

THE
UNIVERSITY OF
MICHIGAN



STATISTICAL DATA
ON
CIGARETTES

INTRODUCTION

The information contained in this book has been gathered from various sources such as automotive trade magazines, and available advertising and sales literature. Care has been taken to obtain this information from sources considered reliable and authentic.

The general descriptions and comparisons of the various cars are the results of actual road demonstrations in the cars themselves and information given by dealers and salesmen. In making these comparisons we have endeavored to be fair and state our experiences and impressions just as we found them when carefully inspecting the cars, and driving them on the road.

While the information contained in this book is considered authentic and reliable, accuracy in every detail is not guaranteed.

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Oakland Motor Car Company
Pontiac, Michigan*

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CHEVROLET 6

Important Points to Consider	Pontiac 6	Chevrolet 6
Delivered Price		
Engine Type	6-Cyl. L-Head	6-Cyl. L-Head
Maximum Brake Horsepower	65 at 3200 r.p.m.	60 at 3000 r.p.m.
Bore and Stroke	3 1/4" x 3 3/8"	3 1/4" x 3 3/8"
Piston Displacement	200 cu. in.	194 cu. in.
Compression Ratio (Stand.)	5.1 to 1	5.2 to 1
Compression Ratio (Option.)	6 to 1	None
Piston Travel per Car Mile	2140 ft.	1691 ft.
Engine Mountings —Front.....	Rubber	Rubber
Rear.....	Rubber	Rubber
Valve Arrangement	Side	Overhead
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	No
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	No
Timing Chain.....	Yes	No
Crankshaft		
Counterweights.....	Yes—Integral	Yes—Integral
Number of Main Bearings.....	3	3
Harmonic Balancer.....	Yes	Yes
Pistons	Grey Iron	Grey Iron
Pistons Electro-plated.....	Yes	No
Piston Pin Diameter.....	1 1/8 in.	1 in.
Camshaft Drive	Chain, req. no adj.	Gear
Carburetion		
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	No
14 Millimeter Spark Plugs.....	Yes	No
Full Automatic Spark Advance.....	Yes	No
Semi-Automatic Starter.....	Yes	No
Radiator	Cross-flow	Down-flow
Radiator Capacity.....	14 qts.	12 qts.
Thermostat Temp. Control.....	Yes	Yes
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	9 3/4 in.	9 in.
Ball Release Bearing.....	Yes	No
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synchromesh	Synchromesh
Quiet Second Gear.....	Yes	No
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Exp. Spring Type
Location of Control.....	Instrument Panel	Instrument Panel

CHEVROLET 6

Important Points to Consider	Pontiac 6	Chevrolet 6
Chassis		
Wheelbase.....	114 in.	109 in.
Ride Control.....	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	38 ft. 10 in.	40 ft.
Steering Ratio.....	14 to 1	12.4 to 1
Rear Axle Gear Ratio.....	4.55 to 1	4.10 to 1
Brakes.....	Bendix Int. Mech.	Mechanical
Brake Diameter.....	12 in.	11 1/2 in.
Total Braking Area.....	182 sq. in.	100.8 sq. in.
Parking Brake Location.....	4 Wheels	Rear Wheels
Standard Wheel Equipment.....	5 Wire	5 Wire
Tire Size.....	18x5.25	18x5.25
Gasoline Tank Capacity.....	15 gal.	11 gal.
Body	Fisher	Fisher
Type of Construction.....	Hardwood and Steel	Hardwood and Steel
Upholstery Material.....	Mohair or Whipcord	Mohair
Radiator Grille.....	Chromed & Painted	Chromed & Painted
Hood Ventilating Doors.....	Yes	Yes
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Fisher Vision and Ventilation
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	Yes
Foot Controlled Headlights.....	Yes	Yes
Fender Indicator Lights.....	Yes	No
Single Control Concealed Hood Fasteners.....	Yes	Yes
Seat Adjustment.....	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	No
Ash Receiver on Inst. Panel.....	Yes	Yes
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	Yes
Semi-automatic Door Openers.....	Yes	Yes

CHEVROLET SIX AS COMPARED TO PONTIAC SIX

With five inches longer wheelbase, naturally Pontiac is a larger car. Pontiac has wider seats, and greater foot room in both front and rear compartments. This gives greater riding comfort, particularly since Pontiac has Ride Control, together with 47 points of rubber cushioning on the chassis, while Chevrolet does not have Ride Control or such a liberal use of rubber for cushioning road shocks and insulating the body against noise and vibration.

A road demonstration quickly convinces one of these things, together with greater engine smoothness in the Pontiac and very much quieter transmission. The reason for this is that Pontiac has Syncro-mesh with helical cut gears for quiet second, while Chevrolet uses plain spur gears.

Chevrolet instrument panel uses small instruments of the design common to older cars, while Pontiac has the latest type of pointer instruments all visible to the driver, the instrument panel having both direct and indirect lighting as desired.

Pontiac's upholstery has a much smoother and finer texture, which gives a much more luxurious appearance and will look better after long use.

The Pontiac Six engine is fully protected by pressure lubrication to all main, connecting rod and camshaft bearings and through rifle drilled connecting rods to the piston pins. Chevrolet has pressure lubrication to only the main bearings and camshaft bearings, depending on a spray thrown up by the connecting rods to lubricate all the other engine bearings.

Pontiac's carburetor is equipped with an automatic heat adjustment operated in connection with the throttle and effective at all speeds, while the Chevrolet heat

adjustment is hand operated and is effective only during the warming up period.

Pontiac's crankcase ventilation system is the pressure-suction type, having clean air forced into the crankcase at the front by the fan and the fumes and moisture drawn out by suction at the rear, while Chevrolet depends on suction only to remove fumes which cause corrosion of bearing surfaces from the crankcase.

Pontiac uses the exclusive cross-flow radiator, which practically eliminates loss of water and anti-freeze by condensing all vapor before it can reach the top tank where the vent pipe is located. In the Chevrolet radiator, hot water and vapor are returned from the engine directly into the top tank, where nothing prevents vapor escaping through the vent pipe.

Pontiac uses a larger diameter clutch than Chevrolet and has a ball bearing clutch release which is not subject to squeaking when the clutch is disengaged.

In addition to Ride Control, Pontiac has rubber cushioned spring shackles which require no lubrication or adjustment, spring covers at no extra cost; a rubber cushioned hub connecting the transmission and propeller shaft which gives smooth, quiet operation. *None of these features* being offered by Chevrolet.

Pontiac's Bendix brakes are larger in diameter and consequently have greater leverage, which permits softer and smoother action. In addition, they have almost twice the braking surface of Chevrolet brakes.

A road demonstration in the two cars will very quickly justify the small additional cost in the Pontiac, especially when the higher resale value of the Pontiac is taken into account. Spread over a period of two years, which is the average length of time owners drive their cars, Pontiac costs only a few dollars more per month but gives far greater riding comfort, more brilliant performance and greater convenience.

Important Points to Consider	Pontiac 6	De Soto 6
Delivered Price		
Engine Type.....	6-Cyl. L-Head	6-Cyl. L-Head
Maximum Brake Horsepower.....	65 at 3200 r.p.m.	75 at 3400 r.p.m.
Bore and Stroke.....	3 1/8"x3 3/4"	3 1/4"x4 1/4"
Piston Displacement.....	200 cu. in.	211.5 cu. in.
Compression Ratio (Stand.).....	5.1 to 1	5.35 to 1
Compression Ratio (Option.).....	6 to 1	6.20 to 1
Piston Travel per Car Mile.....	2140 ft.	2320 ft.
Engine Mountings—Front.....	Rubber	Rubber
.....Rear.....	Rubber	Rubber
Valve Arrangement.....	Side	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	No
Timing Chain.....	Yes	Yes
Crankshaft		
Counterweights.....	Yes—Integral	Yes
Number of Main Bearings.....	3	4
Harmonic Balancer.....	Yes	Vibration Dampener
Pistons	Grey Iron	Aluminum
Pistons Electro-plated.....	Yes	No
Piston Pin Diameter.....	1 1/8 in.	1 1/4 in.
Camshaft Drive.....	Chain, req. no adj.	Chain, req. no adj.
Carburetion		
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	None
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	No
14 Millimeter Spark Plugs.....	Yes	Yes
Full Automatic Spark Advance.....	Yes	Yes
Semi-Automatic Starter.....	Yes	No
Radiator	Cross-flow	Down-flow
Radiator Capacity.....	14 qts.	14 1/2 qts.
Thermostat Temp. Control.....	Yes	Yes
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	9 3/8 in.	8 7/8 in.
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed.....	Yes	Yes
Transmission	Syncro-Mesh	Conventional
Quiet Second Gear.....	Yes	Yes
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Instrument Panel

Important Points to Consider	Pontiac 6	De Soto 6
Chassis		
Wheelbase.....	114 in.	112 in.
Ride Control.....	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	38 ft. 10 in.	40.1 ft.
Steering Ratio.....	14 to 1	14.5 to 1
Rear Axle Gear Ratio.....	4.55 to 1	4.33 to 1
Brakes	Bendix Int. Mech.	Hydraulic
Brake Diameter.....	12 in.	11 in.
Total Braking Area.....	182 sq. in.	109.3 sq. in.
Parking Brake Location.....	4 Wheels	Transmission
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size.....	18x5.25	18x5.25
Gasoline Tank Capacity.....	15 gal.	12 gal.
Body	Fisher	
Type of Construction.....	Hardwood and Steel	Steel Only
Upholstery Material.....	Mohair or Whipcord	Broadcloth
Radiator Grille.....	Chromed & Painted	Chromed
Hood Ventilating Doors.....	Yes	No
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Hinged
One-piece Windshield.....	Yes	No
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	No
Foot Controlled Headlights.....	Yes	No
Fender Indicator Lights.....	Yes	No
Single Control Concealed Hood Fasteners.....	Yes	Yes
Seat Adjustment.....	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Inst. Panel.....	Yes	No
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	Yes
Semi-automatic Door Openers.....	Yes	Yes

DE SOTO SIX AS COMPARED TO PONTIAC SIX

When one invests in a new automobile, comfort should be a prime consideration. Ask the prospect who is considering De Soto to compare the ease of getting behind the Pontiac steering wheel from either side, with the De Soto; the uncomfortable position of the foot when on the De Soto accelerator; the lack of Ride Control and cushioning made available through a liberal use of rubber in the chassis; the absence of form-fitting cushions, the inconvenient type and position of the front seat adjustment, and the old style instrument panel in the De Soto.

Pontiac offers many features contributing to riding comfort which are not to be had in the De Soto Six. These are Ride Control, rubber cushioned spring shackles, spring covers at no extra cost and 47 points of rubber cushioning in the chassis. These Pontiac features eliminate the need of lubrication at many points and cushion the entire car against road shocks and noises which might otherwise be transmitted from one part of the car to another.

As is true on all Chrysler-built cars, the De Soto transmission makes a noisy "clunk" when gears are shifted, and unless great care is taken when shifting, there is a clash of gears.

Pontiac's windshield is in one piece with narrow corner posts, giving maximum visibility to the driver, while the De Soto windshield is divided by a vertical strip of metal in the center which causes a blind spot.

Pontiac brakes are one inch larger in diameter than the De Soto brakes and have a braking surface nearly twice as large.

From an exterior appearance standpoint, Pontiac is finished in every respect while the De Soto appearance does not seem to be complete, the gas tank and rear

springs not being well concealed and the wiring to the tail lamp being exposed.

Pontiac's Fisher bodies are built of steel, reinforced with a sturdy framework of selected and seasoned hardwood. These composite Fisher bodies are not subject to drumming and vibration as is common in all-steel bodies used by De Soto.

The locks on the doors of the De Soto are of little value because by lifting the hood one can easily put his arm through one of the cowl ventilators and open the front door window. Such a feature will undoubtedly affect the theft insurance rate on De Soto cars.

The Pontiac engine is mounted flexibly in live rubber which prevents tremble of the engine being felt in the car at any speed, or when idling or during periods of acceleration and deceleration. Pontiac's engine is further insulated from the car by the rubber cushion driving hub.

Pontiac's full pressure lubrication system forces oil through rifle drilled connecting rods to the piston pins in addition to pressure lubrication to all main, connecting rod and camshaft bearings. Lubrication of De Soto piston pins is left to the spray thrown up by the connecting rods.

Our experience shows that aluminum pistons wear rapidly and have to be replaced after a few thousand miles. De Soto has aluminum pistons. Pontiac's light weight grey iron (semi-steel) pistons are electro-plated with a soft, smooth coating of bearing metal which permits a tight fit in the cylinders and greatly reduces wear.

Pontiac's carburetor has an automatic heat adjustment which operates in connection with the throttle to give maximum gasoline economy. De Soto has no provision for regulation of heat around the carburetor.

Important Points to Consider	Pontiac 6	Essex 6
Delivered Price		
Engine Type	6-Cyl. L-Head	6-Cyl. L-Head
Maximum Brake Horsepower	65 at 3200 r.p.m.	70 at 3200 r.p.m.
Bore and Stroke	3 1/8" x 3 7/8"	2 1/4" x 4 1/4"
Piston Displacement	200 cu. in.	193.1 cu. in.
Compression Ratio (Stand.)	5.1 to 1	5.8 to 1
Compression Ratio (Option.)	6 to 1	None
Piston Travel per Car Mile	2140 ft.	2605 ft.
Engine Mountings—Front	Rubber	Rubber
Rear	Rubber	Rubber
Valve Arrangement	Side	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	No
Connecting Rod Bearings	Yes	No
Camshaft Bearings	Yes	No
Piston Pins	Yes	No
Timing Chain	Yes	Yes
Crankshaft		
Counterweights	Yes—Integral	Yes
Number of Main Bearings	3	3
Harmonic Balancer	Yes	Vibration Dampener
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 1/8 in.	3/4 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. adj.
Carburetion		
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment	Automatic	Thermostatic
Fuel Pump	Yes	No
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	No
Radiator	Cross-flow	Down-flow
Radiator Capacity	14 qts.	19 qts.
Thermostat Temp. Control	Yes	No
Clutch	Single Dry Disc	Single in Oil
Diameter	9 3/8 in.	*
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	No
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear	Yes	No
Rubber Driving Hub	Yes	Yes
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Gear Shift Lever

*Information not available

Important Points to Consider	Pontiac 6	Essex 6
Chassis		
Wheelbase	114 in.	113 in.
Ride Control	Yes	Yes
Shock Absorbers	Lovejoy Hydraulic	Monroe
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	38 ft. 10 in.	43 ft. 3 in.
Steering Ratio	14 to 1	17.7 to 1
Rear Axle Gear Ratio	4.55 to 1	4.63 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter	12 in.	11 in.
Total Braking Area	182 sq. in.	147 sq. in.
Parking Brake Location	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	18x5.25	18x5.25
Gasoline Tank Capacity	15 gal.	12 gal.
Body	Fisher	Fisher
Type of Construction	Hardwood and Steel	Steel Only
Upholstery Material	Mohair or Whipcord	Broadcloth
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	No
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No Visor
Foot Controlled Headlights	Yes	Yes
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Inst. Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	Yes

ESSEX SIX AS COMPARED TO PONTIAC SIX

Comfort and convenience are two of the most essential features of an automobile. It is difficult to enter the Essex front compartment because of the low position of the steering wheel and the closeness of the gear shift lever to the front seat. Because the hand brake is located at the left of the driver and close to the front door, it is not easily reached, and because of the style of hardware used, the driver's sleeve is very easily caught on the window regulator. Essex front doors open at the forward edge. If accidentally opened when the car is in motion there is a danger of the doors being ripped off and the front seat occupants being thrown out of the car, especially when the brakes are applied for a sudden stop.

It is particularly important that a car handle well when driven at high speed. Under such conditions the Essex has a feeling of instability. The front of the car has a tendency to "drift" or "tramp" which gives the driver a sensation of difficulty in holding the car on the road.

In the Essex when free wheeling, there is a noticeable clash when shifting into high gear. This is not true of the Pontiac Six. In the Essex, shifting must be timed accurately to avoid this clash. Although the Essex second speed is supposed to be quiet, it is not as quiet as Pontiac's second gear. There is a plainly noticeable whining noise in the Essex second speed.

