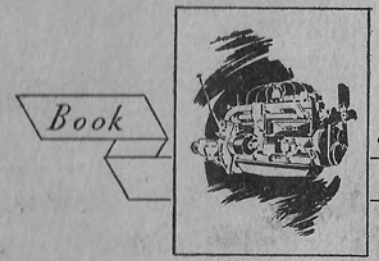
PONTIAC SIXES-V-EIGHTS
Chief of Values

2000

PRACTICAL GUIDES TO BETTER SELLING



CONSTRUCTION AND SPECIFICATIONS

PRINTED IN U. S. A.—9

ACKNOWLEDGMENT

IT IS always the policy of Oakland Motor Car Company to discuss its plans with members of the selling organization and get the benefit of their ideas and experiences.

Acknowledgment is given for the assistance from the following representative dealers and sales managers who reviewed Oakland Motor Car Company's 1932 Training Program for Retail Sales Managers and Retail Salesmen:

C. B. Drew, Drew Motor Co., East Orange, N. J.; Samuel Chervin, Chervin Motors, Philadelphia, Penn.; P. M. Minnich, C. A. Rehtmeyer, Inc., Pittsburgh, Penn.; E. B. Hodges and B. B. Belford, E. B. Hodges Motor Sales Company, Pontiac, Mich.; H. A. Tyrrell, Detroit Retail Store, Detroit, Mich., and H. A. Wehmeier, Community Motors, Inc., Chicago, Ill.

From these men come many practical suggestions and methods which will prove valuable to all Pontiac dealers and salesmen.

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Oakland Motor Car Company
Pontiac, Michigan

1932
PONTIAC SIX
CONSTRUCTION

40 FEATURES THAT MAKE PONTIAC SIX "CHIEF OF VALUES"

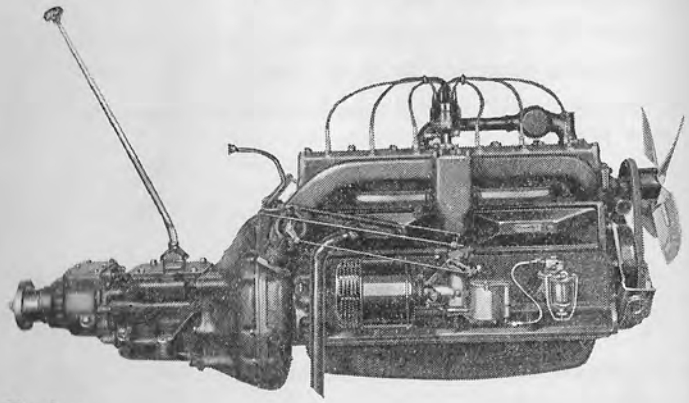
1. Syncro-Mesh Transmission with Quiet Second Gear.
2. Selective free-wheeling with control on instrument panel.
3. Ride Control and Lovejoy Hydraulic shock absorbers.
4. 47 points of rubber cushioning on chassis, including rubber engine mountings, rubber cushion drive, Inlox rubber spring shackle bushings and body mounting pads.
5. Power increased to 65 horsepower, giving faster acceleration and greater speed.
6. Fisher Bodies of composite hardwood and steel construction.
7. Wheelbase lengthened to 114 inches.
8. Full pressure lubrication, oil being supplied to piston pins through rifle-drilled connecting rods.
9. Connecting rods—matched for center of gravity and weight.
10. Exclusive crossflow radiator with thermostatic control.
11. Pressure-suction crankcase ventilation with individual air cleaner.
12. Carburetor and manifold with automatic heat control.
13. Improved G.M.R. (General Motors Research) anti-knock cylinder head, cast in two sections.
14. New spark plugs prevent fouling at low speed or pre-ignition at high.
15. Sturdier counterweighted crankshaft—weight increased to 61 pounds.
16. Larger and interchangeable steel backed main bearings.
17. New Harmonic Balancer improves engine smoothness.
18. Pistons electro-plated with low-friction bearing metal and matched in sets of uniform weight.

19. Replaceable camshaft bearings.
20. Silent timing chain, requiring no adjustment, runs in oil bath.
21. Three jet carburetor with accelerating pump and economizer.
22. Combination air intake silencer and cleaner.
23. Bigger and sturdier clutch—area increased to 43 square inches.
24. Semi-automatic starter—cannot stick or chip flywheel teeth—cranks engine 14 per cent faster.
25. 12-inch Bendix brakes with machine trued drums and moulded linings.
26. Roomier body—more leg room and wider rear seat.
27. Fisher VV non-glare windshield, sloping at 10 degree angle.
28. New quick adjustment for driver's seat.
29. Body effectively insulated to muffle noises and keep out heat, cold and drafts.
30. Higher quality upholstery.
31. Convenient new pointer type instruments with direct or indirect lighting.
32. Direct ventilation through windshield—indirect ventilation through cowl.
33. Adjustable Inside Sun Visor.
34. Convenient foot controlled headlights and fender indicator lights for greater safety.
35. Right front door can be locked from inside.
36. Enclosed lubricated springs for greater riding comfort.
37. Full width single bar bumper—front and rear.
38. Improved single control hood fasteners.
39. Ventilating doors in hood.
40. Larger tires give increased road contact, better cushioning and longer life.

