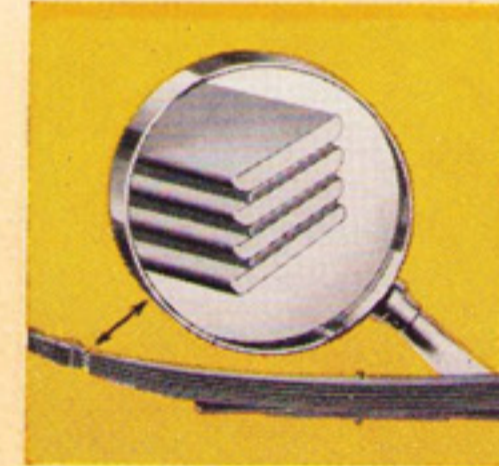
"FLEETLEADER" SIX



EFFICIENT ENGINES—
Again, for 1946, Pontiac offers six or eight cylinder engines. Here is the heart of Pontiac power and stamina—with many notable improvements. They are the finest engines ever produced by Pontiac.

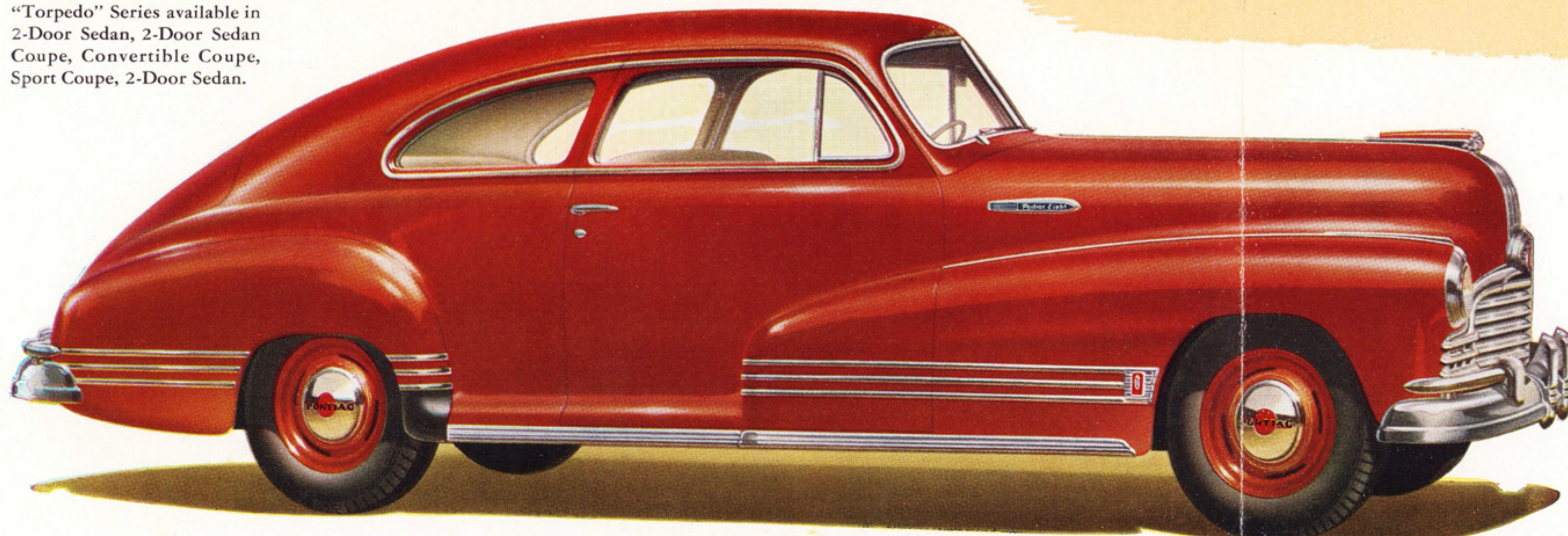
COMPLETE LUBRICATION
—Your fine Pontiac engine is assured of *complete* lubrication to protect its delicate working parts. Oil is forced, under pressure and in the correct amount, to every vital part.

DUFLEX SPRINGING—Duflex Rear Springs, the basis of Pontiac's smooth, easy ride is fully retained in the 1946 Pontiac. ("Torpedo" and "Streamliner" series only.)



NEW PERFORMANCE, NEW STAMINA, NEW EFFICIENCY!

"Torpedo" Series available in 2-Door Sedan, 2-Door Sedan Coupe, Convertible Coupe, Sport Coupe, 2-Door Sedan.