Pontiac's brakes are 12 inches in diameter and operate with a very light pedal pressure, much lighter than that required to operate Essex brakes, which are only 11 inches in diameter. This is an advantage, particularly to women drivers. The distance from the Essex steering wheel to the brake pedal is very short, which makes it difficult for some people to operate the brake.

The interior trim and upholstery of the Pontiac Six is noticeably finer than that of the Essex. Pontiac's upholstery has a much smoother, more lustrous texture.

The Pontiac Six instrument panel is complete, having an ammeter which shows the rate of battery charge or discharge, and a gauge which shows the oil pressure at all times. The control buttons on the Essex instrument panel are not marked. This makes it necessary for the driver to know the location of each button and is very difficult for a new driver.

Pontiac's seat adjustment can be operated easily and quickly, while the Essex adjustment is the old-fashioned crank type, which is difficult to operate with the passengers seated. The Essex body is made of steel alone without a heavy wood framework to reinforce it and eliminate drumming.

All Pontiac main bearings, connecting rod bearings and camshaft bearings are pressure lubricated and oil is forced through rifle drilled connecting rods to Pontiac piston pins. The Essex engine lubrication is entirely dependent on the spray thrown up by connecting rods as the crankshaft revolves. No provision is made for forcing the oil to the desired points.

Our experience shows that aluminum pistons wear rapidly and have to be replaced after a few thousand miles. Essex has aluminum pistons.

To insure long life and continued tight fit of Pontiac grey iron (semi-steel) pistons they are electro-plated with a smooth, friction-reducing coating of bearing metal.

Pontiac's free wheeling is controlled by a convenient button located on the instrument panel. The Essex free wheeling control is located at the top of the gear shift lever where there is considerable chance of accidentally shifting from free wheeling to conventional or back again.

Important Points to Consider	Pontiac 6	Graham 6
Delivered Price		
Engine Type	6-Cyl. L-Head	6-Cyl. L-Head
Maximum Brake Horsepower	65 at 3200 r.p.m.	70 at 3200 r.p.m.
Bore and Stroke	3 1/8"x3 3/8"	3 1/2"x4 1/2"
Piston Displacement	200 cu. in.	207 cu. in.
Compression Ratio (Stand.)	5.1 to 1	*
Compression Ratio (Option.)	6 to 1	*
Piston Travel per Car Mile	2140 ft.	2329 ft.
Engine Mountings—Front	Rubber	Rigid
Rear	Rubber	Rubber
Valve Arrangement	Side	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	No
Timing Chain	Yes	Yes
Crankshaft		
Counterweights	Yes—Integral	None
Number of Main Bearings	3	7
Harmonic Balancer	Yes	None
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 1/8 in.	1 1/8 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. adj.
Carburetion		
Air Intake Silencer and Cleaner	Yes	Air Cleaner Only
Heat Adjustment	Automatic	Manual
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	No
Radiator		
Radiator Capacity	Cross-flow	Down-flow
Thermostat Temp. Control	14 qts.	18 qts.
	Yes	Yes
Clutch	Single Dry Disc	Single Dry Disc
Diameter	9 5/8 in.	9 1/4 in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Syncro-Mesh	Conventional
Quiet Second Gear	Yes	No
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Instrument Panel

* Information not available

Important Points to Consider	Pontiac 6	Graham 6
Chassis		
Wheelbase	114 in.	113 in.
Ride Control	Yes	No
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	Yes
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	38 ft. 10 in.	41 ft.
Steering Ratio	14 to 1	*
Rear Axle Gear Ratio	4.55 to 1	4.45 to 1
Brakes	Bendix Int. Mech.	Hydraulic
Brake Diameter	12 in.	12 in.
Total Braking Area	182 sq. in.	263.9 sq. in.
Parking Brake Location	4 Wheels	Transmission
Standard Wheel Equipment	5 Wire	Wood
Tire Size	18x5.25	17x5.50
Gasoline Tank Capacity	15 gal.	12 1/2 gal.
Body	Fisher	
Type of Construction	Hardwood and Steel	Hardwood and Steel
Upholstery Material	Mohair or Whipcord	Mohair
Radiator Grille	Chromed & Painted	Chromed & Painted
Hood Ventilating Doors	Yes	No
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	Yes
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Inst. Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	Yes
Semi-automatic Door Openers	Yes	Yes

* Information not available

GRAHAM SIX AS COMPARED TO PONTIAC SIX

Not only is the Pontiac Six a larger car than the Graham Six but it also has a more modern appearance; in fact, the Graham Six is a 1931 model carried over into 1932 with only a few minor changes.

One of the most noticeable things about the Graham Six is its transmission. It has neither Syncro-mesh nor quiet second. Shifting gears produces a clashing sound and second speed is noisy in operation.

The interior of the Graham Six body is not as conveniently equipped as the Pontiac Six interior. The Graham Six instruments are the small type, and the instrument panel has indirect lighting only, while the Pontiac has both direct and indirect lighting. Pontiac's interior sun visor is adjustable to either front or side. Its built-in ash receiver on instrument panel and foot controlled headlights are other convenience features greatly appreciated by most drivers, but which the Graham Six does not have.

The Pontiac Six has pressure lubrication of the piston pins through rifle drilled connecting rods, while in the Graham Six, lubrication of the piston pins is left to spray from moving parts of the engine. Smooth operation of the Pontiac engine is further assured by counterweights forged integral with the crankshaft, and the Harmonic Balancer which neutralizes torsional vibration at all engine speeds. Neither of these features are included on the Graham Six.

Our experience shows that aluminum pistons wear rapidly and have to be replaced after a few thousand miles. The Graham Six has aluminum pistons. Pontiac pistons are of light weight grey iron (semi-steel) which expands less when heated than aluminum. To insure long life and freedom from wear Pontiac pistons are electro-

plated with a smooth, friction-reducing coating of bearing metal.

Pontiac's carburetor is equipped with a combination air silencer and cleaner which removes particles of dirt from air entering the carburetor, and muffles the sound of inrushing air. The Graham Six is equipped with an air cleaner only and no provision is made to increase driving pleasure by muffling intake roar.

To insure efficient, economical operation, the Pontiac carburetor is equipped with an automatic heat adjuster which operates at all speeds in connection with the throttle. In the Graham Six no such provision is made for regulating temperature of the fuel mixture to conform to engine speed and temperature.

Pontiac Six has many features contributing to riding comfort that the Graham Six does not have. These include Ride Control, 47 points of rubber cushioning on the chassis and spring covers at no extra cost.

Pontiac's hand brake operates on all four wheels, while the Graham hand brake operates on a single drum at the rear of the transmission, a type which requires frequent adjustment as the car grows older, because of the strain of holding the car with a single brake lining.

Pontiac's hood is fitted with adjustable ventilating doors which give the car a modern appearance and are useful in regulating engine temperature, while the Graham still uses the old fashioned hood louvers.

The fact that the Graham Six not only costs more money than the Pontiac Six, but is a 1931 style car without many of the new 1932 features, should be sufficient reason for buying the Pontiac, but a road demonstration will serve to emphasize Pontiac's smoothness and handling ease as well as its exceptionally fine riding qualities.

Important Points to Consider	Pontiac 6	Nash 6
Delivered Price		
Engine Type.....	6-Cyl. L-Head	6-Cyl.
Maximum Brake Horsepower.....	65 at 3200 r.p.m.	70 at 3000
Bore and Stroke.....	3 1/8"x3 3/8"	3 1/8"x4 3/8"
Piston Displacement.....	200 cu. in.	201.3 cu. in.
Compression Ratio (Stand.).....	5.1 to 1	5.1 to 1
Compression Ratio (Option.).....	6 to 1	*
Piston Travel per Car Mile.....	2140 ft.	*
Engine Mountings—Front.....	Rubber	Rubber
Rear.....	Rubber	Rubber
Valve Arrangement.....	Side	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	Yes
Timing Chain.....	Yes	Yes
Crankshaft		
Counterweights.....	Yes—Integral	No
Number of Main Bearings.....	3	7
Harmonic Balancer.....	Yes	Vibration Dampener
Pistons	Grey Iron	Aluminum
Pistons Electro-plated.....	Yes	No
Piston Pin Diameter.....	1 1/8 in.	*
Camshaft Drive	Chain, req. no adj.	*
Carburetion		
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	No
14 Millimeter Spark Plugs.....	Yes	No
Full Automatic Spark Advance.....	Yes	Yes
Semi-Automatic Starter.....	Yes	No
Radiator	Cross-flow	Down-flow
Radiator Capacity.....	14 qts.	*
Thermostat Temp. Control.....	Yes	Yes
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	9 5/8 in.	*
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed.....	Yes	Yes
Transmission	Syncro-Mesh	Syncro-shift
Quiet Second Gear.....	Yes	Yes
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Floor Board

* Information not available

Important Points to Consider	Pontiac 6	Nash 6
Chassis		
Wheelbase.....	114 in.	116 in.
Ride Control.....	Yes	Yes
Shock Absorbers.....	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles.....	Yes	Yes
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	38 ft. 10 in.	*
Steering Ratio.....	14 to 1	*
Rear Axle Gear Ratio.....	4.55 to 1	4.70 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter.....	12 in.	*
Total Braking Area.....	182 sq. in.	*
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment.....	5 Wire	5 Wire
Tire Size.....	18x5.25	18x5.25
Gasoline Tank Capacity.....	15 gal.	*
Body	Fisher	
Type of Construction.....	Hardwood and Steel	Hardwood and Steel
Upholstery Material.....	Mohair or Whipcord	Mohair or Broadcloth
Radiator Grille.....	Chromed & Painted	Painted
Hood Ventilating Doors.....	Yes	Yes
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Hinged
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	No
Foot Controlled Headlights.....	Yes	No
Fender Indicator Lights.....	Yes	Yes
Single Control Concealed Hood Fasteners.....	Yes	Yes
Seat Adjustment.....	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Inst. Panel.....	Yes	No
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	Yes
Semi-automatic Door Openers.....	Yes	No

* Information not available

NASH SIX AS COMPARED TO PONTIAC SIX

Roominess and comfort for driver and passengers are very important features which have much to do with the pleasure of owning an automobile.

The front compartment of the Nash Six is difficult to cross when getting in on the right side because of the location of the free wheeling control lever, which is about midway between the front seat and the gear shift lever. This location of the free wheeling control lever makes it difficult to operate, because it is necessary for the driver to lean over to reach the lever. The choke button on the Nash Six is also located in a position where it is difficult to reach. To operate the choke, the driver must either reach around the steering wheel, which is uncomfortable, or reach through the steering wheel between the spokes, which is dangerous.

There seems to be a heavy pull on the steering wheel when turning corners—a much heavier pull than on the Pontiac steering wheel, which operates very easily. The Nash Six steering wheel is located so close to the left hand door that the window regulator frequently catches on the driver's coat sleeve as he turns the wheel.

The Nash Six starter is controlled by a button located on the instrument panel at the left of the steering wheel, a position quite different from the starter on most cars. This is inconvenient for drivers accustomed to using the starter button located on the toe board.

The Nash Six cowl is so high that it conceals the front fenders from the driver, giving a sensation of insecurity when passing close to cars on the road.

Although the Nash Six has a Synchro-mesh transmission with second gear which is supposed to be quiet, there is a noticeable "whine" as the car speed is increased in second gear.

The Nash headlights are controlled by a switch on the

steering wheel, while the Pontiac headlight beams are tilted by a convenient foot button, which allows the driver to hold the wheel with both hands. The Nash fender indicator lights cannot be lighted at the same time as the headlights. This makes them useful only as parking lights, whereas the Pontiac fender indicator lights operate in connection with the headlights, and mark the width of the car for approaching drivers when the Pontiac headlight beams are tilted downward—an important safety feature.

Our experience shows that aluminum pistons wear rapidly and have to be replaced after a few thousand miles. The Nash Six has aluminum pistons. Pontiac pistons are of grey iron (semi-steel) electro-plated with a smooth, friction-reducing coating of bearing metal. This greatly reduces wear and prolongs piston life.

Pontiac's cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation by condensing steam and vapor before they can reach the top tank. In the Nash down-flow radiator, hot water from the engine is delivered directly into the top of the radiator where there is nothing to prevent steam and vapor escaping through the vent pipe. Working parts of the Pontiac engine are protected against corrosive fumes by pressure-suction crankcase ventilation, which uses pressure from the fan to aid the suction created by the motion of the car, in removing fumes and moisture from the crankcase.

For efficient, economical operation, the Pontiac carburetor is equipped with an automatic heat adjustment which operates in connection with the throttle. The Nash heat control is hand operated and is therefore effective only during the warming up period.

Important Points to Consider	Pontiac 6	Plymouth 4
Delivered Price		
Engine Type	6-Cyl. L-Head	4-Cyl. L-Head
Maximum Brake Horsepower	65 at 3200 r.p.m.	56 at 2800 r.p.m.
Bore and Stroke	3 3/8" x 3 3/8"	3 3/8" x 4 3/4"
Piston Displacement	200 cu. in.	196.1 cu. in.
Compression Ratio (Stand.)	5.1 to 1	4.9 to 1
Compression Ratio (Option)	6 to 1	None
Piston Travel per Car Mile	2140 ft.	2471 ft.
Engine Mountings—Front	Rubber	Rubber
Rear	Rubber	Rubber
Valve Arrangement	Side	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	No
Timing Chain	Yes	Yes
Crankshaft		
Counterweights	Yes—Integral	None
Number of Main Bearings	3	3
Harmonic Balancer	Yes	None
Pistons		
	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 1/8 in.	3/4 in.
Camshaft Drive		
	Chain, req. no adj.	Gear
Carburetion		
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment	Automatic	None
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation		
	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	Yes
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	No
Radiator		
	Cross-flow	Down-flow
Radiator Capacity	14 qts.	14 1/2 qts.
Thermostat Temp. Control	Yes	No
Clutch		
	Single Dry Disc	Single Dry Disc
Diameter	9 3/8 in.	8 7/8 in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission		
	Synco-Mesh	Conventional
Quiet Second Gear	Yes	No
Rubber Driving Hub	Yes	No
Free Wheeling		
Location of Control	Roller Type Instrument Panel	Roller Type Instrument Panel

Important Points to Consider	Pontiac 6	Plymouth 4
Chassis		
Wheelbase	114 in.	109 3/4 in.
Ride Control	Yes	No
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	38 ft. 10 in.	39 ft. 6 in.
Steering Ratio	14 to 1	14.2 to 1
Rear Axle Gear Ratio	4.55 to 1	4.33 to 1
Brakes		
	Bendix Int. Mech.	Hydraulic
Brake Diameter	12 in.	11 in.
Total Braking Area	182 sq. in.	114 sq. in.
Parking Brake Location	4 Wheels	Transmission
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	18x5.25	19x4.75
Gasoline Tank Capacity	15 gal.	12 gal.
Body		
	Fisher	Steel Only
Type of Construction	Hardwood and Steel	Steel Only
Upholstery Material	Mohair or Whipcord	Mohair or Broadcloth
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	No
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	No
Interior Sun Visor Adjustable to Any Position	Yes	No Visor
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Inst. Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	No

PLYMOUTH FOUR AS COMPARED TO PONTIAC SIX

A comparison of the Plymouth Four with the Pontiac Six reveals that a great many modern Pontiac features, which contribute to comfort and economy, are lacking in the Plymouth.

Pontiac offers the built-in smoothness of a six cylinder engine mounted in live rubber. In addition to the flexible rubber mountings, the Pontiac engine is insulated from the propeller shaft by a rubber cushion driving hub, a feature which is not used on the Plymouth, but which greatly adds to smoothness and quietness of operation.

In outward appearance the Plymouth does not have the modern lines of the Pontiac because it has a straight windshield without the curving stream lines of up-to-date cars. The Plymouth wheelbase is $4\frac{5}{8}$ inches shorter than the Pontiac Six and its body is not so convenient to get in and out of as the Pontiac.

Pontiac has a number of features which give it greater riding comfort than the Plymouth. These include Ride Control, which enables the driver to adjust the shock absorbers to suit riding conditions, enclosed springs which retain the original lubricant, preventing squeaking and loss of flexibility, Inlox rubber cushion spring shackles, requiring no lubrication or adjustment, and rubber cushioning at many other points on the chassis.