PONTIAC 6 CONSTRUCTION

The new Pontiac 6 brings every important development of the year to the low-priced field—making it "Chief of Values." Its wealth of fine car advancements and improvements, its longer 114-inch wheelbase and spacious bodies combine genuine big car comfort, performance and handling ease with small car economy and low price.

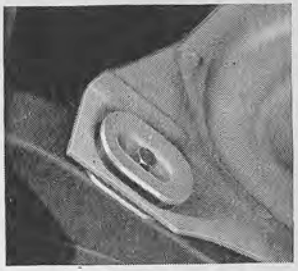
POWER PLANT



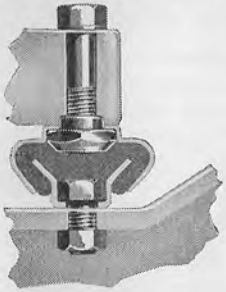
Engine

Pontiac's powerful six-cylinder engine is designed not only for smoothness and durability but for operating economy as well. It develops 65 horsepower at 3,200 R.P.M., which in combination with its many other advanced features gives Pontiac more speed, faster get-away and improved all 'round performance which naturally adds to the pleasure of owning and driving a Pontiac.

Rubber Engine Mountings

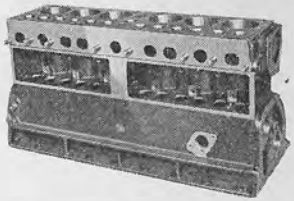


Pontiac's smooth, six-cylinder engine is mounted at four points on live rubber. This allows the engine to float on its mountings, and together with the rubber cushion driving hub forms an important part of Pontiac's complete system of rubber cushioning.



Front engine mountings consist of a large rubber insulated bushing at each side of the engine. At the rear the engine is supported on rubber "biscuit" type cushions. These rubber mountings are so designed that tightening the engine bolts cannot squeeze them or change their original flexibility.

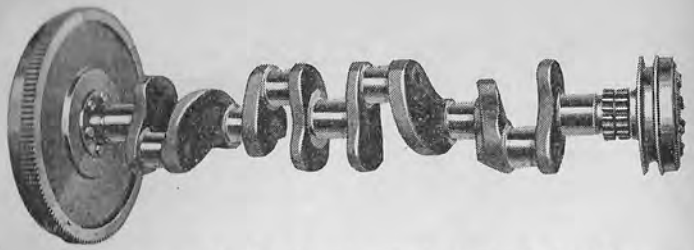
Cylinder Block



The Pontiac 6 cylinder block is cast in one piece with the crankcase which extends 2⅝ inches below the center line of the crankshaft. Heavy crosswise ribs inside the crankcase hold crankshaft bearings in proper alignment for smooth operation and long life. Strong ribs running lengthwise on the outside strengthen the crankcase against distortion. Individual exhaust ports provide increased water circulation around exhaust valves and improve cooling.

Crankshaft

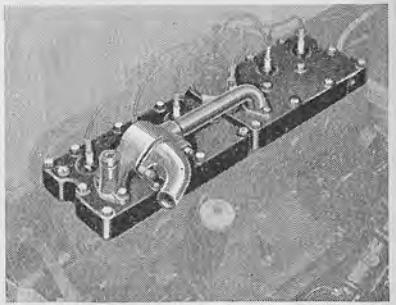
The Pontiac 6 has a new and heavier three-bearing crankshaft weighing 61 pounds, 8 pounds heavier than in 1931. Due to its large diameter and short throws the Pontiac 6 crankshaft effectively resists bending stresses, one of the chief causes of engine vibration. Another reason



for the smoothness of the Pontiac six-cylinder engine is that the crankshaft is in stationary and running balance and is equipped with counterweights which reduce bearing pressure. These counterweights are an integral part of the crankshaft.

Two-Piece Cylinder Head

The Pontiac 6 cylinder head is constructed in two sections covering three cylinders each. This is an exclusive advantage because the heads can be removed one at a time without disturbing the distributor or timing, thereby simplifying valve grinding and the removal of carbon which are necessary to the proper maintenance of all cars.

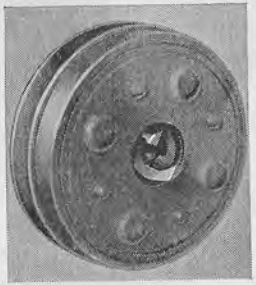


Better performance and greater power have been obtained by an improved G.M.R. cylinder head, which makes possible a 5.1 to 1 compression ratio without knocking, and smaller 14 millimeter spark plugs which are not subject to fouling at low speeds or pre-ignition at high speeds.

Interchangeable Crankshaft Bearings

New steel backed, babbitt faced, main bearings are interchangeable and can be easily removed and replaced. All bearing surfaces are held to such close limits that any crankshaft can be used in any cylinder block with any bearing shells, without the necessity of shims or line-reaming. This assures a smooth running crankshaft and effects a distinct saving of time and labor if bearing replacement should ever become necessary.