RICH, ROOMY INTERIORS AND NEW LUXURY!

(Streamliner illustrated)



PONTIAC IS ROOMY—The pictures left and below reveal Pontiac's roominess. Enough seating width is provided for three passengers to ride in complete comfort . . . with height aplenty for ample head room.

CONVENIENCE—Tastefully designed interior hardware is placed conveniently to regulate door and window opening. Side panels and roof in solid, neutral tone broadcloth.



PONTIAC 1946—SPECIFICATIONS

ENGINE, General—L-head, high compression cylinder head. Projected crankshaft bearing area, six cylinder 13.1 sq. in., eight cylinder 16.7 sq. in. Main and connecting rod bearings have steel-backed removable inserts. Alloy pistons with 2 compression rings, and 1 oil control ring located below the piston pin. Harmonic balancer. Six cylinder bore $3\frac{9}{16}$ in., stroke 4 in. Eight cylinder bore $3\frac{1}{4}$ in., stroke $3\frac{3}{4}$ in. Brake horse power six cylinder 90 at 3200 r.p.m., eight cylinder 103 at 3200 r.p.m.

LUBRICATION—Full-pressure metered flow lubrication. Positive gear-type oil pump driven from crankshaft.

FUEL SYSTEM—Down-draft carburetor with automatic choke. Thermostatic manifold heat control, quick warm-up steel tube fuel preheater and air-cooled fuel line—all contribute to Pontiac's outstanding economy.

GASOLINE TANK CAPACITY—Fleetleader and Fleetleader Special 13 Imperial gallons. Torpedo and Streamliner 14 Imperial gallons.

COOLING SYSTEM—Copper-core radiator. Automatic all-weather engine temperature control. Prelubricated ball-bearing centrifugal water-pump. Full-length water jackets completely surround each cylinder bore.

ELECTRICAL—Six-volt, 15-plate, 100 ampere hours capacity. Automatic voltage control. Delco-Remy ignition with automatic and vacuum spark control. Octane selector.

CLUTCH—Single dry-plate type, $9\frac{1}{8}$ inches in diameter. Disengaging pressure only 25 lbs. Permanently lubricated bearings.

TRANSMISSION—All-silent, synchro-mesh. Steering column gearshift control.

FRAME—Fleetleader and Fleetleader Special—box-girder frame. Flanged box-section side rails and cross members. Torpedo and Streamliner U-channel frame with X-member crossbrace.

REAR SPRINGS—Fleetleader and Fleetleader Special—semi-elliptic tapered leaf springs. Double-acting shock absorbers. Torpedo and Streamliner—Duflex rear springs. Metal spring covers.

BRAKES, Service—Hydraulic, internal expanding with moulded linings. Total braking area 158 sq. in. Eleven-inch drums, with alloyed iron brake surface.

BRAKES, Parking—Mechanically connected to both rear brake shoes, and independent of hydraulic system.

BODY—All-steel reinforced Turret Top Body by Fisher. Doors of dual panel construction completely rubber insulated. Entire body is insulated against heat, cold and noise. Solid, non-glare "V" type windshield. Large one-piece rear window. Safety glass throughout. Fisher No-Draft Ventilation. Adjustable front seat. Rear view mirror.

LIGHTS—Sealed-Beam headlamps. Separate parking lamps in grille. Three rear lights on all models. Dome light.

INSTRUMENT PANEL—Speedometer, gasoline, battery, oil pressure and engine temperature indicators. Instruments indirectly lighted. Variable light control. Headlamp beam indicator. Large illuminated glove compartment with lock. Two windshield defroster openings.

TIRES—Fleetleader, Fleetleader Special and Torpedo 6.00 x 16, 4-ply. Streamliner 6.50 x 16, 4-ply.

WHEELBASE—Fleetleader and Fleetleader Special 116 inches. Torpedo 119 inches. Streamliner 122 inches.

FRONT SUSPENSION—Shock-proof action with coil springs. Double-acting, hydraulic shock absorbers. Ride Stabilizer mounted in rubber.

STEERING GEAR—Worm and Roller type. Fleetleader and Fleetleader Special ratio 17.5 to 1. Torpedo and Streamliner ratio 19 to 1.

We reserve the right to make changes in details and specifications from time to time, without obligation to install them on cars previously sold

GENERAL MOTORS PRODUCTS OF CANADA, LIMITED
OSHAWA, ONTARIO