Pontiac Six engine is smooth at all speeds, while the Plymouth engine vibrates and rocks on its mountings at low speeds and when accelerating or decelerating. This engine movement is felt in the body.

The Plymouth does not have a Syncro-mesh transmission or quiet second gear. Shifting gears produces

a "clunk" as the gears are meshed and a loud gear noise is heard when in second gear.

The Pontiac Six transmission with helical gears in constant mesh is as quiet in second as in high, and gears can be shifted quickly by any driver without noise or clash.

Pontiac has pressure lubrication to the piston pins through rifle drilled connecting rods, while Plymouth depends upon spray thrown up by the connecting rods to do this. Plymouth's pistons are aluminum and expand considerably when heated. For this reason they cannot be fitted so closely as Pontiac's grey iron (semi-steel) pistons, which are less affected by heat and are electroplated with a smooth, friction-reducing coating of bearing metal which reduces wear and prolongs piston life.

To further increase the smoothness of Pontiac's engine, the crankshaft has integral counterweights and is equipped with a Harmonic Balancer which neutralizes torsional vibration and is effective at all speeds.

Pontiac's carburetor has automatic heat control, while no provision is made to regulate the heat of the Plymouth carburetor intake. Pontiac's crankcase ventilation system is aided by the pressure from the fan, while Plymouth relies on suction only to remove from the crankcase excessive moisture which causes corrosion.

Pontiac's cross-flow radiator conserves water and anti-freeze by condensing vapor before it reaches the top tank, while in Plymouth's down-flow radiator hot water and vapor enter directly into the top where there is nothing to prevent the vapor from escaping through the vent pipe.

Pontiac's upholstery is of a fine texture and finish and gives the car a lustrous interior appearance. The Plymouth lacks a number of interior refinements which add to the pleasure and comfort of the driver and passengers in the Pontiac Six.

Important Points to Consider	Pontiac 6	Rockne "65"
Delivered Price		
Engine Type	6-Cyl. L-Head	6-Cyl. L-Head
Maximum Brake Horsepower	65 at 3200 r.p.m.	65 at 3200 r.p.m.
Bore and Stroke	3 3/8 x 3 7/8	3 3/8 x 4 1/8
Piston Displacement	200 cu. in.	189.8 cu. in.
Compression Ratio (Stand.)	5.1 to 1	5.25 to 1
Compression Ratio (Option.)	6 to 1	None
Piston Travel per Car Mile	2140 ft.	2086 ft.
Engine Mountings—Front	Rubber	Rubber
Rear	Rubber	Rubber
Valve Arrangement	Side	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	No
Piston Pins.....	Yes	Yes
Timing Chain.....	Yes	Yes
Crankshaft		
Counterweights.....	Yes—Integral	Yes
Number of Main Bearings.....	3	4
Harmonic Balancer.....	Yes	Vibration Damper
Pistons	Grey Iron	Cast Iron
Pistons Electro-plated.....	Yes	Yes
Piston Pin Diameter.....	1 1/8 in.	1 1/8 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion		
Air Intake Silencer and Cleaner.....	Yes	Silencer Only
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	Yes
14 Millimeter Spark Plugs.....	Yes	No
Full Automatic Spark Advance.....	Yes	No
Semi-Automatic Starter.....	Yes	No
Radiator	Cross-flow	Down-flow
Radiator Capacity.....	14 qts.	14 qts.
Thermostat Temp. Control.....	Yes	Yes
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	9 3/8 in.	8 7/8 in.
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear.....	Yes	Yes
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Instrument Panel

Important Points to Consider	Pontiac 6	Rockne "65"
Chassis		
Wheelbase.....	114 in.	110 in.
Ride Control.....	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	None
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	38 ft. 10 in.	35 ft.
Steering Ratio.....	14 to 1	*
Rear Axle Gear Ratio.....	4.55 to 1	4.30 to 1
Brakes.....	Bendix Int. Mech.	Mechanical
Brake Diameter.....	12 in.	11 in.
Total Braking Area.....	182 sq. in.	143 sq. in.
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment.....	5 Wire	5 Wire
Tire Size.....	18x5.25	18x5.25
Gasoline Tank Capacity.....	15 gal.	12 gal.
Body	Fisher	
Type of Construction.....	Hardwood and Steel	Steel Only
Upholstery Material.....	Mohair or Whipcord	Broadcloth
Radiator Grille.....	Chromed & Painted	Painted
Hood Ventilating Doors.....	Yes	No
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Hinged
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	No
Foot Controlled Headlights.....	Yes	Yes
Fender Indicator Lights.....	Yes	No
Single-Controll Concealed Hood Fasteners.....	Yes	No
Seat Adjustment.....	Rapid Sliding Type	Slow Ratchet Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Inst. Panel.....	Yes	No
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	No
Semi-automatic Door Openers.....	Yes	No

* Information not available

ROCKNE 65 AS COMPARED TO PONTIAC SIX

Smooth, quiet operation is one of the most desired features of an automobile. The first impression while driving the Rockne 65 is one of excessive engine roar. This seems to be caused partly by an inadequate muffler and partly by the fact that the Rockne all-steel body is subject to drumming.

Ease of entrance and exit is another important comfort feature. The Rockne 65 running board is extremely high. This makes it uncomfortable getting into the car because of the unusually high step required. The location and accessibility of the controls also plays an important part in handling ease and the comfort of the driver. In the Rockne Six several of the most frequently used controls are placed in positions not naturally convenient to the average driver. The foot control button for the headlights is placed between the clutch and brake pedals close to the steering column. This forces the driver to move his foot from its natural position at the left, over to the right of the clutch when he wishes to tilt the headlight beams. The hand brake lever is located at the left of the driver close to the side of the car. After being accustomed to use the right hand to shift gears, the driver is forced to use the hand he is accustomed to keeping on the steering wheel, to set the hand brake.

The upholstery of the Rockne 65 does not give the interior of the car as luxurious an appearance as the smooth mohair upholstery of the Pontiac Six.

Although the Rockne 65 transmission is a Syncromesh type with quiet second gear, a clearly audible noise is heard when the car is driven above 20 miles an hour in second speed.

Pontiac's engine is protected by full pressure lubrication which in addition to reaching all main, connecting

rod and camshaft bearings, forces oil to the piston pins through rifle drilled passages in the connecting rods. In the Rockne 65, lubrication of piston pins is left to spray thrown up by moving parts of the engine.

Pontiac's carburetor is equipped with an air silencer and cleaner which prevents particles of dirt entering the carburetor, and muffles engine roar. The Rockne has the silencer only. Pontiac's carburetor has an automatic heat adjustment which regulates the temperature of the fuel mixture at all times. In the Rockne 65 no provision is made for the regulation of carburetor heat in accordance with engine speeds and temperature.

Pontiac with 114" wheelbase is a larger car than the Rockne 65, which has a wheelbase of 110". Pontiac offers many features which contribute to riding comfort which are not offered on the Rockne. Among these are Ride Control, and 47 points of rubber cushioning on the chassis, including rubber cushion spring shackles and rubber cushion driving hub.

Inside, the Pontiac bodies provide a number of comfort and convenience features which the Rockne bodies lack. These include sun visor adjustable to any position, rapid sliding type seat adjustment, ash receiver on the instrument panel, inside lock on the right front door, and direct and indirect lighting for the instrument panel.

The small additional investment in the Pontiac Six is more than justified by the additional value and features received. Pontiac has a higher resale value than the Rockne, and when the remaining difference is spread over the period of average ownership the additional monthly cost of owning a Pontiac is reduced to a very small amount.

ROCKNE "75"

Important Points to Consider	Pontiac 6	Rockne "75"
Delivered Price		
Engine Type	6-Cyl. L-Head	6-Cyl. L-Head
Maximum Brake Horsepower	65 at 3200 r.p.m.	72 at 3200 r.p.m.
Bore and Stroke	3 1/8 x 3 3/8	3 1/4 x 4 1/8
Piston Displacement	200 cu. in.	205 cu. in.
Compression Ratio (Stand.)	5.1 to 1	5 to 1
Compression Ratio (Option)	6 to 1	6 to 1
Piston Travel per Car Mile	2140 ft.	2303 ft.
Engine Mountings—Front	Rubber	Rubber
Rear	Rubber	Rubber
Valve Arrangement	Side	Side
Engine Lubrication		
Pressure Lubrication to:		Yes
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	No
Piston Pins	Yes	Yes
Timing Chain	Yes	Yes
Crankshaft		Yes
Counterweights	Yes—Integral	4
Number of Main Bearings	3	
Harmonic Balancer	Yes	Vibration Dampener
Pistons	Grey Iron	Cast Iron
Pistons Electro-plated	Yes	Yes
Piston Pin Diameter	1 1/8 in.	7/8 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion		No
Air Intake Silencer and Cleaner	Yes	None
Heat Adjustment	Automatic	Yes
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	No
Semi-Automatic Starter	Yes	No
Radiator	Cross-flow	Down-flow
Radiator Capacity	14 qts.	14 qts.
Thermostat Temp. Control	Yes	Yes
Clutch	Single Dry Disc	Single Dry Disc
Diameter	9 3/8 in.	9 1/4 in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Instrument Panel

ROCKNE "75"

Important Points to Consider	Pontiac 6	Rockne "75"
Chassis		
Wheelbase	114 in.	114 in.
Ride Control	Yes	No
Shock Absorbers	Lovejoy Hydraulic	None
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	38 ft. 10 in.	39 ft.
Steering Ratio	14 to 1	*
Rear Axle Gear Ratio	4.55 to 1	4.73 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter	12 in.	12 in.
Total Braking Area	182 sq. in.	142.1 sq. in.
Parking Brake Location	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	18x5.25	18x5.50
Gasoline Tank Capacity	15 gal.	14 gal.
Body	Fisher	
Type of Construction	Hardwood and Steel	Hardwood and Steel
Upholstery Material	Mohair or Whipcord	Broadcloth
Radiator Grille	Chromed & Painted	Chromed
Hood Ventilating Doors	Yes	No
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Slow Ratchet Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Inst. Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	No

* Information not available

ROCKNE 75 AS COMPARED TO PONTIAC SIX

The Rockne 75 is priced approximately the same as the Pontiac Six, but there are a number of Pontiac features which contribute to the comfort and convenience of passengers, which the Rockne 75 does not have.

One of the first things noticed upon sitting behind the wheel of the Rockne is the height of the instrument panel and the sides of the body below the windows. This restricts the view of the road and the front fenders, giving a feeling of insecurity when passing close to other cars. The Rockne body is of steel with very little hardwood reinforcement. This results in a metallic sound when doors are closed and a pronounced drumming sound when the engine is running.

On the Rockne 75, several of the most frequently used controls are located inconveniently for the driver. The seat adjustment is hard to reach and very slow in operation. Headlight beams are controlled by a switch on the center of the steering wheel, and the hand brake lever is located at the left of the driver close to the side of the car body. The dome light switch, instead of being on the door pillar, so that the light can be turned on before entering the car as in Pontiac, is located in the rim of the dome light itself. Arm rests in the rear seat are narrow and the ash receivers are placed so close to the arm rests that they are in the way.

Pontiac Six interior has a much more luxurious appearance than that of the Rockne 75. This is due in a large measure to the fine quality mohair upholstery of the Pontiac, with its smooth, even texture, as compared to the upholstery fabric of the Rockne 75.

Both the Pontiac and Rockne engines are mounted in rubber, but Pontiac's engine is further insulated from the propeller shaft and rear wheels by the rubber cushion driving hub on the rear of the transmission,

which delivers the power in a smooth, even flow—a feature which is not offered in the Rockne 75.

Pontiac's engine is protected by full pressure lubrication to all main, connecting rod and camshaft bearings and to piston pins through rifle drilled passages in the connecting rods. In the Rockne 75, lubrication of piston pins is left to spray thrown up by the moving parts of the engine.

For economy and efficient operation, the Pontiac carburetor is equipped with an automatic heat adjustment which operates in connection with the throttle. The Rockne has no such provision for regulating carburetor heat. The Pontiac engine has full automatic spark advance, while the Rockne spark advance is hand operated.

Pontiac provides many features not offered by the Rockne, which contribute greatly to riding comfort. These are Ride Control and 47 points of rubber cushioning on the chassis, including rubber cushion spring shackles which eliminate 12 points of lubrication.

Pontiac's hood is fitted with adjustable ventilating doors which aid in regulating the engine temperature. Pontiac single control hood fasteners are concealed and operate easily with one hand, while the Rockne hood has inconvenient double catches on the outside. Pontiac fenders are equipped with indicator lights, an important safety feature in night driving, while these are lacking on the Rockne 75.

Working parts of the Pontiac engine are protected against corrosion by pressure-suction type crankcase ventilation which uses pressure from the fan to force clean air into the front of the crankcase and removes fumes and moisture by means of suction. The Rockne depends upon suction only to ventilate the crankcase.

WILLYS-OVERLAND 6

Important Points to Consider	Pontiac 6	Willys-Over. 6
Delivered Price		
Engine Type	6-Cyl. L-Head	6-Cyl. L-Head
Maximum Brake Horsepower	65 at 3200 r.p.m.	65 at 3400 r.p.m.
Bore and Stroke	3 1/8" x 3 3/8"	3 1/4" x 3 3/4"
Piston Displacement	200 cu. in.	193 cu. in.
Compression Ratio (Stand.)	5.1 to 1	5.26 to 1
Compression Ratio (Option.)	6 to 1	None
Piston Travel per Car Mile	2140 ft.	2097 ft.
Engine Mountings —Front.....	Rubber	Rubber
Rear.....	Rubber	Rubber
Valve Arrangement	Side	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	No
Piston Pins.....	Yes	Yes
Timing Chain.....	Yes	
Crankshaft		
Counterweights.....	Yes—Integral	Yes
Number of Main Bearings.....	3	4
Harmonic Balancer.....	Yes	Vibration Dampener
Pistons	Grey Iron	Cast Iron
Pistons Electro-plated.....	Yes	No
Piston Pin Diameter.....	1 1/8 in.	1 1/4 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion		
Air Intake Silencer and Cleaner.....	Yes	Air Cleaner Only
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	No
Semi-Automatic Starter	Yes	No
Radiator		
Radiator Capacity.....	Cross-flow	Down-flow
Thermostat Temp. Control.....	14 qts.	13 1/2 qts.
	Yes	Yes
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	9 3/8 in.	*
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Conventional
Quiet Second Gear.....	Yes	No
Rubber Driving Hub.....	Yes	No
Free Wheeling		
Location of Control.....	Roller Type	Roller Type
	Instrument Panel	Instrument Panel

* Information not available

WILLYS-OVERLAND 6

Important Points to Consider	Pontiac 6	Willys-Over. 6
Chassis		
Wheelbase	114 in.	113 in.
Ride Control	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	Monroe
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	38 ft. 10 in.	40 ft.
Steering Ratio	14 to 1	*
Rear Axle Gear Ratio	4.55 to 1	4.60 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter.....	12 in.	12 in.
Total Braking Area.....	182 sq. in.	155.5 sq. in.
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	18x5.25	18x5.25
Gasoline Tank Capacity	15 gal.	13 gal.
Body	Fisher	
Type of Construction	Hardwood and Steel	Hardwood and Steel
Upholstery Material	Mohair or Whipcord	Broadcloth
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	No
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No Visor
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Inst. Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	No

* Information not available

WILLYS-OVERLAND SIX AS COMPARED TO PONTIAC SIX

When one enters either the front or rear compartment of the Willys-Overland Six he is impressed with the short leg-room and lack of roominess. Even with the front seat back as far as possible it seems difficult to get in and out of the car. Head-room is extremely low in both the front and rear seats.

When driving, the spring action on the Willys-Overland is stiff and jerky. This is probably due to the lack of Ride Control, and the spring lubricant not being retained by spring covers, as on the Pontiac.

At high speed there is a noticeable lack of stability, which is felt in the steering column as well as in the general movement of the body of the car. Pontiac Six seems to steer much more easily than the Willys-Overland Six.

The Willys-Overland Six has the old style conventional type of transmission without Syncro-mesh or quiet second, while Pontiac Six transmission has both Syncro-mesh and quiet second. A road demonstration shows the Pontiac to have a much smoother engine, without vibration even at high speeds, while the Willys-Overland Six engine seems rough. This roughness transmits to the body a "chattering" noise and drumming sound which would be very unpleasant to the driver and other occupants of the car.