Harmonic Balancer



The Pontiac 6 is equipped with an improved Harmonic Balancer, which is attached to the front end of the crankshaft, and built in one unit with the fan drive pulley. By counteracting any twisting tendency in the crankshaft, the Harmonic Balancer overcomes one of the most serious causes of engine vibration. The Harmonic Balancer differs from so-called vibration dampeners because it is effective at *all* speeds and has no wearing parts to be adjusted or replaced.

Connecting Rods

The Pontiac 6 is the first car in its price class to use connecting rods drilled their entire length to supply oil under pressure to the piston pins. The piston pin bushing in the upper end is diamond bored with unusual exactness which insures proper fit of the piston pin. Connecting rods are drop forged. A new machining process balances all connecting rods with the center of gravity at the same point and matches them for weight within $\frac{1}{8}$ ounce.

Valves

Exhaust valves are made of No. 1 silicon chromium steel, the best available heat resisting alloy, with $1\frac{11}{32}$ inches head diameter and have 45-degree seats. The intake valves are $1\frac{13}{32}$ inches in head diameter and are made of nickel alloy steel and provided with a 30-degree seat.

Electro-Plated Pistons

Pontiac 6 pistons are grey iron, light in weight and with thin wall section. A process of electro-plating pistons with a low-friction bearing metal permits a close fit in cylinders, reduces the breaking-in period and greatly increases the life of the pistons. Pistons are matched and balanced within $\frac{1}{8}$ ounce and fitted with two compression and one oil control ring above the pin.

The piston travel of the Pontiac 6 is only 2140 feet per mile of car travel. As a result wear on the pistons is reduced to a minimum.

All Pontiac Six pistons are carefully machined to make them uniform in weight—being inspected and held within one-eighth ounce variation which is less than the weight of a penny. After being assembled with the connecting rods, the assemblies for each engine are again inspected and matched for uniform weight.

Piston Pins

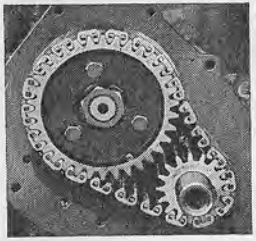
Pontiac piston pins are $1\frac{1}{16}$ inches in diameter, the largest of any low-priced car. One end of the pin is pressed snugly into piston and held in place by a locking screw. The opposite end of the piston pin is slotted and fitted lightly into piston. This method of assembly insures a proper fit at all times and prevents piston pin rattle. Pontiac piston pins must pass a very rigid inspection as they are held to limits of two ten thousandths of an inch.

Valve Tappets

Valve tappets or lifters have chilled iron feet and steel stems. They are mounted in sets of six in removable brackets, for convenience in assembly and replacement. Tappet adjusting screws are fitted with a new type of flattened steel contact ball which adjusts itself automatically to give perfect contact between the screw and the end of the valve stem. This construction simplifies adjustment, eliminates uneven wear of valve parts and also makes valve operation quieter.

Camshaft and Drive

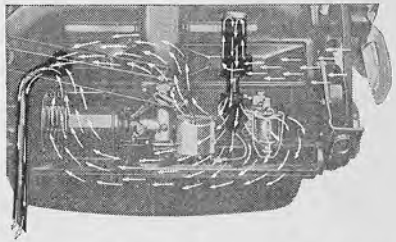
The camshaft is a heavy forging supported in three large replaceable, steel backed, babbitt lined bushings in the crankcase webs. An eccentric near the front end drives the mechanical fuel pump. The distributor and oil pump are driven by a helical gear cut at the center camshaft bearing.



The camshaft is driven by a silent chain running on only two sprockets. This permits the use of a short sturdy chain and insures the maximum number of chain links being in contact with the sprocket teeth. Therefore, this type of drive is permanently quiet and requires no adjustment, and its life is longer than that of other types which require periodic adjustment.

The Pontiac 6 timing chain is positively lubricated by a constant flow of oil from the pressure system.

Crankcase Ventilation



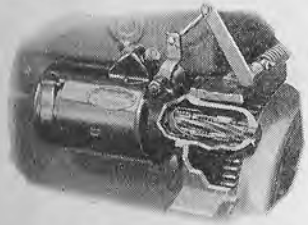
The effectiveness of full-pressure lubrication in the Pontiac 6 is assured by efficient pressure - suction crankcase ventilation which removes moisture from the crankcase. It is a scientific fact that one gallon of water forms in an automobile engine for every gallon of gasoline consumed. A large part of this passes out of the exhaust. Pontiac's crankcase ventilation is effective in removing the remaining moisture from the engine, thus eliminating crankcase oil dilution and the formation of acids which corrode bearing surfaces. Fresh air is forced into the crankcase by

the fan through a special air cleaner. A pipe extending below the engine at the rear of the crankcase is so designed that the motion of the car creates a suction which aids in drawing moisture-laden air out of the crankcase.