In the Pontiac Six the controls are all conveniently located, while in the Willys-Overland the hand brake is located at the left of the driver and is so close to the side of the car it is difficult to reach.

The lever by which the car is put in free wheeling is located in a position difficult for the driver to reach.

Pontiac's upholstery seems of much higher quality

than that of the Willys-Overland. The same is true regarding both the interior and exterior of the cars.

Both Pontiac and Willys-Overland Six have grey iron (semi-steel) pistons, but Pontiac's pistons are light in weight and are electro-plated with a smooth, friction-reducing coating of bearing metal which permits a close fit in the cylinders and greatly prolongs piston life.

Another Pontiac feature which adds to its long life and trouble-free operation is its pressure-suction type of crankcase ventilation. This method uses pressure from the fan to force clean air into the crankcase at the front, and suction to remove fumes at the rear. The Willys-Overland depends upon suction only to remove from the crankcase fumes which cause corrosion.

Pontiac's exclusive cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation because steam and vapor are cooled and condensed before they can reach the top tank. In the Willys-Overland down-flow radiator hot water from the engine is delivered directly into the top tank where there is nothing to prevent steam and vapor escaping out the vent pipe.

Pontiac's hood is fitted with concealed fasteners operated by a single convenient handle. The Willys-Overland has the two old-fashioned catches on each side of the hood. Adjustable hood ventilating doors aid in regulating the temperature of the Pontiac engine, while the Willys-Overland hood has the old-fashioned louvers. Pontiac has a number of interior fittings not offered on the Willys-Overland. These include sun visor adjustable to any position, ash receiver on instrument panel, direct and indirect instrument lighting and inside lock on right front door.

Important Points to Consider	Pontiac V-8	Auburn 8
Delivered Price		
Engine Type	V-8	Straight 8
Maximum Brake Horsepower	85 at 3200 r.p.m.	100 at 3400 r.p.m.
Bore and Stroke	3 1/8"x3 3/8"	3"x4 1/4"
Piston Displacement	251 cu. in.	268.6 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5.26 to 1
Compression Ratio (Option.)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2536 ft.
Engine Mountings—Front	Leaf Spring	Rigid
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	Yes
Timing Chain	Yes	No
Rocker Arms	Yes	No
Crankshaft		
Counterweighted	Yes	No
Number of Main Bearings	3	5
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 1/8 in.	7/8 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner	Yes	No
Heat Adjustment	Automatic	Manual
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	No
Semi-Automatic Starter	Yes	No
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	19 qts.
Thermostatic Temp. Control	Yes	Yes
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter	10 1/2 in.	10 in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Exp. Spring Type
Location of Control	Instrument Panel	Lever on Floor

Important Points to Consider	Pontiac V-8	Auburn 8
Chassis		
Wheelbase	117 in.	127 in.
Ride Control	Yes	Yes
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	39 ft. 2 in.	*
Steering Ratio	18 to 1	*
Rear Axle Gear Ratio	4.22 to 1	4.70 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter	13 in.	13 in.
Total Braking Area	195 sq. in.	236.3 sq. in.
Parking Brake Location	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	Wood
Tire Size	17x6.00	17x6.00
Gasoline Tank Capacity	20 gal.	25 gal.
Body	Fisher	Hardwood and Steel
Type of Construction	Hardwood and Steel	Hardwood and Steel
Upholstery Material	Mohair or Whipcord	Broadcloth
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	No
Horn Equipment	Twin Chromed Under Headlights	One Horn
Tail Light Equipment	Twin Chromed	One Tail Light
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	Yes
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	No

AUBURN EIGHT AS COMPARED TO PONTIAC V-EIGHT

The Auburn Eight has a 10-inch longer wheelbase than the Pontiac V-Eight, but Pontiac's 4-Door Sedan body is longer from windshield to the center of rear window than the Auburn 4-Door Sedan body. This is largely due to the fact that Pontiac's V-type eight cylinder engine requires less space on the chassis than the Auburn Straight Eight engine.

The upper part of the Auburn body is made of a fabric material which easily spots or becomes dirty and does not give the car as finished outward appearance as the Pontiac with its smooth steel rear panel and roof rail panels. The forward part of the Auburn roof above the windshield does not have a smooth streamline curve like the Pontiac; in fact, this model has the same appearance as the 1931 Auburn.

The Auburn free wheeling control is a short lever just forward of the front seat, resembling a gear shift lever. It is not in a position where it can be easily and quickly operated, and interferes with getting behind the wheel from the right side.

In the Auburn Eight the driver's vision is impaired by the high cowl and side panels of the body, which make it difficult for a person of even average height to have good vision of the road close to the car. Fenders are completely hidden from the driver, which causes an uncertain feeling when passing close to another car. The top is so low that if the driver raises himself to better see over the cowl, he is very apt to strike his head on the top.

The Auburn has a dual ratio rear axle, by means of which the driver changes from low to high gear ratio, depending upon the acceleration or speed desired. In the low ratio, the engine is noticeably rough.

Shifting gears with the Auburn transmission must be accurately timed to avoid clashing. This is not true of the Pontiac Syncro-mesh transmission, which can be shifted quickly and easily by any driver without noise.

One of the most important features in connection with driving comfort and handling ease is a car's ability to ride steady at high speed without the front end weaving or shaking unpleasantly. The Auburn has a tendency to weave and sway at the front if the road is slightly rough or the speed relatively high, while in the Pontiac V-Eight this unpleasant reaction is not experienced.

The Pontiac V-Eight crankshaft is equipped with counterweights to relieve bearing loads, while the Auburn crankshaft has no counterweights. Auburn pistons are of aluminum and, when heated, expand more than Pontiac's light weight grey iron (semi-steel) pistons which are electro-plated with a smooth coating of friction-reducing bearing metal. The Pontiac V-Eight engine has down-draft carburetion for smoothness and economy, while the Auburn uses up-draft carburetion. Pontiac's carburetor has an air silencer and cleaner, a feature not offered on Auburn, and is also equipped with automatic heat adjustment operated with the throttle, while the Auburn Eight has no provision for regulating carburetor heat in accordance with engine speed and temperature.

The Pontiac V-Eight has full automatic spark advance, while on the Auburn the spark must be adjusted by hand.

The interior of the Pontiac V-Eight presents a more luxurious appearance than the Auburn Eight. This is due in a large measure to Pontiac's high quality upholstery with a smooth, lustrous finish.

Important Points to Consider	Pontiac V-8	Buick 32-50
Delivered Price		
Engine Type.....	V-8	Straight 8
Maximum Brake Horsepower.....	85 at 3200 r.p.m.	78 at 2200 r.p.m.
Bore and Stroke.....	3 1/8"x3 3/8"	2 1/8"x4 1/4"
Piston Displacement.....	251 cu. in.	230.4 cu. in.
Compression Ratio (Stand.).....	5.2 to 1	4.65 to 1
Compression Ratio (Option.).....	5.8 to 1	5.09 to 1
Piston Travel per Car Mile.....	1690 ft.	2308 ft.
Engine Mountings—Front.....	Leaf Spring	Rubber
.....Rear.....	Rubber	Rubber
Patented Synchronizer.....	Yes	No
Valve Arrangement.....	Horizontal	Overhead
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	No
Timing Chain.....	Yes	Yes
Rocker Arms.....	Yes	Yes
Crankshaft		
Counterweighted.....	Yes	Yes
Number of Main Bearings.....	3	5
Pistons	Grey Iron	Cast Iron
Pistons Electro-plated.....	Yes	No
Piston Pin Diameter.....	1 1/8 in.	3/4 in.
Camshaft Drive	Chain, req. no adj.	Gear
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	No
14 Millimeter Spark Plugs.....	Yes	No
Full Automatic Spark Advance.....	Yes	No
Semi-Automatic Starter.....	Yes	No
Cooling System		
Radiator.....	Cross-flow	Down-flow
Radiator Capacity.....	25 qts.	12 qts.
Thermostatic Temp. Control.....	Yes	Yes
Recirculation with Thermostat Closed.....	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	10 3/8 in.	9 1/2 in.
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed.....	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear.....	Yes	Yes
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Vacuum Clutch
Location of Control.....	Instrument Panel	Toe Board

Important Points to Consider	Pontiac V-8	Buick 32-50
Chassis		
Wheelbase.....	117 in.	114 in.
Ride Control.....	Yes	(at extra cost)
Shock Absorbers.....	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	39 ft. 2 in.	38 ft. 4 in.
Steering Ratio.....	18 to 1	17 to 1
Rear Axle Gear Ratio.....	4.22 to 1	4.60 to 1
Brakes.....	Bendix Int. Mech.	Mechanical
Brake Diameter.....	13 in.	12 in.
Total Braking Area.....	195 sq. in.	133.2 sq. in.
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment.....	5 Wire	Wood
Tire Size.....	17x6.00	18x5.50
Gasoline Tank Capacity.....	20 gal.	16 gal.
Body	Fisher	Fisher
Type of Construction.....	Hardwood and Steel	Hardwood and Steel
Upholstery Material.....	Mohair or Whipcord	Mohair or Whipcord
Radiator Grille.....	Chromed & Painted	Chromed & Painted
Hood Ventilating Doors.....	Yes	Yes
Horn Equipment.....	Twin Chromed Under Headlights	Twin Chromed Under Headlights
Tail Light Equipment.....	Twin Chromed	Twin Chromed
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Fisher Vision and Ventilation
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	Yes
Foot Controlled Headlights.....	Yes	No
Fender Indicator Lights.....	Yes	Yes
Single Control Concealed Hood Fasteners.....	Yes	No
Seat Adjustment.....	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Instrument Panel.....	Yes	Yes
Instrument Lighting.....	Direct and Indirect	Direct and Indirect
Inside Lock Right Front Door.....	Yes	Yes
Semi-automatic Door Openers.....	Yes	Yes

BUICK 32-50 AS COMPARED TO PONTIAC V-EIGHT

The Pontiac V-Eight costs considerably less than the Buick 32-50, yet Pontiac has a large number of important features which all models of this Buick do not have. Among the most important of these features is Pontiac's three inch longer wheelbase, compact V-Eight motor, Ride Control, rubber cushioned spring shackles and spring covers at no extra cost.

Pontiac's 4-Door Sedan body is $\frac{1}{2}$ inch wider in the front seat and $\frac{3}{4}$ inch wider in the rear seat than Buick 32-50 4-Door Sedan body. The Pontiac bodies also have many interior features which are the same as those of the Buick, and which add greatly to the comfort of the driver and passengers.

Pontiac's front seat adjustment is the same as Buick's. The Pontiac also has an interior sun visor similar to the one on the Buick, which is adjustable to either front or side. Pontiac, like Buick, has a built-in ash receiver on the instrument panel. Pontiac's mohair upholstery, with its smooth, lustrous texture, is similar to that used on the Buick 32-50.

Pontiac V-Eight valves are located horizontally between the cylinder banks and operate with a very simple mechanism, while Buick's overhead valve mechanism is much more complicated. Working parts of the Pontiac V-Eight engine are protected by full pressure lubrication to main, connecting rod and camshaft bearings and to the piston pins through rifle drilled passages in the connecting rods. Buick's piston pins depend on spray thrown up by other parts of the engine for lubrication. Both Buick and Pontiac use grey iron (semi-steel) pistons, but Pontiac's pistons are electro-plated with a smooth, friction-reducing coating of bearing metal, to maintain a close fit and reduce wear.

The Pontiac V-Eight engine uses down-draft carbure-

tion which delivers fuel to all cylinders evenly without the interference of sharp bends in the manifold, while Buick has up-draft carburetion. The Pontiac carburetor is equipped with an automatic heat adjustment which operates at all speeds in connection with the throttle. The Buick carburetor has a hand operated heat adjustment effective only during the warming up period.

Pontiac uses the roller type free wheeling unit with convenient control button located on the instrument panel, while Buick has the vacuum clutch which operates only while the foot is pressing a button on the toe board.

Pontiac brakes are one inch larger than those on the Buick 32-50 series, and have 62 square inches more braking surface. Pontiac V-Eight also has larger tires than the Buick 32-50.

The Pontiac V-Eight is approximately \$135.00 lower in price than the low priced Buick series and has many up-to-date features which the Buick does not have.

Pontiac's exclusive cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation, because steam and vapor are condensed before reaching the top tank. In the Buick down-flow radiator hot water from the engine is delivered directly into the top tank where there is nothing to prevent steam and vapor escaping out the vent pipe.

Working parts of the Pontiac engine are protected against corrosion by its pressure-suction type of crankcase ventilation which uses pressure from the fan to force clean air into the front of the crankcase and draws out fumes and moisture by means of suction. The Buick engine depends upon suction only to ventilate the crankcase.

Important Points to Consider	Pontiac V-8	Chrysler 6
Delivered Price		
Engine Type	V-8	6-Cyl. L-Head
Maximum Brake Horsepower	85 at 3200 r.p.m.	82 at 3400 r.p.m.
Bore and Stroke	3 1/4" x 3 3/4"	3 1/4" x 4 1/2"
Piston Displacement	251 cu. in.	224 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5.35 to 1
Compression Ratio (Option.)	5.8 to 1	6.20 to 1
Piston Travel per Car Mile	1690 ft.	2444 ft.
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	No
Timing Chain	Yes	Yes
Rocker Arms	Yes	No
Crankshaft		
Counterweighted	Yes	Yes
Number of Main Bearings	3	4
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 1/4 in.	1 1/4 in.
Camshaft Drive	Chain, reg. no adj.	Chain, reg. no adj.
Carburetion	100% Down-Draft	Partial Down-Draft
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment	Automatic	None
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	Yes
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	No
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	16 qts.
Thermostatic Temp. Control	Yes	Yes
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter	10 3/4 in.	9 3/4 in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synro-Mesh	Conventional
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Instrument Panel

Important Points to Consider	Pontiac V-8	Chrysler 6
Chassis		
Wheelbase	117 in.	116 in.
Ride Control	Yes	No
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	4 Only
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	39 ft. 2 in.	44 ft. 4 in.
Steering Ratio	18 to 1	15.2 to 1
Rear Axle Gear Ratio	4.22 to 1	4.60 to 1
Brakes	Bendix Int. Mech.	Hydraulic
Brake Diameter	13 in.	12 in.
Total Braking Area	195 sq. in.	138 sq. in.
Parking Brake Location	4 Wheels	Transmission
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	17x6.00	18x5.50
Gasoline Tank Capacity	20 gal.	15 1/2 gal.
Body	Fisher	Steel Only
Type of Construction	Hardwood and Steel	Bedford Cord
Upholstery Material	Mohair or Whipcord	Painted
Radiator Grille	Chromed & Painted	No
Hood Ventilating Doors	Yes	One Horn
Horn Equipment	Twin Chromed Under Headlights	One Tail Light
Tail Light Equipment	Twin Chromed	
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	No
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	Yes
Seat Adjustment	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	Yes
Semi-automatic Door Openers	Yes	No

CHRYSLER SIX AS COMPARED TO PONTIAC V-EIGHT

In driving an automobile, the widest possible margin of vision is desirable. In the Pontiac V-Eight maximum visibility is obtained because of the one-piece windshield and narrow corner posts, while in the Chrysler Six there is a large blind spot in the center of the windshield caused by the vertical pillar.

A road demonstration shows Pontiac to have greater riding comfort because of Ride Control, rubber insulation throughout the chassis and a careful balance built into the car. This balanced distribution of weight in the Pontiac gives greater stability and eliminates uncomfortable steering wheel reaction when driving at high speed or over rough roads.

Pontiac's Syncro-mesh transmission with quiet second gear, enables one to shift gears at will without clash or noise, while in the Chrysler there is a noisy "clunk" when changing from one gear to another. If the gear shift is made quickly and without careful hesitation there is a tendency to clash gears.

The Pontiac V-Eight at approximately the same price as the Chrysler Six provides the advantages of a proven V-Eight engine, while the Chrysler offers only six cylinder performance.

Pontiac has many convenience features that the discriminating purchaser will appreciate, such as a quickly and easily operated front seat adjustment; greater distance between the front seat and the transmission and brake levers, which makes moving across the front seat more comfortable and the easily operated windshield as compared to the Chrysler windshield adjustment requiring two hands.

The Pontiac V-Eight engine is protected by full pressure lubrication to all main, connecting rod and camshaft bearings, timing chain and rocker arms and

through rifle drilled connecting rods to the piston pins. In the Chrysler Six engine, lubrication of piston pins is dependent upon spray thrown up by moving parts of the engine.

Our experience shows that aluminum pistons wear rapidly and have to be replaced after a few thousand miles. The Chrysler Six has aluminum pistons. Pontiac's light weight grey iron (semi-steel) pistons are electro-plated with a smooth coating of low-friction bearing metal which reduces the time of breaking in the engine and prolongs piston life.

The Pontiac carburetor has an automatic heat adjustment which operates in connection with the throttle. The Chrysler Six has no provision for regulating temperature of incoming fuel in accordance with engine speed and temperature.

Pontiac has 47 points of rubber cushioning on the chassis, and rubber cushion drive, features which add much to its riding qualities. These are not offered on the Chrysler Six.

Pontiac's 13 inch brakes are one inch larger than those of the Chrysler Six and have 57 square inches more braking surface.

Pontiac's Fisher bodies are built of steel with a sturdy reinforcing framework of selected and seasoned hardwood, while the Chrysler Six bodies are of steel alone, without the extra strength of a hardwood frame. The wood reinforcement of the composite Fisher body eliminates roar and drum which is so objectionable in steel bodies. Careful inspection and a road demonstration will show the Pontiac to be "Chief of Values," especially in view of its low price and the smoother flow of power from the V-Eight engine.

Important Points to Consider	Pontiac V-8	Dodge 6
Delivered Price		
Engine Type	V-8	6-Cyl. I-Head
Maximum Brake Horsepower	85 at 3200 r.p.m.	79 at 3400 r.p.m.
Bore and Stroke	$3\frac{1}{8} \times 3\frac{3}{8}$	$3\frac{1}{4} \times 4\frac{3}{8}$
Piston Displacement	251 cu. in.	217.3 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5.35 to 1
Compression Ratio (Option)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2376 ft.
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	No
Timing Chain	Yes	Yes
Rocker Arms	Yes	No
Crankshaft		
Counterweighted	Yes	Yes
Number of Main Bearings	3	4
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	$1\frac{1}{8}$ in.	$\frac{5}{16}$ in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment	Automatic	None
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	Yes
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	No
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	$14\frac{1}{2}$ qts.
Thermostatic Temp. Control	Yes	Yes
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter	$10\frac{3}{8}$ in.	$8\frac{3}{4}$ in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Conventional
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Instrument Panel

Important Points to Consider	Pontiac V-8	Dodge 6
Chassis		
Wheelbase	117 in.	114 in.
Ride Control	Yes	No
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	2 Only
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	39 ft. 2 in.	41 ft. 6 in.
Steering Ratio	18 to 1	14.9 to 1
Rear Axle Gear Ratio	4.22 to 1	4.60 to 1
Brakes	Bendix Int. Mech.	Hydraulic
Brake Diameter	13 in.	12 in.
Total Braking Area	195 sq. in.	138 sq. in.
Parking Brake Location	4 Wheels	Transmission
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	17x6.00	18x5.50
Gasoline Tank Capacity	20 gal.	15 $\frac{1}{2}$ gal.
Body	Fisher	
Type of Construction	Hardwood and Steel	Steel Only
Upholstery Material	Mohair or Whipcord	Mohair or Whipcord
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	No
Horn Equipment	Twin Chromed Under Headlights	One Horn
Tail Light Equipment	Twin Chromed	One Tail Light
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	Yes
Seat Adjustment	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	Yes
Semi-automatic Door Openers	Yes	Yes

DODGE SIX AS COMPARED TO PONTIAC V-EIGHT

One of the first things noticed as one enters the Dodge Six is the difficulty in getting past the steering wheel and gear shift lever. This crowded arrangement in the Dodge front compartment makes entrance or exit uncomfortable even with the front seat adjusted to give the maximum room.

One of the most desirable things in a car is that it be stable and handle easily at high speed. A road demonstration of the Dodge Six shows a pronounced shaking and weaving of the front end of the car, which makes high speed driving uncomfortable and gives a feeling of insecurity to the driver. On rough roads there is a very noticeable jerking of the steering wheel with a tiring effect on the driver's arms.

Due to the fact that the Dodge Six does not have a Synco-mesh transmission, there is a loud "clunk" when gears are shifted, and accurate timing is required to prevent clashing of gears. If shifting is done too quickly the transmission gears do not have time to slow up and allow the shift to be made silently.

The Pontiac V-Eight has the smoothness which comes from the closely overlapping power impulses of an eight cylinder engine, while the Dodge is only a six. The Pontiac is only a few dollars higher in price than the Dodge Six and this difference becomes practically negligible when the extra advantages of a V-Eight engine with pressure-suction type of crankcase ventilation, full pressure lubrication to the piston pins and 100% down-draft carburetion are considered.

Examination of the interior of the Pontiac V-Eight and the Dodge Six shows Pontiac's upholstery to be of a smoother, more lustrous texture, giving the Pontiac finer interior appearance.

The Pontiac V-Eight has a number of extra convenience features. These include direct and indirect lighting of the instrument panel, dome light switch on door pillar where it can be reached before entering the car, convenient built-in ash receiver on instrument panel and foot controlled headlights.

Our experience shows that aluminum pistons wear rapidly and have to be replaced after a few thousand miles. The Dodge Six has aluminum pistons.

Grey iron (semi-steel) pistons are used in the Pontiac V-Eight. To further insure proper fit and long life, Pontiac pistons are electro-plated with a smooth coating of low-friction bearing metal which reduces the time of breaking in the engine and prolongs piston life.

To insure economical operation, the Pontiac V-Eight carburetor is equipped with automatic heat adjustment which operates in connection with the throttle, while on the Dodge Six no provision is made for regulating the amount of heat in accordance with the speed of the car or engine temperature.

Pontiac bodies are built by Fisher, of steel reenforced with a sturdy framework of thoroughly seasoned hardwood. The Dodge body is built of steel alone; it does not have hardwood reenforcement to strengthen it and eliminate drumming noises.

Pontiac's exclusive cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation because steam and vapor are condensed and cooled before they can reach the top tank. In the Dodge down-flow radiator hot water from the engine is delivered directly into the top tank where there is nothing to prevent steam and vapor escaping out the vent pipe.

Important Points to Consider	Pontiac V-8	Dodge 8
Delivered Price		
Engine Type.....	V-8	Straight 8
Maximum Brake Horsepower.....	85 at 3200 r.p.m.	90 at 3400 r.p.m.
Bore and Stroke.....	3 7/8"x3 3/8"	3 1/4"x4 1/4"
Piston Displacement.....	251 cu. in.	282.1 cu. in.
Compression Ratio (Stand.).....	5.2 to 1	5.2 to 1
Compression Ratio (Option.).....	5.8 to 1	None
Piston Travel per Car Mile.....	1690 ft.	2444 ft.
Engine Mountings—Front.....	Leaf Spring	Rubber
Rear.....	Rubber	Rubber
Patented Synchronizer.....	Yes	No
Valve Arrangement.....	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		Yes
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	No
Timing Chain.....	Yes	Yes
Rocker Arms.....	Yes	No
Crankshaft		
Counterweighted.....	Yes	Yes
Number of Main Bearings.....	3	5
Pistons	Grey Iron	Aluminum
Pistons Electro-plated.....	Yes	No
Piston Pin Diameter.....	1 1/8 in.	5/8 in.
Camshaft Drive.....	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	Partial Down-Draft
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	None
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	No
14 Millimeter Spark Plugs.....	Yes	Yes
Full Automatic Spark Advance.....	Yes	Yes
Semi-automatic Starter.....	Yes	No
Cooling System		
Radiator.....	Cross-flow	Down-flow
Radiator Capacity.....	25 qts.	18 qts.
Thermostatic Temp. Control.....	Yes	No
Recirculation with Thermostat		
Closed.....	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	10 3/8 in.	9 3/4 in.
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed.....	Yes	Yes
Transmission	Synero-Mesh	Conventional
Quiet Second Gear.....	Yes	Yes
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Instrument Panel

Important Points to Consider	Pontiac V-8	Dodge 8
Chassis		
Wheelbase.....	117 in.	121 1/2 in.
Ride Control.....	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	39 ft. 2 in.	40 ft. 1 in.
Steering Ratio.....	18 to 1	18.2 to 1
Rear Axle Gear Ratio.....	4.22 to 1	4.10 to 1
Brakes.....	Bendix Int. Mech.	Hydraulic
Brake Diameter.....	13 in.	13 in.
Total Braking Area.....	195 sq. in.	172.5 sq. in.
Parking Brake Location.....	4 Wheels	Transmission
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size.....	17x6.00	18x6.00
Gasoline Tank Capacity.....	20 gal.	15 1/2 gal.
Body	Fisher	
Type of Construction.....	Hardwood and Steel	Steel Only
Upholstery Material.....	Mohair or Whipcord	Bedford Cord
Radiator Grille.....	Chromed & Painted	Painted Shutters
Hood Ventilating Doors.....	Yes	No
Horn Equipment.....	Twin Chromed Under Headlights	One Horn
Tail Light Equipment.....	Twin Chromed	One Tail Light
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Hinged
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	No
Foot Controlled Headlights.....	Yes	No
Fender Indicator Lights.....	Yes	No
Single Control Concealed Hood Fasteners.....	Yes	No
Seat Adjustment.....	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Instrument Panel.....	Yes	No
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	Yes
Semi-automatic Door Openers.....	Yes	Yes

DODGE EIGHT AS COMPARED TO PONTIAC V-EIGHT

The Dodge Straight Eight is priced at approximately \$200.00 more than the Pontiac V-Eight. This gives the Pontiac a big price advantage.

In outward appearance the Dodge Eight does not seem as well finished as the Pontiac V-Eight. The rear springs and gasoline tank are not fully enclosed as on the Pontiac V-Eight. This gives an unfinished appearance to the rear of the car. The adjustable ventilating doors in the Pontiac hood give it longer streamline appearance, while the vertical louvers of the Dodge Eight seem to conflict with the horizontal lines of the rest of the car.

As is characteristic of all the Chrysler-built cars, a road demonstration shows a very noticeable "clunk" when the Dodge gears are shifted, and if the driver does not hesitate long enough before making the shift, there is also a clashing of the gears. This is due to the fact the Dodge Eight does not have a Syncro-mesh transmission. While the Dodge has a quiet second gear, it is not as silent as that of the Pontiac transmission.

In addition to its flexible mountings, insulation of the Pontiac engine from the rest of the car is completed by the rubber cushion driving hub which connects the transmission and propeller shaft. In the Dodge Eight there is no provision for breaking metal to metal contact between the engine and propeller shaft.

Pontiac V-Eight engine is protected by full pressure lubrication to all main, connecting rod and camshaft bearings, timing chain and rocker arms and to piston pins through rifle drilled passages in the connecting rods. Lubrication of piston pins in the Dodge Eight is dependent upon spray.

Our experience shows that aluminum pistons wear

rapidly and have to be replaced after a few thousand miles. The Dodge Eight has aluminum pistons. Pontiac's pistons are of grey iron (semi-steel), electro-plated with a smooth coating of friction-reducing bearing metal which greatly reduces the time required to break in the engine and prolongs piston life.

Pontiac V-Eight has 100% down-draft carburetion, while the Dodge intake manifold has upward turns around the valves.

To insure operating economy and efficiency the Pontiac V-Eight carburetor has an automatic heat adjustment regulated by the throttle, while the Dodge Eight has no provision for regulating temperature of the fuel mixture to conform to engine temperature and speed.

The Dodge Eight does not have Ride Control, a feature which gives the Pontiac V-Eight exceptionally fine riding qualities. Spring covers at no extra cost, and 47 points of rubber cushioning on the chassis, including Inlox rubber spring shackles, add further to Pontiac riding comfort.

Pontiac V-Eight Fisher Bodies are built of steel with the extra strength of a selected hardwood framework, while the Dodge bodies are of steel only, without the extra reinforcement of a hardwood frame.

The Pontiac V-Eight has a number of interior comfort and convenience features which the Dodge Eight does not have. These include direct and indirect lighting of instrument panel, built-in ash receiver on instrument panel and foot control for headlights.

The Dodge parking brake is located on a single drum at the rear of the transmission, which requires frequent adjustments because it has to bear all the strain of holding the car, while Pontiac's parking brake is on all four wheels.

Important Points to Consider	Pontiac V-8	Graham 8
Delivered Price		
Engine Type	V-8	Straight 8
Maximum Brake Horsepower	85 at 3200 r.p.m.	90 at 3400 r.p.m.
Bore and Stroke	3 $\frac{1}{8}$ " x 3 $\frac{3}{8}$ "	3 $\frac{1}{4}$ " x 4"
Piston Displacement	251 cu. in.	245.4 cu. in.
Compression Ratio (Stand.)	5.2 to 1	6.5 to 1
Compression Ratio (Option.)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2030 ft.
Engine Mountings—Front	Leaf Spring	Rigid
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		Yes
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	No
Piston Pins	Yes	Yes
Timing Chain	Yes	No
Rocker Arms	Yes	Yes
Crankshaft		
Counterweighted	Yes	No
Number of Main Bearings	3	5
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 $\frac{1}{8}$ in.	$\frac{1}{2}$ in.
Camshaft Drive	Chain, req. no adj.	Chain, req. adj.
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner	Yes	Manual
Heat Adjustment	Automatic	Yes
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Suction Only
Crankcase Ventilation	Pressure-Suction	No
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	Yes
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	Yes
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	16 qts.
Thermostatic Temp. Control	Yes	Yes
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter	10 $\frac{1}{8}$ in.	9 $\frac{3}{4}$ in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Instrument Panel

Important Points to Consider	Pontiac V-8	Graham 8
Chassis		
Wheelbase	117 in.	123 in.
Ride Control	Yes	Yes
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	Yes
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	39 ft. 2 in.	48 ft. 6 in.
Steering Ratio	18 to 1	12.3 to 1
Rear Axle Gear Ratio	4.22 to 1	4.30 to 1
Brakes	Bendix Int. Mech.	Hydraulic
Brake Diameter	13 in.	13 in.
Total Braking Area	195 sq. in.	307.9 sq. in.
Parking Brake Location	4 Wheels	Transmission
Standard Wheel Equipment	5 Wire	Wood
Tire Size	17x6.00	17x6.00
Gasoline Tank Capacity	20 gal.	18 gal.
Body	Fisher	
Type of Construction	Hardwood and Steel	Hardwood and Steel
Upholstery Material	Mohair or Whipcord	Whipcord
Radiator Grille	Chromed & Painted	Chromed
Hood Ventilating Doors	Yes	No
Horn Equipment	Twin Chromed Under Headlights	One Horn
Tail Light Equipment	Twin Chromed	Twin Painted
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	Yes
Seat Adjustment	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	Yes
Semi-automatic Door Openers	Yes	Yes

GRAHAM EIGHT AS COMPARED TO PONTIAC V-EIGHT

Although the Graham Eight has a longer wheelbase than the Pontiac V-Eight it is actually not as roomy as the Pontiac, the 4-Door Sedan body being two inches shorter than Pontiac's 4-Door Sedan from the windshield to the center of rear window.

The Pontiac V-Eight engine is very smooth in operation, while a road demonstration shows a noticeable roughness in the Graham Eight engine, which is not only felt in the car but is heard in the form of a rumble inside the body.

The Graham instrument panel and cowl are high and the seats low, which makes it difficult to see objects close to the car; in fact, the fenders are almost completely hidden from the driver. This gives an unpleasant feeling of danger when passing other cars and makes parking more difficult. Pontiac's instrument panel has both direct and indirect lighting. The Pontiac sun visor can be adjusted to either front or side.

The Pontiac Syncro-mesh transmission can be shifted quickly without clashing at any speed and by any driver. Unless timed just right, the Graham transmission clashes when making the shift into high. This is particularly noticeable when free wheeling. The Graham second gear while fairly quiet is not as quiet as the Pontiac V-Eight second gear.