Valve Spring Dampeners

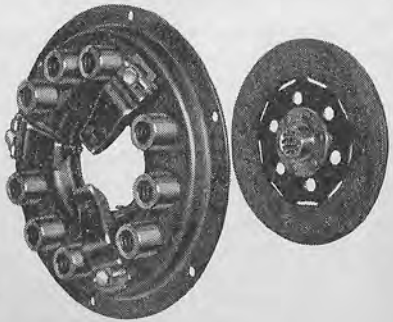
Pressed steel valve spring dampeners clamped around the springs prevent surging, chattering or breaking of valve springs and insure positive, quiet valve operation at all speeds.

Starter

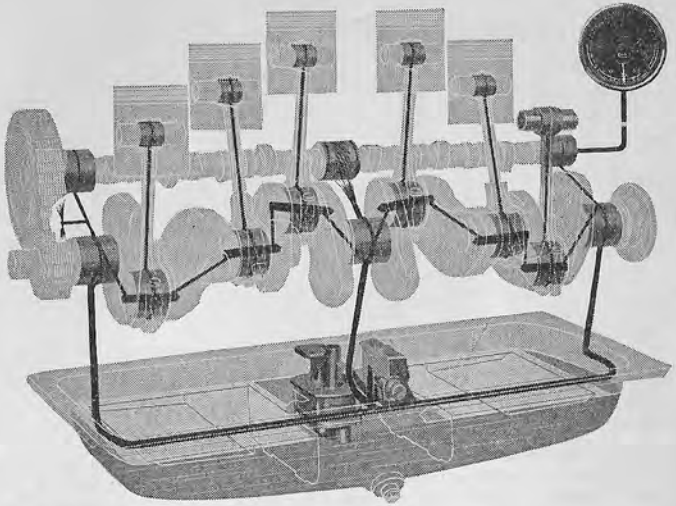


Pontiac's semi-automatic starter eliminates the disadvantages of the old fully automatic type. With the Pontiac starter the gears are securely engaged before electric current starts them revolving. This eliminates chipping of flywheel teeth and the starter cannot become stuck and cause inconvenience or embarrassment. The cranking ratio has been increased 14 per cent which proportionately increases the cranking speed.

Clutch



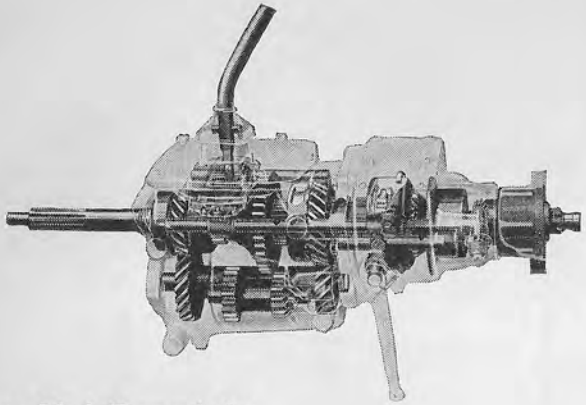
The Pontiac 6 clutch is of single-plate type with *adjustable* release levers. The adjustable feature is a distinct advantage because it assures smooth clutch action. Tension is supplied by *nine* clutch springs. Release ball bearing operates only when clutch is released. Both clutch facings are riveted to drive plate. The clutch area has been *increased* from 38 to 43 square inches, which greatly increases its sturdiness.



Full Pressure Lubrication

The Pontiac 6 was one of the first to introduce the use of pressure lubrication in the low-price field. Pontiac is now the only car in its price class which carries oil under pressure to the piston pins by means of passages drilled the entire length of its connecting rods.

The Pontiac 6 full-pressure lubrication system forces oil under constant pressure to all crankshaft and connecting rod bearings, front and rear camshaft bearings and through drilled connecting rods to piston pin bushings. Streams of oil from the pump lubricate the timing chain, center camshaft bearing and distributor drive gear. The oil pump circulates 175 gallons of oil per hour at a car speed of 25 miles per hour. A safety device built into the oil pump drive prevents damage to engine by cutting off the ignition should the oil pump become frozen and cease to operate. Oil is filtered through fine mesh screens above the level of oil in the pan. This complete and positive lubrication is one of the reasons for the durability and long life of the Pontiac 6 under the hardest kind of use. Pontiac is the only low-priced car which has complete pressure lubrication.



Syncro-Mesh Transmission

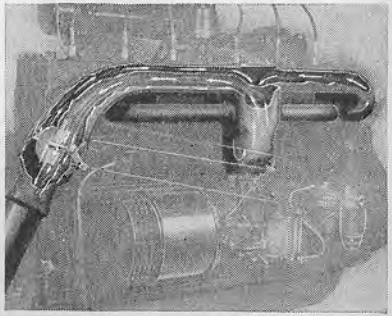
The new Syncro-Mesh transmission of the Pontiac 6 provides unusual handling ease. Second speed gears are always in mesh and are cut at an angle which makes them quiet in operation.