Riding comfort is an important factor to automobile buyers. The Graham Eight has noticeably short leg-room in both the front and rear seats, and its Ride Control does not seem to affect riding qualities to any extent, while the Pontiac V-Eight has ample leg-room in both front and rear seats and its Ride Control has a very noticeable effect on the riding qualities of the car. Pontiac's spring covers also add to its riding qualities by keeping the springs flexible.

Smoothness of the Pontiac V-Eight engine is increased by the use of counterweights on the crankshaft, a feature not offered on the Graham Eight. Graham pistons are of aluminum, which expands to a greater degree when heated than the grey iron (semi-steel) used in the Pontiac V-Eight pistons, and therefore cannot be as closely fitted. Pontiac pistons are electroplated with a smooth coating of low-friction bearing metal which allows them to be fitted very closely, prolongs piston life, and greatly reduces the time required to break in the engine.

To insure operating economy, the Pontiac V-Eight carburetor has an automatic heat adjustment regulated by the throttle. On the Graham Eight the adjustment of carburetor heat is hand operated and therefore effective only during the warming up period.

Working parts of the Pontiac V-Eight engine are protected against corrosion by its crankcase ventilation system, which uses pressure from the fan to force air into the crankcase, and draws fumes out by means of suction. The Graham Eight depends upon suction only to remove these harmful fumes and moisture.

The Pontiac Cross-Flow Radiator practically eliminates loss of water and anti-freeze through evaporation, because vapors and steam are condensed before they can reach the top. In the Graham Eight down-flow radiator hot water and vapors from the engine are delivered directly into the top tank, where there is nothing to prevent the vapor from escaping out the vent pipe, with consequent loss of water or anti-freeze.

HUDSON 8

Important Points to Consider	Pontiac V-3	Hudson 8
Delivered Price		
Engine Type	V-3	Straight 8
Maximum Brake Horsepower	85 at 3200 r.p.m.	101 at 3600 r.p.m.
Bore and Stroke	3 1/4" x 3 3/8"	3" x 4 1/2"
Piston Displacement	251 cu. in.	254.1 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5.8 to 1
Compression Ratio (Option.)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2468 ft.
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	No
Connecting Rod Bearings	Yes	No
Camshaft Bearings	Yes	No
Piston Pins	Yes	No
Timing Chain	Yes	Yes
Rocker Arms	Yes	No
Crankshaft		
Counterweighted	Yes	Yes
Number of Main Bearings	3	5
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 1/8 in.	3/4 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. adj.
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment	Automatic	Thermostatic
Fuel Pump	Yes	No
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	No
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	17 qts.
Thermostatic Temp. Control	Yes	No
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single in Oil
Diameter	10 3/8 in.	*
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	No
Transmission	Synchromesh	Synchromesh
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Gear Shift Lever

*Information not available

HUDSON 8

Important Points to Consider	Pontiac V-3	Hudson 8
Chassis		
Wheelbase	117 in.	119 in.
Ride Control	Yes	Yes
Shock Absorbers	Lovejoy Hydraulic	Gabriel
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	39 ft. 2 in.	44 ft. 3 in.
Steering Ratio	18 to 1	16.7 to 1
Rear Axle Gear Ratio	4.22 to 1	4.63 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter	13 in.	13 in.
Total Braking Area	195 sq. in.	175 sq. in.
Parking Brake Location	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	4 Wheels
Tire Size	17x6.00	17x6.00
Gasoline Tank Capacity	20 gal.	16 gal.
Body	Fisher	
Type of Construction	Hardwood and Steel	Steel Only
Upholstery Material	Mohair or Whipcord	Broadcloth
Radiator Grille	Chromed & Painted	Chromed or Painted
Hood Ventilating Doors	Yes	Yes
Horn Equipment	Twin Chromed Under Headlights	One Horn
Tail Light Equipment	Twin Chromed	Twin Chromed
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	Yes
Fender Indicator Lights	Yes	No
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	Yes

HUDSON EIGHT AS COMPARED TO PONTIAC V-EIGHT

The Pontiac V-Eight has an advantage of approximately \$100 in price under the Hudson Eight. Although Pontiac is two inches shorter in wheelbase, this difference is offset by its shorter V-type engine which allows more space for the body on the chassis.

Comfort and convenience for the driver are among the most desirable characteristics of any car. The front compartment of the Hudson does not seem so comfortable as the Pontiac. The back cushion of the front seat is low and inclined at such an angle that the driver seems to be leaning backward from the wheel without any support for the shoulders. Seat cushions are not as deep as in the Pontiac and do not seem as comfortable. Hudson uses the old screw type seat adjustment, while the Pontiac sliding adjustment operates quickly and easily.

Because of the location of the Hudson door latch handle, it frequently catches the driver's coat sleeve as he reaches for the hand brake lever which is located at the left.

The Pontiac V-Eight upholstery has a fine smooth texture giving an appearance of luxury to the interior of the car which seems lacking in the Hudson Eight.

The Hudson Eight front doors open at the forward edge, which makes it easy for the wind to catch them if opened while the car is in motion.

The control buttons on the Hudson instrument panel are not marked and are not as conveniently located as on the Pontiac instrument panel. Pontiac's instrument panel has both direct and indirect illumination, while the Hudson instrument panel has indirect lighting only.

The position of the Hudson steering wheel seems to interfere with quickly placing the foot on the brake

pedal, and the brake pedal action seems to require more pressure than in Pontiac.

Stability is necessary in a car for comfortable driving at high speed. Pontiac seems to have far greater stability than the Hudson Eight, which has a tendency to weave and sway at the front end. Slight road shocks, which are tiring and uncomfortable to the driver, are transmitted through the steering mechanism to the Hudson steering wheel.

Because the Hudson Eight free wheeling control is located at the top of the gear shift lever it is difficult to tell whether it is in free wheeling position or conventional gear. With this free wheeling control there is a possibility of accidental changing between free wheeling and conventional drive while shifting gears.

In free wheeling, clashing of the Hudson gears is felt when shifting between second and high speeds. Although the Hudson second speed is supposed to be quiet, a grind is quite audible as speed is increased in second gear.

Lubrication of the entire Hudson Eight engine is left to spray thrown off by the connecting rods which dip into troughs in the oil pan. In the Pontiac full pressure lubrication system, oil is forced directly into the bearings where it is needed, while in the Hudson lubrication system it has to work its way into the bearing surfaces from the outside.

The Hudson Eight uses aluminum pistons which expand to a greater degree than the light weight grey iron pistons used in the Pontiac V-Eight. They therefore cannot be fitted as closely. The pistons of the Pontiac V-Eight are electro-plated with a smooth, friction reducing coating of bearing metal which greatly reduces piston wear and prolongs engine life.

NASH STAND. 8

Important Points to Consider	Pontiac V-8	Nash Stand. 8
Delivered Price		
Engine Type	V-8	Straight 8
Maximum Brake Horsepower	85 at 3200 r.p.m.	85 at 3200
Bore and Stroke	3 1/8"x3 3/8"	3"x4 3/8"
Piston Displacement	251 cu. in.	247.4 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5.1 to 1
Compression Ratio (Option)	5.8 to 1	*
Piston Travel per Car Mile	1690 ft.	*
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	Yes
Timing Chain	Yes	No
Rocker Arms	Yes	No
Crankshaft		
Counterweighted	Yes	No
Number of Main Bearings	3	9
Pistons	Grey Iron	Aluminum
Pistons Electro-plated	Yes	No
Piston Pin Diameter	1 1/8 in.	*
Camshaft Drive	Chain, req. no adj.	*
Carburetion	100% Down-Draft	Partial Down-Draft
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment	Automatic	Manual
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	No
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	*
Thermostatic Temp. Control	Yes	Yes
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter	10 3/8 in.	*
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Synco-Shift
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Floor Board

*Information not available

NASH STAND. 8

Important Points to Consider	Pontiac V-8	Nash Stand. 8
Chassis		
Wheelbase	117 in.	121 in.
Ride Control	Yes	Yes
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	Yes
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	39 ft. 2 in.	*
Steering Ratio	18 to 1	*
Rear Axle Gear Ratio	4.22 to 1	4.45 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter	13 in.	13 in.
Total Braking Area	195 sq. in.	*
Parking Brake Location	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	17x6.00	18x5.50
Gasoline Tank Capacity	20 gal.	*
Body	Fisher	
Type of Construction	Hardwood and Steel	Hardwood and Steel
Upholstery Material	Mohair or Whipcord	Mohair or Broadcloth
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	Yes
Horn Equipment	Twin Chromed Under Headlights	One Horn
Tail Light Equipment	Twin Chromed	One Tail Light
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	Yes
Single Control Concealed Hood Fasteners	Yes	Yes
Seat Adjustment	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	Yes
Semi-automatic Door Openers	Yes	No

*Information not available

NASH STANDARD EIGHT AS COMPARED TO PONTIAC V-EIGHT

The Nash Standard Eight costs considerably more to buy than the Pontiac V-Eight, but the Pontiac has a number of valuable features which are not offered by the Nash. Foremost among these is Pontiac's V-type eight cylinder engine.

Although the Nash has a longer wheelbase than the Pontiac V-Eight, Pontiac's short compact engine requires less space on the chassis and consequently leaves more space for a roomy, comfortable body. Roominess and comfort for driver and passengers are very important features which have much to do with the pleasure of driving an automobile.

The front compartment of the Nash Eight is difficult to cross when getting in on the right side because of the location of the free wheeling control lever, which is about midway between the front seat and the gear shift lever. This location of the free wheeling control lever makes it difficult to operate because it is necessary for the driver to lean over to reach the lever. The choke button on the Nash Eight is also located in a position where it is difficult to reach. To operate the choke the driver must either reach around the steering wheel, which is uncomfortable, or reach through the steering wheel between the spokes, which is dangerous.

There seems to be a heavy pull on the steering wheel when turning corners—a much heavier pull than on the Pontiac steering wheel which operates very easily. The Nash Eight steering wheel is located so close to the left hand door that the window regulator frequently catches on the driver's coat sleeve, as he turns the wheel.

The Nash Eight starter is controlled by a button located on the instrument panel at the left of the steering wheel, a position quite different from the starter on

most cars. This is inconvenient for drivers accustomed to using the starter located on the toe board.

The Nash Eight cowl is so high that it conceals the front fenders from the driver, giving a sensation of insecurity when passing close to cars on the road.

Although the Nash Eight has a Syncro-mesh transmission with second gear which is supposed to be quiet, there is a noticeable "whine" in second gear.

The Nash headlights are controlled by a switch on the steering wheel, while the Pontiac headlight beams are tilted by a convenient foot button, which allows the driver to hold the wheel with both hands. The Nash fender indicator lights cannot be lighted at the same time as the headlights. This makes them useful only as parking lights, whereas the Pontiac fender indicator lights operate in connection with the headlights and mark the width of the car for approaching drivers when the Pontiac headlight beams are tilted downward—an important safety feature.

Our experience shows that aluminum pistons wear rapidly and have to be replaced after a few thousand miles. The Nash Eight has aluminum pistons. Pontiac pistons are of grey iron (semi-steel) electro-plated with a smooth, friction-reducing coating of bearing metal. This greatly reduces wear and prolongs piston life.

Pontiac's cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation by condensing steam and vapor before they can reach the top tank. In the Nash down-flow radiator, hot water from the engine is delivered directly into the top of the radiator where there is nothing to prevent steam and vapor escaping through the vent pipe.

OLDSMOBILE 6

Important Points to Consider	Pontiac V-8	Oldsmobile 6
Delivered Price		
Engine Type	V-8	6-Cyl. I-Head
Maximum Brake Horsepower	85 at 3200 r.p.m.	74 at 3200 r.p.m.
Bore and Stroke	3 ¹ / ₈ x 3 ¹ / ₂	3 ¹ / ₈ x 4 ¹ / ₂
Piston Displacement	251 cu. in.	213.3 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5.59 to 1
Compression Ratio (Option.)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2221 ft.
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	Yes
Timing Chain	Yes	Yes
Rocker Arms	Yes	No
Crankshaft		
Counterweighted	Yes	Yes
Number of Main Bearings	3	4
Pistons	Grey Iron	Grey Iron
Pistons Electro-plated	Yes	Yes
Piston Pin Diameter	1 ¹ / ₈ in.	.855 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	Partial Down-Draft
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment	Automatic	Automatic
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	Yes
Semi-Automatic Starter	Yes	Yes
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	16 qts.
Thermostatic Temp. Control	Yes	Shutters
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter	10 ³ / ₈ in.	8 ³ / ₈ in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	Yes
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Instrument Panel

OLDSMOBILE 6

Important Points to Consider	Pontiac V-8	Oldsmobile 6
Chassis		
Wheelbase	117 in.	116 ¹ / ₂ in.
Ride Control	Yes	Yes
Shock Absorbers	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	No
Turning Circle	39 ft. 2 in.	38 ft. 9 in.
Steering Ratio	18 to 1	18 to 1
Rear Axle Gear Ratio	4.22 to 1	4.56 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter	13 in.	12 in.
Total Braking Area	195 sq. in.	181.3 sq. in.
Parking Brake Location	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	17x6.00	17x6.00
Gasoline Tank Capacity	20 gal.	16 gal.
Body	Fisher	Fisher
Type of Construction	Hardwood and Steel	Hardwood and Steel
Upholstery Material	Mohair or Whipcord	Mohair or Whipcord
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	Yes
Horn Equipment	Twin Chromed Under Headlights	Twin Chromed Under Headlights
Tail Light Equipment	Twin Chromed	Twin Chromed
Convenience		
Windshield Type	Fisher Vision and Ventilation	Fisher Vision and Ventilation
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	Yes
Foot Controlled Headlights	Yes	Yes
Fender Indicator Lights	Yes	Yes
Single Control Concealed Hood Fasteners	Yes	Yes
Seat Adjustment	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	Yes
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	Yes
Semi-automatic Door Openers	Yes	Yes

OLDSMOBILE SIX AS COMPARED TO PONTIAC V-EIGHT

The Pontiac V-Eight gives the brilliant performance and the smoothness of eight cylinders at a lower price than the Oldsmobile Six.

The Pontiac V-Eight 4-Door Sedan body is two inches longer from windshield to the center of the rear window and is $\frac{3}{4}$ inch wider in the rear seat than the Oldsmobile Six 4-Door Sedan.

Pontiac's V-type eight cylinder engine has 85 horsepower, while the Oldsmobile Six has only 74 horsepower. Smooth performance is increased in the Pontiac engine by the use of 100% down-draft carburetion which uses gravity to carry the fuel mixture to the cylinders.

The Pontiac cylinder heads are designed to give knockless performance with ordinary fuel, while the Oldsmobile engine requires the use of Ethyl or other premium fuels to avoid detonation.

To increase riding comfort, Pontiac's springs are fitted with waterproof covers which retain the original lubricant, make the car ride easily, and eliminate the need of frequent lubrication. The Oldsmobile springs are exposed to dust, dirt and water.

Pontiac riding comfort is further increased by the extensive use of rubber throughout the chassis for cushioning and silencing purposes. Rubber is used at 47 chassis points. Pontiac springs are mounted in rubber cushioned shackles which are silent in operation and never need lubrication. Oldsmobile spring shackles require frequent lubrication to keep them silent and reduce wear.

The Pontiac cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation, by condensing vapors before they can reach the top of

the radiator, while in the Oldsmobile down-flow radiator hot water from the engine containing steam and vapor is delivered directly into the top tank, where there is nothing to prevent steam and vapor passing off through the vent pipe with consequent loss of water or anti-freeze.

The Pontiac cooling system is equipped with a thermostat which restricts circulation of water to the cylinder blocks during the warming up period, without allowing it to pass through the radiator. The Oldsmobile cooling system has no thermostat to control circulation of water in warming up the engine.

Working parts of the Pontiac V-8 engine are protected against corrosion by its pressure-suction type of crankcase ventilation which uses pressure from the fan to force clean air into the crankcase at the front, while suction draws out moisture and fumes at the rear. The Oldsmobile Six depends upon suction only for crankcase ventilation.

At the lower price of the Pontiac V-Eight, it has practically every comfort and convenience feature found on the Oldsmobile. These include foot controlled headlights, inside sun visor which can be adjusted to keep out the sun from either front or side, rapid sliding seat adjustment, insulated front compartment, inside lock on right front door and ash receiver on instrument panel. Pontiac V-Eight has both direct and indirect lighting for the instrument panel, while the Oldsmobile Six instrument panel has indirect lighting only.

OLDSMOBILE 8

Important Points to Consider	Pontiac V-8	Oldsmobile 8
Delivered Price		
Engine Type.....	V-8	Straight 8
Maximum Brake Horsepower.....	85 at 3200 r.p.m.	87 at 3200 r.p.m.
Bore and Stroke.....	3 ¹¹ / ₁₆ x 3 ³ / ₈	3 ¹ / ₂ x 4 ¹ / ₄
Piston Displacement.....	251 cu. in.	240.3 cu. in.
Compression Ratio (Stand.).....	5.2 to 1	5.74 to 1
Compression Ratio (Option.).....	5.8 to 1	None
Piston Travel per Car Mile.....	1690 ft.	2299 ft.
Engine Mountings—Front.....	Leaf Spring	Rubber
Rear.....	Rubber	Rubber
Patented Synchronizer.....	Yes	No
Valve Arrangement.....	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	Yes
Timing Chain.....	Yes	Yes
Rocker Arms.....	Yes	No
Crankshaft		
Counterweighted.....	Yes	Yes
Number of Main Bearings.....	3	5
Pistons	Grey Iron	Grey Iron
Pistons Electro-plated.....	Yes	Yes
Piston Pin Diameter.....	1 ¹ / ₄ in.	.855 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	Partial Down-Draft
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	Automatic
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	No
14 Millimeter Spark Plugs.....	Yes	No
Full Automatic Spark Advance.....	Yes	Yes
Semi-Automatic Starter.....	Yes	Yes
Cooling System		
Radiator.....	Cross-flow	Down-flow
Radiator Capacity.....	25 qts.	16 qts.
Thermostatic Temp. Control.....	Yes	No
Recirculation with Thermostat Closed.....	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	10 ³ / ₈ in.	9 ³ / ₈ in.
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed.....	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear.....	Yes	Yes
Rubber Driving Hub.....	Yes	Yes
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Instrument Panel

OLDSMOBILE 8

Important Points to Consider	Pontiac V-8	Oldsmobile 8
Chassis		
Wheelbase.....	117 in.	116 ¹ / ₂ in.
Ride Control.....	Yes	Yes
Shock Absorbers.....	Lovejoy Hydraulic	Lovejoy Hydraulic
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	39 ft. 2 in.	38 ft. 9 in.
Steering Ratio.....	18 to 1	18 to 1
Rear Axle Gear Ratio.....	4.22 to 1	4.56 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter.....	13 in.	12 in.
Total Braking Area.....	195 sq. in.	181.3 sq. in.
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size.....	17x6.00	17x6.00
Gasoline Tank Capacity.....	20 gal.	16 gal.
Body	Fisher	Fisher
Type of Construction.....	Hardwood and Steel	Hardwood and Steel
Upholstery Material.....	Mohair or Whipcord	Mohair or Whipcord
Radiator Grille.....	Chromed & Painted	Chromed & Painted
Hood Ventilating Doors.....	Yes	Yes
Horn Equipment.....	Twin Chromed Under Headlights	Twin Chromed Under Headlights
Tail Light Equipment.....	Twin Chromed	Twin Chromed
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Fisher Vision and Ventilation
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	Yes
Foot Controlled Headlights.....	Yes	Yes
Fender Indicator Lights.....	Yes	Yes
Single Control Concealed Hood Fasteners.....	Yes	Yes
Seat Adjustment.....	Rapid Sliding Type	Rapid Sliding Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Instrument Panel.....	Yes	Yes
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	Yes
Semi-automatic Door Openers.....	Yes	Yes

OLDSMOBILE EIGHT AS COMPARED TO PONTIAC V-EIGHT

The Pontiac V-Eight is priced very much lower than the Oldsmobile Straight Eight and in addition offers the exclusive advantages of a V-type motor, together with the extra comfort of a larger, roomier car.

Pontiac V-Eight 4-Door Sedan body is two inches longer from windshield to center of rear window than the Oldsmobile Eight 4-Door Sedan. Pontiac V-Eight is the same width in the front seat as the Oldsmobile Eight but is $\frac{3}{4}$ inch wider in the rear seat.

In spite of its much lower price, the Pontiac V-Eight interior is just as completely equipped with features contributing to comfort and convenience as the Oldsmobile Eight. These features include adjustable sun visor, rapid sliding seat adjustment, insulated front compartment, inside lock on right front door and foot control for headlights. In addition, the Pontiac V-Eight has both direct and indirect lighting of the instrument panel, while the Oldsmobile has indirect lighting only.

Oldsmobile requires the use of Ethyl or other premium fuels, while Pontiac gives fine performance on ordinary gas.

The Pontiac cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation, by condensing vapors before they can reach the top of the radiator, while in the Oldsmobile down-flow radiator hot water from the engine containing steam and vapor is delivered directly into the top tank where there is nothing to prevent steam and vapor passing off through the vent pipe, with consequent loss of water or anti-freeze. The Pontiac cooling system is equipped with a thermostat which restricts circulation of water to the cylinder blocks during the warming up period, without allowing it to pass through the radiator. The Oldsmo-

bile cooling system has no thermostat to restrict the flow of water to aid in quickly warming up the engine.

Pontiac has several features which contribute to riding comfort that are not offered on the Oldsmobile Eight. These include spring covers at no extra cost and 47 points of rubber cushioning throughout the chassis, including rubber cushioned spring shackles which require no lubrication or adjustment.

Oldsmobile metal spring shackles require frequent lubrication to keep them acting freely and to prevent squeaking. Oldsmobile springs are not protected against the effects of dirt and water, as are Pontiac's.

Pontiac's 13 inch Bendix brakes are an inch larger in diameter than the Oldsmobile Eight brakes, and have 195 square inches of braking surface, while Oldsmobile brakes have only 181 square inches.

Fumes and moisture are removed from the Pontiac V-Eight crankcase by an efficient ventilating system which uses pressure from the fan to force clean air into the forward end of the crankcase, and draws out the fumes and moisture at the rear by means of suction. The Oldsmobile Eight depends upon suction alone to ventilate the crankcase.

The Pontiac V-Eight with its roomier body and low price offers a considerable saving without sacrifice of performance and value. When all of Pontiac's features are taken into consideration its value is emphasized even more strongly by the fact that it costs approximately \$125 less than the Oldsmobile Eight.

STUDEBAKER 6

Important Points to Consider	Pontiac V-8	Studebaker 6
Delivered Price		
Engine Type	V-8	6-Cyl. L-Head
Maximum Brake Horsepower	85 at 3200 r.p.m.	80 at 3200 r.p.m.
Bore and Stroke	3 1/4"x3 3/8"	3 1/4"x4 1/2"
Piston Displacement	251 cu. in.	230 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5 to 1
Compression Ratio (Option.)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2331 ft.
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings	Yes	Yes
Connecting Rod Bearings	Yes	Yes
Camshaft Bearings	Yes	Yes
Piston Pins	Yes	No
Timing Chain	Yes	Yes
Rocker Arms	Yes	No
Crankshaft		
Counterweighted	Yes	Yes
Number of Main Bearings	3	4
Pistons	Grey Iron	Cast Iron
Pistons Electro-plated	Yes	Yes
Piston Pin Diameter	1 1/8 in.	7/8 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner	Yes	Silencer Only
Heat Adjustment	Automatic	None
Fuel Pump	Yes	Yes
Fuel Filter	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	Yes
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	No
Semi-Automatic Starter	Yes	No
Cooling System		
Radiator	Cross-flow	Down-flow
Radiator Capacity	25 qts.	12 qts.
Thermostatic Temp. Control	Yes	Yes
Recirculation with Thermostat Closed	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter	10 3/8 in.	9 1/4 in.
Ball Release Bearing	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Synco-Mesh
Quiet Second Gear	Yes	Yes
Rubber Driving Hub	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control	Instrument Panel	Instrument Panel

STUDEBAKER 6

Important Points to Consider	Pontiac V-8	Studebaker 6
Chassis		
Wheelbase	117 in.	117 in.
Ride Control	Yes	No
Shock Absorbers	Lovejoy Hydraulic	Houde
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	Yes
Turning Circle	39 ft. 2 in.	40 ft.
Steering Ratio	18 to 1	15 to 1
Rear Axle Gear Ratio	4.22 to 1	4.27 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter	13 in.	12 in.
Total Braking Area	195 sq. in.	143.8 sq. in.
Parking Brake Location	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	17x6.00	18x5.50
Gasoline Tank Capacity	20 gal.	15 gal.
Body	Fisher	
Type of Construction	Hardwood and Steel	Steel Only
Upholstery Material	Mohair or Whipcord	Whipcord
Radiator Grille	Chromed & Painted	Painted
Hood Ventilating Doors	Yes	No
Horn Equipment	Twin Chromed Under Headlights	One Horn
Tail Light Equipment	Twin Chromed	One Tail Light
Convenience		
Windshield Type	Fisher Vision and Ventilation	Hinged
One-piece Windshield	Yes	Yes
Cowl Ventilator	Yes	Yes
Interior Sun Visor Adjustable to Any Position	Yes	No
Foot Controlled Headlights	Yes	No
Fender Indicator Lights	Yes	Yes
Single Control Concealed Hood Fasteners	Yes	No
Seat Adjustment	Rapid Sliding Type	Slow Ratchet Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals	Yes	Yes
Ash Receiver on Instrument Panel	Yes	No
Instrument Lighting	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	No

STUDEBAKER SIX AS COMPARED TO PONTIAC V-EIGHT

The Pontiac V-Eight and Studebaker Six are priced practically the same, yet the Pontiac offers the extra advantages of a V-type eight cylinder engine as compared to the Studebaker engine, which has only six cylinders. Because of its closely overlapping power impulses the Pontiac V-type Eight seems much smoother in operation than the engine of the Studebaker Six.

Pontiac's Syncro-mesh transmission can be shifted quickly without effort and without clashing or noise by any driver. Road tests show that the Studebaker Six Syncro-mesh transmission must be timed just right in order to shift without clashing. If shifting is done quickly a loud "clunk" is heard, and gears clash when shifting from second to high. In addition to this shifting noise the Studebaker transmission makes a plainly audible sound and is not as quiet as the Pontiac V-Eight in second gear.

To avoid tiring the driver, controls must operate easily and with a minimum of effort. Pontiac V-Eight brakes can be operated with very light pressure, while the Studebaker brakes require a great deal of pressure to operate. Such heavy pressure is not only uncomfortable for a woman driver but may be dangerous.

Because of its V-type eight cylinder engine, the Pontiac has exceptionally swift acceleration throughout the entire speed range, while in the Studebaker the driver experiences a lagging sensation when attempting to accelerate above 40 miles an hour in high gear.

One of the most important features contributing to a driver's ease and comfort is a car's ability to hold the road well at high speed. The Studebaker Six has a very noticeable tramp at high speed which is felt in the steering wheel and throughout the body.

The Pontiac V-Eight has a number of features which contribute to riding comfort, that are not offered in the Studebaker Six. Pontiac has Ride Control and 47 points of rubber cushioning on the chassis, including rubber cushion spring shackles which require no lubrication or adjustment.

Pontiac V-Eight bodies are longer than Studebaker Six bodies, being 1 inch longer from windshield to center of rear window.

Pontiac's Bendix type brakes are 13" in diameter, which is 1 inch larger than Studebaker brakes. Pontiac's brakes also have 51 square inches more braking surface than Studebaker brakes.

Working parts of the Pontiac V-Eight engine are protected by full pressure lubrication to all main, connecting rod and camshaft bearings, timing chain and rocker arms, and oil is forced through rifle drilled connecting rods to the piston pins. In the Studebaker Six, lubrication of the piston pins is dependent upon the spray thrown up by moving parts in the engine. Both Pontiac and Studebaker use electro-plated pistons, a feature developed and pioneered by Pontiac. The Pontiac V-Eight engine design makes use of full 100% down-draft carburetion to deliver fuel to the cylinders without interference of sharp bends in the manifold. The Studebaker Six uses up-draft carburetion.

The Studebaker Six has an intake silencer only, without provision for removing dirt from air entering the carburetor. For operating economy and efficiency, the Pontiac carburetor is equipped with an automatic heat adjustment which operates in connection with the throttle, while in the Studebaker no provision is made for regulating the temperature of the fuel mixture in accordance with engine speed and temperature.

STUDEBAKER DICT. 8

Important Points to Consider	Pontiac V-8	Studebaker Dict. 8
Delivered Price		
Engine Type	V-8	Straight 8
Maximum Brake Horsepower	85 at 3200 r.p.m.	85 at 3200 r.p.m.
Bore and Stroke	3 1/8"x3 3/4"	3 1/8"x3 3/4"
Piston Displacement	251 cu. in.	230 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5 to 1
Compression Ratio (Option)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2094 ft.
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Cams/haft Bearings.....	Yes	Yes
Piston Pins.....	Yes	No
Timing Chain.....	Yes	Yes
Rocker Arms.....	Yes	No
Crankshaft		
Counterweighted.....	Yes	Yes
Number of Main Bearings.....	3	9
Pistons	Grey Iron	Cast Iron
Pistons Electro-plated.....	Yes	Yes
Piston Pin Diameter.....	1 1/8 in.	7/8 in.
Cams/haft Drive	Chain, req. no adj.	Gear
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner	Yes	Yes
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	Yes
14 Millimeter Spark Plugs.....	Yes	No
Full Automatic Spark Advance.....	Yes	No
Semi-Automatic Starter.....	Yes	No
Cooling System		
Radiator.....	Cross-flow	Down-flow
Radiator Capacity.....	25 qts.	14 qts.
Thermostatic Temp. Control.....	Yes	Yes
Recirculation with Thermostat		
Closed.....	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	10 3/4 in.	9 1/4 in.
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission		
Syncro-Mesh.....	Yes	Yes
Quiet Second Gear.....	Yes	No
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Instrument Panel

STUDEBAKER DICT. 8

Important Points to Consider	Pontiac V-8	Studebaker Dict. 8
Chassis		
Wheelbase	117 in.	117 in.
Ride Control	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	Houde
Rubber Cush. Spring Shackles	Yes	No
47 Points of Rubber Cushioning on Chassis	Yes	No
Spring Covers at No Extra Cost	Yes	Yes
Turning Circle	39 ft. 2 in.	39 ft. 9 in.
Steering Ratio	18 to 1	15.3 to 1
Rear Axle Gear Ratio	4.22 to 1	4.27 to 1
Brakes	Bendix Int. Mech.	Mechanical
Brake Diameter.....	13 in.	12 in.
Total Braking Area.....	195 sq. in.	147 sq. in.
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment	5 Wire	5 Wire
Tire Size	17x6.00	18x5.50
Gasoline Tank Capacity	20 gal.	25 gal.
Body	Fisher	
Type of Construction.....	Hardwood and Steel	Steel Only
Upholstery Material.....	Mohair or Whipcord	Mohair or Whipcord
Radiator Grille.....	Chromed & Painted	Painted
Hood Ventilating Doors.....	Yes	No
Horn Equipment.....	Twin Chromed Under Headlights	One Horn
Tail Light Equipment.....	Twin Chromed	One Tail Light
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Hinged
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	No
Foot Controlled Headlights.....	Yes	No
Fender Indicator Lights.....	Yes	Yes
Single Control Concealed Hood Fasteners.....	Yes	No
Seat Adjustment.....	Rapid Sliding Type	Slow Ratchet Type
Front Compartment Insulated	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Instrument Panel.....	Yes	No
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door	Yes	No
Semi-automatic Door Openers	Yes	No

STUDEBAKER DICTATOR EIGHT AS COMPARED TO PONTIAC V-EIGHT

Pontiac V-Eight is priced lower than the Studebaker Dictator Eight, yet Pontiac has many superior features.

Both cars have the same wheelbase, but the Pontiac V-Eight 4-Door Sedan body is one inch longer from windshield to center of rear window.

The Pontiac V-Eight has a rapid sliding type seat adjustment, while the Studebaker has the slow ratchet type, inconveniently located at the center of the seat. Because the Studebaker Dictator Eight hand brake lever is located at the left of the driver it is difficult to reach and is not convenient for quick operation.