Pontiac's Syncro-Mesh transmission makes it possible to:

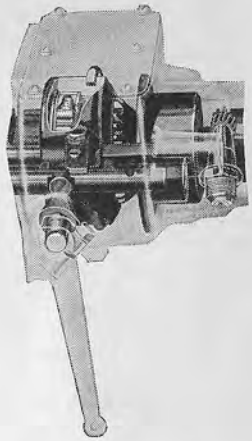
1. Silently shift gears without effort.
2. Shift either up or down between high and second at any car speed without clashing gears.
3. Drive in second gear quietly.
4. Accelerate swiftly up to 45 miles per hour in second gear.

Automatic Heat Control

To insure proper temperature of gasoline vapor for best performance and economy, a valve in the Pontiac 6 exhaust manifold, which automatically opens and closes with the throttle, regulates the amount of heat around the intake manifold. In addition to this automatic regulation of carburetor heat a seasonal adjustment is also provided.



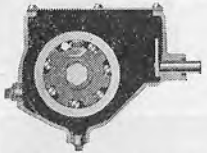
Free Wheeling



In addition to the features of Syncro-Mesh, the Pontiac 6 has *built-in* selective free-wheeling, controlled by a button conveniently located on the instrument panel. When the button is "in," the free wheeling unit is engaged. When the button is "out" free-wheeling is locked out, and the Syncro-Mesh transmission operates in the usual way. Pontiac uses the roller type free wheeling in which rollers are placed in tapered slots. When the engine is pulling, the rollers are squeezed into the narrow end of the slots and turn the drive shaft. When free wheeling the pressure on the rollers is released and the car coasts.

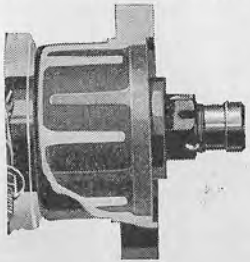
When the free-wheeling unit is engaged, the following advantages are obtained:
It is possible to:

1. Coast—with the engine idling—by raising foot from accelerator.



2. Shift either up or down to any forward speed without using clutch while the car is in motion.
3. Prolong life of engine by permitting it to idle when free-wheeling.

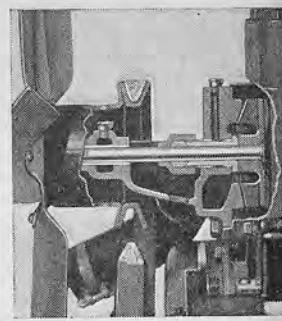
Rubber Cushion Drive

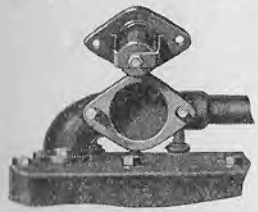


A rubber hub, which acts as a cushion, connects the transmission with the drive shaft. This cushion of rubber transmits the power of the engine in a smooth, even flow and absorbs any roughness from road shocks coming up through the drive shaft from the rear wheels before it reaches the transmission and motor. This cushion drive gives Pontiac a degree of smoothness that can be accomplished in no other way.

Cooling System

Positive pump circulation of cooling water is an important feature of the Pontac 6, insuring ample cooling under all operating conditions. The water pump is mounted at the front of the cylinder block and is driven by the heavy V-type fan belt. The pump impeller is balanced, which reduces end thrust, and consequent wear on the pump shaft bushings. Reservoirs holding six months' supply of lubricant are provided for both front and rear water pump bearings. Cooled water is returned to center of cylinder block on the valve side of the engine. From this point it flows equally to front and back. This maintains a lower and more even temperature throughout the engine.

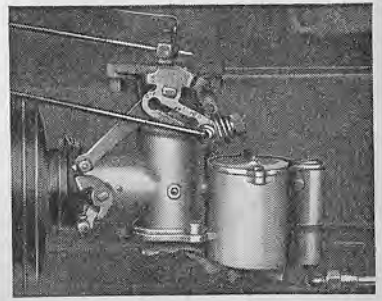




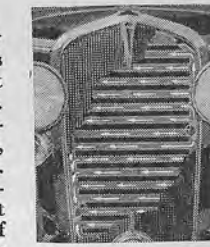
Thermostatic control of water circulation automatically regulates the engine temperature for most efficient operation and insures quick warming up after a cold start. This is entirely automatic and requires no attention on the part of the driver. A temperature indicator on the instrument panel tells the driver the water temperature at all times.

Carburetor

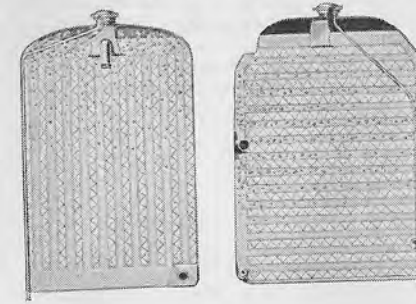
The Pontac 6 uses a 1¼-inch Marvel carburetor of the three-jet type, the extra third jet being used for intermediate speeds. An accelerating pump built into the carburetor injects fuel into the intake manifold when the accelerator is quickly pressed down for rapid pick-up. The carburetor also has an internal economizer, a device that gives greater fuel economy at normal driving speeds.