Pontiac's Fisher VV windshield can be easily operated with one hand while driving, but the Studebaker windshield requires both hands to operate, making it unsafe for the driver to adjust the windshield while the car is in motion.

One of the most pleasant experiences in motoring is to drive a car whose engine delivers its power smoothly and quietly. In this respect the Pontiac V-Eight engine is unusually fine as compared to the Studebaker Dictator Eight, which seems to be rough, with vibration which causes noise within the body.

Gears of the Studebaker Dictator Eight Syncro-mesh transmission frequently clash if shifting is not timed accurately, while in the Pontiac Syncro-mesh transmission any driver can shift quickly, silently and without clashing.

Handling ease and stability are features which contribute greatly to the comfort and pleasure of driving. In the Studebaker Dictator Eight there is a noticeable steering wheel vibration and shaking at varying speeds.

Pontiac's 13 inch Bendix brakes operate with a very

slight pressure because of the long leverage, while the Studebaker brakes of only 12 inch diameter require a great deal of pressure to operate. This brake pedal pressure makes the Studebaker particularly difficult for a woman to drive.

Working parts of the Pontiac V-Eight engine are protected by full pressure lubrication which forces oil to all main, connecting rod and camshaft bearings, timing chain and rocker arms, and through rifle drilled connecting rods to the piston pins. The Studebaker Dictator Eight depends upon spray to lubricate the piston pins.

Pontiac V-Eight makes use of full down-draft carburetion to deliver fuel mixture with the aid of gravity. The Studebaker Eight uses up-draft carburetion. Pontiac's carburetor is equipped with an automatic heat adjustment operating with the throttle, while the Studebaker Eight has no provision for regulating the temperature of the fuel mixture in accordance with engine speed and temperature.

Bearing surfaces in the Pontiac V-Eight engine are protected against corrosion by its crankcase ventilating system, which uses pressure from the fan to force clean air into the crankcase and removes fumes by means of suction. The Studebaker engine depends on suction alone to ventilate the crankcase.

Pontiac's exclusive cross-flow radiator practically eliminates loss of water or anti-freeze through evaporation, by condensing steam and vapor before they reach the top tank. In the Studebaker down-flow radiator, hot water containing steam and vapor is delivered directly into the top tank where there is nothing to prevent steam and vapor escaping through the vent pipe.

WILLYS-OVERLAND 8

Important Points to Consider	Pontiac V-8	Willys-Overland 8
Delivered Price		
Engine Type.....	V-8	Straight 8
Maximum Brake Horsepower.....	85 at 3200 r.p.m.	80 at 3200 r.p.m.
Bore and Stroke.....	3 1/4"x3 3/8"	3 1/8"x4"
Piston Displacement.....	251 cu. in.	245.4 cu. in.
Compression Ratio (Stand.).....	5.2 to 1	5.26 to 1
Compression Ratio (Option).....	5.8 to 1	None
Piston Travel per Car Mile.....	1690 ft.	2082 ft.
Engine Mountings—Front.....	Leaf Spring	Rubber
Rear.....	Rubber	Rubber
Patented Synchronizer.....	Yes	No
Valve Arrangement.....	Horizontal	Side
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	Yes
Timing Chain.....	Yes	Yes
Rocker Arms.....	Yes	No
Crankshaft		
Counterweighted.....	Yes	Yes
Number of Main Bearings.....	3	5
Pistons	Grey Iron	Cast Iron
Pistons Electro-plated.....	Yes	No
Piston Pin Diameter.....	1 1/8 in.	1 1/4 in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners.....	Yes	No
14 Millimeter Spark Plugs.....	Yes	No
Full Automatic Spark Advance.....	Yes	No
Semi-Automatic Starter.....	Yes	No
Cooling System		
Radiator.....	Cross-flow	Down-flow
Radiator Capacity.....	25 qts.	19 1/2 qts.
Thermostatic Temp. Control.....	Yes	Yes
Recirculation with Thermostat Closed.....	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	10 3/8 in.	*
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synchromesh	Conventional
Quiet Second Gear.....	Yes	No
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Instrument Panel

*Information not available

WILLYS-OVERLAND 8

Important Points to Consider	Pontiac V-8	Willys-Overland 8
Chassis		
Wheelbase.....	117 in.	121 in.
Ride Control.....	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	Monroe
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	39 ft. 2 in.	42 ft.
Steering Ratio.....	18 to 1	*
Rear Axle Gear Ratio.....	4.22 to 1	4.40 to 1
Brakes.....	Bendix Int. Mech.	Mechanical
Brake Diameter.....	13 in.	13 in.
Total Braking Area.....	195 sq. in.	194.5 sq. in.
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment.....	5 Wire	5 Wire
Tire Size.....	17x6.00	18x5.50
Gasoline Tank Capacity.....	20 gal.	16 gal.
Body	Fisher	
Type of Construction.....	Hardwood and Steel	Hardwood and Steel
Upholstery Material.....	Mohair or Whipcord	Broadcloth
Radiator Grille.....	Chromed & Painted	Painted
Hood Ventilating Doors.....	Yes	No
Horn Equipment.....	Twin Chromed Under Headlights	One Horn
Tail Light Equipment.....	Twin Chromed	One Tail Light
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Hinged
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	No
Foot Controlled Headlights.....	Yes	No
Fender Indicator Lights.....	Yes	No
Single Control Concealed Hood Fasteners.....	Yes	No
Seat Adjustment.....	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Instrument Panel.....	Yes	No
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	No
Semi-automatic Door Openers.....	Yes	No

*Information not available

WILLYS-OVERLAND EIGHT AS COMPARED TO PONTIAC V-EIGHT

Although the Willys-Overland Eight sells for slightly less than the Pontiac V-Eight, the slightly higher price of the Pontiac is more than justified by the greater number of valuable features which it offers. One of the most important of these is Pontiac's proven V-type eight cylinder engine, which develops 85 horsepower—five horsepower more than the Willys Eight.

The first thing noticed as one gets into the front compartment of the Willys-Overland is the absence of many comfort and convenience features which are standard on the Pontiac V-Eight. The Willys Eight front seat adjustment is the screw type, inconveniently located at the center of the seat and very slow in operation, while the Pontiac V-Eight seat adjustment is conveniently located at the left of the driver, and makes possible moving the seat instantly to the desired position.

The Pontiac interior sun visor can be adjusted to either the front or side to keep out the sun, while the Willys Eight has no interior sun visor. The Willys uses the old-fashioned small instruments which are not as easy to read as the Pontiac V-Eight instruments, which have clear clock type faces. The Pontiac instrument panel has both direct and indirect lighting and is fitted with a built-in ash receiver, while the Willys-Overland instrument panel has indirect lighting only and no ash receiver.

The Willys-Overland headlight control is located at the center of the steering wheel, which makes it necessary for the driver to remove one hand from the steering wheel while dimming the lights. The Pontiac foot operated headlight control permits the driver to keep both hands on the wheel.

A road demonstration in the Willys-Overland Eight

brings to one's attention its lack of several other features important to driving pleasure. The Willys-Overland does not have a Syncro-mesh Transmission. Gears therefore clash when shifted. The Willys-Overland second speed gears are not helical cut or in constant mesh like the Pontiac quiet second gears, and are therefore noisy in operation. The Willys-Overland Eight also seems to have a pronounced rumble or drumming noise inside the body.

Both the Willys Eight and Pontiac V-Eight use grey iron (semi-steel) pistons, but Pontiac's pistons are electro-plated with a smooth, friction-reducing coating of bearing metal, which permits a very close fit in the cylinders and prolongs piston life.

Pontiac also has a number of features which contribute to riding comfort, which are not offered on the Willys-Overland Eight. These include Ride Control, spring covers at no extra cost, and 47 points of rubber cushioning on the chassis, including rubber cushioned spring shackles.

To increase operating efficiency and economy, the Pontiac V-Eight carburetor is equipped with an automatic heat adjustment which operates in connection with the throttle. The Willys-Overland Eight has no such provision for regulating the heat of incoming fuel mixture in accordance with the engine speed and temperature.

Bearing surfaces of the Pontiac V-Eight are protected against the possibility of corrosion, by its pressure-suction crankcase ventilation system, which uses the fan to force clean air into the crankcase, while fumes are drawn off by suction. In the Willys-Overland Eight crankcase, ventilation depends upon suction alone, without the aid of pressure from the fan.

Important Points to Consider	Pontiac V-8	Willys-Knight 95
Delivered Price		
Engine Type	V-8	6-Cyl. Sleeve Valve
Maximum Brake Horsepower	85 at 3200 r.p.m.	60 at 3400 r.p.m.
Bore and Stroke	3 $\frac{1}{16}$ " x 3 $\frac{3}{8}$ "	2 $\frac{1}{4}$ " x 4 $\frac{1}{8}$ "
Piston Displacement	251 cu. in.	177.9 cu. in.
Compression Ratio (Stand.)	5.2 to 1	5.5 to 1
Compression Ratio (Option.)	5.8 to 1	None
Piston Travel per Car Mile	1690 ft.	2554 ft.
Engine Mountings—Front	Leaf Spring	Rubber
Rear	Rubber	Rubber
Patented Synchronizer	Yes	No
Valve Arrangement	Horizontal	Sleeve Valves
Engine Lubrication		
Pressure Lubrication to:		
Main Bearings.....	Yes	Yes
Connecting Rod Bearings.....	Yes	Yes
Camshaft Bearings.....	Yes	Yes
Piston Pins.....	Yes	Yes
Timing Chain.....	Yes	Yes
Rocker Arms.....	Yes	No
Crankshaft		
Counterweighted.....	Yes	No
Number of Main Bearings.....	3	7
Pistons		
Pistons Electro-plated.....	Yes	Aluminum
Piston Pin Diameter.....	1 $\frac{1}{8}$ in.	$\frac{1}{2}$ in.
Camshaft Drive	Chain, req. no adj.	Chain, req. no adj.
Carburetion	100% Down-Draft	Up-Draft
Air Intake Silencer and Cleaner.....	Yes	Yes
Heat Adjustment.....	Automatic	Manual
Fuel Pump.....	Yes	Yes
Fuel Filter.....	Yes	Yes
Crankcase Ventilation	Pressure-Suction	Suction Only
Valve Spring Dampeners	Yes	No
14 Millimeter Spark Plugs	Yes	No
Full Automatic Spark Advance	Yes	No
Semi-Automatic Starter	Yes	No
Cooling System		
Radiator.....	Cross-flow	Down-flow
Radiator Capacity.....	25 qts.	15 $\frac{1}{2}$ qts.
Thermostatic Temp. Control.....	Yes	Yes
Recirculation with Thermostat Closed.....	Yes	No
Clutch	Single Dry Disc	Single Dry Disc
Diameter.....	10 $\frac{3}{8}$ in.	*
Ball Release Bearing.....	Yes	Yes
Flywheel Fully Enclosed	Yes	Yes
Transmission	Synco-Mesh	Conventional
Quiet Second Gear.....	Yes	No
Rubber Driving Hub.....	Yes	No
Free Wheeling	Roller Type	Roller Type
Location of Control.....	Instrument Panel	Instrument Panel

* Information not available

Important Points to Consider	Pontiac V-8	Willys-Knight 95
Chassis		
Wheelbase.....	117 in.	113 in.
Ride Control.....	Yes	No
Shock Absorbers.....	Lovejoy Hydraulic	Monroe
Rubber Cush. Spring Shackles.....	Yes	No
47 Points of Rubber Cushioning on Chassis.....	Yes	No
Spring Covers at No Extra Cost.....	Yes	No
Turning Circle.....	39 ft. 2 in.	39 ft. 6 in.
Steering Ratio.....	18 to 1	*
Rear Axle Gear Ratio.....	4.22 to 1	4.89 to 1
Brakes.....	Bendix Int. Mech.	Mechanical
Brake Diameter.....	13 in.	12 in.
Total Braking Area.....	195 sq. in.	155.5 sq. in.
Parking Brake Location.....	4 Wheels	4 Wheels
Standard Wheel Equipment.....	5 Wire	5 Wire
Tire Size.....	17x6.00	18x5.50
Gasoline Tank Capacity.....	20 gal.	13 gal.
Body		
Type of Construction.....	Fisher	Hardwood and Steel
Upholstery Material.....	Hardwood and Steel	Hardwood and Steel
Radiator Grille.....	Mohair or Whipcord	Broadcloth
Hood Ventilating Doors.....	Chromed & Painted	Painted
Horn Equipment.....	Yes	No
Tail Light Equipment.....	Twin Chromed Under Headlights	One Tail Light
Twin Chromed Under Headlights.....	Twin Chromed	One Tail Light
Convenience		
Windshield Type.....	Fisher Vision and Ventilation	Hinged
One-piece Windshield.....	Yes	Yes
Cowl Ventilator.....	Yes	Yes
Interior Sun Visor Adjustable to Any Position.....	Yes	No Visor
Foot Controlled Headlights.....	Yes	No
Fender Indicator Lights.....	Yes	Yes
Single Control Concealed Hood Fasteners.....	Yes	No
Seat Adjustment.....	Rapid Sliding Type	Slow Screw Type
Front Compartment Insulated.....	Yes	Yes
Rubber Covered Pedals.....	Yes	Yes
Ash Receiver on Instrument Panel.....	Yes	No
Instrument Lighting.....	Direct and Indirect	Indirect Only
Inside Lock Right Front Door.....	Yes	No
Semi-automatic Door Openers.....	Yes	No

* Information not available

WILLYS-KNIGHT 95 AS COMPARED TO PONTIAC V-EIGHT

The Willys Knight 95 sells at approximately the same price as the Pontiac V-Eight, yet it is a smaller car and has only a six cylinder engine with sleeve valves, while Pontiac has a V-type eight cylinder engine.

Upon entering the Willys-Knight 95 one notices immediately the short leg-room in both the front and back seats as compared to the Pontiac V-Eight. The gear shift lever and steering wheel of the Willys-Knight are so close to the front seat that it is difficult to move across the seat, even with it adjusted as far back as possible.

The interior fittings of the Willys-Knight do not seem to be as complete as those of the Pontiac V-Eight. The Willys has no sun visor at all. The instrument panel has small instruments and only indirect lighting, while the Pontiac instrument panel has large clock face instruments, and has both direct and indirect lighting.

The hand brake lever of the Willys-Knight 95 is located at the left of the driver close to the side of the car body. This makes it difficult to reach because of interference from the steering wheel.

A road demonstration shows a very noticeable difference in performance between the Willys-Knight sleeve valve motor and the Pontiac V-Eight motor. After driving the Pontiac, the Willys-Knight seems to lack "pep" and appears sluggish on acceleration. This is probably due in a large measure to the fact that the Willys-Knight engine develops only 60 horsepower, while the Pontiac V-Eight engine develops 85 horsepower, which is 25 more than the Willys-Knight.

There is also a pronounced roar in the Willys-Knight body on acceleration, and also a very noticeable dif-

ference between the Pontiac V-Eight and the Willys-Knight transmissions. The Willys-Knight does not have a Syncro-mesh transmission or quiet second gear, with the result that gears clash when shifting and second speed is very noisy in operation.

The Willys-Knight engine uses aluminum pistons which, when heated, expand to a greater degree than the light weight grey iron pistons used in the Pontiac V-Eight, and cannot, therefore, be fitted as closely as the Pontiac pistons. Pontiac's pistons are electroplated with a smooth, friction-reducing coating of bearing metal which prolongs piston life and reduces wear.

The Pontiac V-Eight engine has full down-draft carburetion, which uses gravity to distribute fuel to the cylinders without the interference of sharp bends in the manifold. The Willys-Knight Six has up-draft carburetion.

To further increase operating efficiency and economy, the Pontiac V-Eight carburetor is equipped with an automatic heat adjustment which operates in connection with the throttle. The Willys-Knight has no such provision for regulating the heat of the incoming fuel mixture in accordance with the engine speed and temperature.

The Pontiac V-Eight has a number of features which contribute to riding comfort that are not offered on the Willys-Knight Six. These include Ride Control, spring covers at no extra cost and 47 points of rubber cushioning on the chassis, including rubber cushioned spring shackles. Many of these features not only add to riding comfort, but also eliminate the need for lubrication at many points.