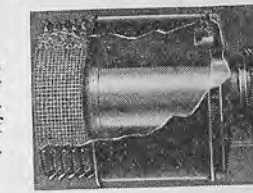
Cross-Flow Radiator



Pontiac's radiator uses the exclusive cross-flow principle. Hot water from the engine enters about half way down *on the side* instead of at the top, as in the conventional down-flow type. Small bubbles of steam are present in the cooling system of any car running at normal speed, and increase in number as the temperature rises. Alcohol, a common anti-freeze, boils at 170 degrees, which is 42 degrees below the boiling point of water. Therefore, an anti-freeze solution of alcohol will contain steam bubbles at a lower temperature than water alone. In the cross-flow radiator, before the steam bubbles can reach the surface and pass out in the form of vapor through the vent pipe, they are condensed as they pass across the core, or by the cool water at the top. This eliminates frequent filling and in winter is an economy feature because of the saving of anti-freeze solution.

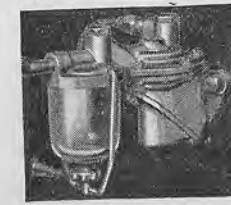


Air Silencer and Cleaner



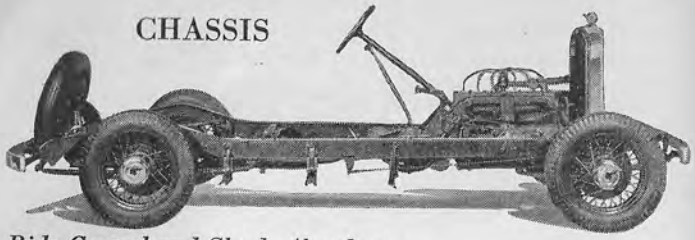
The Pontiac 6 carburetor is equipped with a combination intake silencer and air cleaner. This muffles the roar of air entering the carburetor and prolongs the life of the engine by keeping out dirt and grit.

Fuel Pump and Filter



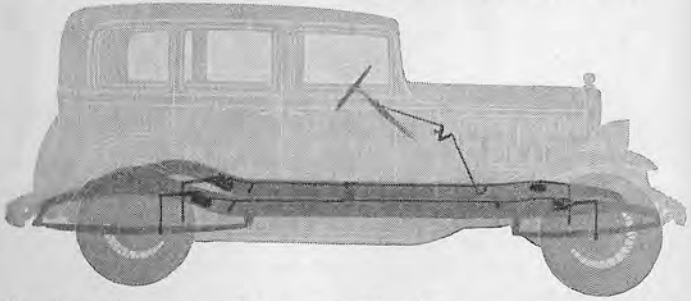
A mechanical fuel pump equipped with a filter supplies the carburetor with a positive flow of clean filtered gasoline. This feature is an important one to every Pontiac owner because it eliminates inconveniences such as priming as the fuel pump begins to operate as soon as the starter turns the engine.

CHASSIS

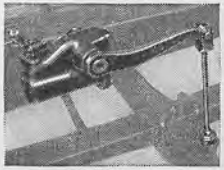


Ride Control and Shock Absorbers

The Pontiac 6 brings Ride Control to the low-price field. By simply pulling or pushing a button located conveniently on the instrument panel,you can adjust Pontiac's Lovejoy hydraulic shock absorbers to suit the condition of the road and the number of passengers in the car. The driver may select at will the type of shock absorber action desired. In offering this important new feature, Pontiac makes a contribution to riding comfort formerly offered only in the highest price field.

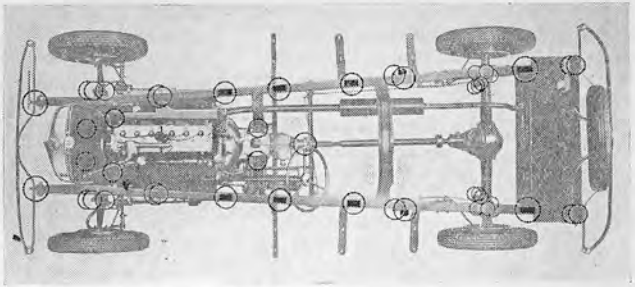


Rough roads are smoothed out, enabling the car to maintain a higher average speed. The control opens and closes the escape valves on all four shock absorbers, increasing or decreasing the snubbing action depending on the position of the valve which controls the flow of oil in the shock absorbers.



Rubber Cushioning

Pontiac's smooth, quiet operation and riding comfort are largely due to its thorough cushioning with *live* rubber which insulates the entire car against vibration, road shocks and noise. Many cars selling up to twice Pontiac's price do not offer such complete rubber cushioning.



Complete rubber cushioning in the Pontiac 6 includes these 47 points on the chassis:

4 Rubber Engine Mountings which insulate the engine from the frame and add to Pontiac's smooth, quiet operation.

1 Rubber Cushion Hub which connects transmission and drive shaft, cushions the flow and absorbs vibration and road shocks.

12 Inlox Rubber Spring Shackles which cushion the entire car against road shocks, prevent squeaks and rattles and eliminate frequent adjustment and 12 places to lubricate.

4 Rear Axle Pads between rear axle and spring and between spring and clamping plate which fasten rear springs to the axle. These pads cushion the axle and prevent road shocks, tire noises, etc., being transmitted into the car.

2 Rear Axle Bumper Blocks which cushion the blow if springs should be fully compressed by a severe bump.

12 Shock Absorber Connecting Link Bushings keep shock absorber action silent, prevent couplings becoming noisy after long service, and eliminate 8 points of lubrication.

2 Radiator Mounting Pads between the radiator and the frame cross member, cushion the radiator and eliminate the possibility of squeaks or rattles at this point.

10 Body Mounting Pads between the body and the frame, cushion the body and insulate it against chassis and road noises.

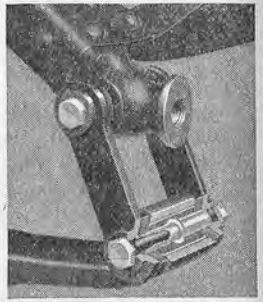
There are also many points of rubber cushioning and insulation on the body which add greatly to the comfort of occupants.

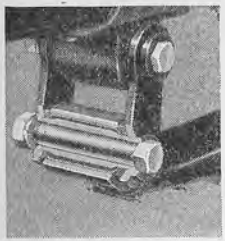
Brakes

The Pontiac 6 has large Bendix internal mechanical four-wheel brakes 12 inches in diameter. Brake drums are machined to close limits. This new precision operation provides uniform clearance between drum and lining and assures *uniform* application of braking power. This type of brake gives Pontiac increased braking power with soft easy pedal action. Brakes are fully enclosed and protected against water and dirt. Because of the drums being so accurately machined, linings are long-wearing and brakes are silent in action.

Spring Shackles with Rubber Bushings

Pontiac spring shackles are equipped with Inlox rubber bushings which effectively cushion road shocks. All spring shackle movement takes place in the rubber. There is no metal-to-metal contact. Possibility of spring shackles wearing loose and rattling or squeaking is entirely eliminated. They require no lubrication or adjustment. The rear shackles of the front springs illustrated at left have been designed to maintain front end stability.

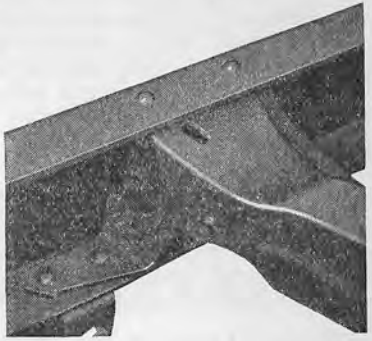




Front Axle

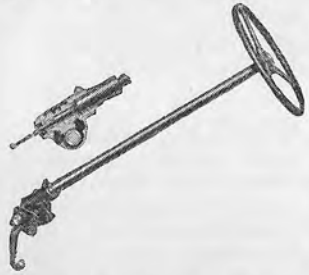
The front axle has steering knuckles mounted on ball thrust bearings. The axle proper is an I-beam forging, specially reinforced between the spring seats and steering knuckle sections to withstand the twisting strains imposed by the brakes. Spring cushion ball and socket connections at both ends of the tie-rod and drag link insure freedom from binding and automatically take up wear. Steps added to the I-beam provide a place for the car jack.

Frame



The frame of the new Pontiac 6 has been greatly strengthened by means of stronger bracing where sides and cross members are riveted together. Side bar channel sections measure $5 \times 2\frac{3}{16} \times \frac{5}{32}$ inches. This heavy frame, with its six sturdy cross members, provides a solid foundation around which the car is built. It effectively resists twisting strains and shocks caused by rough roads. This means long life and quietness of body and chassis. Three strong step hangers support the running boards.

Steering Gear



A worm-and-sector steering gear with a 14 to 1 gear reduction and mounting on tapered roller bearings makes steering remarkably easy and positive. With this type of steering gear, the maximum number of sector teeth are in contact with the worm when driving in the straight ahead position, where most of the load comes. Simple adjustments for any degree of back lash desired are provided.

The steering wheel of steel, covered with hard rubber is a 17-inch three-spoke type with narrow rim and moulded finger grips.

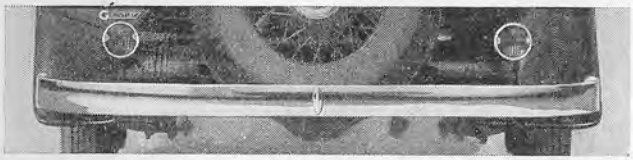
Electrical System

The electrical system is Delco-Remy three-unit type. The generator is accessibly mounted at the left front of the engine and driven by the heavy V fan belt. The starting motor is a semi-automatic type, which positively engages the starter gear before current is applied. This prevents chipping of flywheel teeth and sticking of the starter.

Full automatic spark advance insures efficient engine operation at all speeds and loads, without attention from the driver. The distributor head is easily accessible, mounted above the center of the engine, where it is well protected by a rubber cover from any water which may get through the radiator in wet weather.

Bumpers

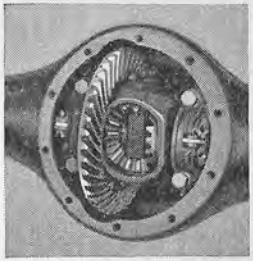
Pontiac's wide single bar bumpers are fully chromed and add much to its fine appearance. Bumper brackets are in unit with the frame itself. All Pontiac 6 body types are equipped with *full* bumpers, both front and rear.



Spring and Spring Covers

Long semi-elliptic springs with just the right degree of flexibility give Pontiac riding comfort that is outstanding. To insure proper lubrication of springs and to keep them permanently flexible and quiet, they are covered with graphite lubricant and fitted with smart-looking gloss finish spring covers, which protect them against the effects of water and dirt.

Rear Axle



Strength, light weight, and quiet operation are combined in the Pontiac 6 semi-floating rear axle construction, with spiral bevel drive gears and pressed steel banjo-type housing. Hyatt Roller Bearings are used for the rear wheels and rear pinion bearings. New Departure Ball Bearings are used at other points. The differential carrier is strengthened by three heavy webs on each side.

Pinion and ring gears are matched and run in sets and adjusted by means of an electric light testing device which insures correct back lash within one or two thousandths of an inch. This insures quiet operation and a proper distribution of pressure on the gear teeth.

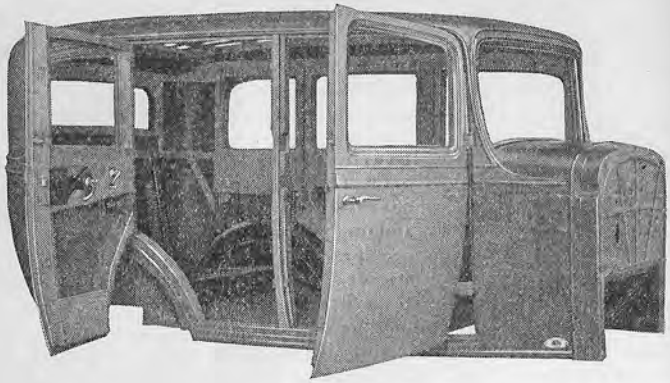
Wheels and Tires

Five sturdy 40-spoke wire wheels are standard equipment at no extra cost. Wheels are 18 inches in diameter with large 6⅞-inch chromed hub caps which conceal wheel attaching bolts. A new arrangement by which valve stems extend outward at a 45-degree angle is a great convenience in putting air in tires. Five demountable wood wheels with 12 sturdy spokes are optional equipment at small extra cost.

Either six wire wheels or six demountable wood wheels are optional at extra cost.

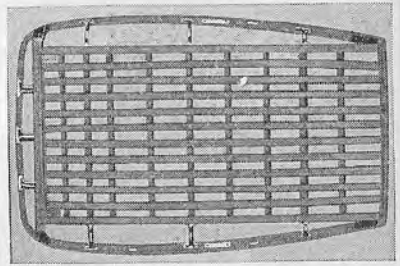
Tires and wheels are put in running balance and casings are marked to show proper location of valve stem to maintain this balance when mounting tires. 18 x 5.25 inch tires effectively cushion the entire car and make riding comfortable over all roads.

BODY



Fisher Body Construction

Pontiac's Fisher bodies are of composite construction. Heavy steel panels are fitted over a sturdy reinforcing framework of selected and seasoned hardwood; this same type of construction is used in practically all cars in the highest price group. With one exception the Pontiac 6 is the only car in the low-price field whose bodies are built with this hardwood reinforcement. Most cars in its class use steel panels without the extra strength of a hardwood frame.



Pontiac's roof construction is sturdy. Crosswise bows of hardwood set close together are covered with slats running lengthwise. This roof assembly is then joined to the side framework by strong steel supports. Contrasted with this sturdy construction is the wire mesh stretched over a small number of bows, commonly used in the roofs of other low-priced cars.

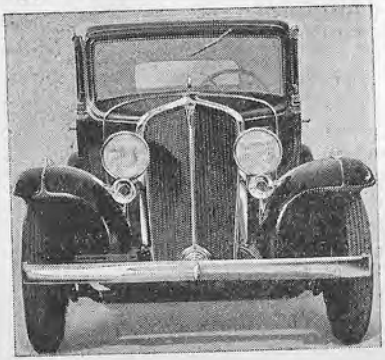
Pontiac's body construction combines maximum resiliency, safety, durability and quietness and the double strength of steel panels backed up by a strong hardwood framework. It also has the advantage of advanced methods of efficient insulation against heat, cold, drafts and noise.

Body Exterior

From its chromed cowl moulding to its gracefully curved rear panel, the lines of Pontiac's Fisher bodies suggest speed and power. The sloping windshield and curved metal panel which runs completely across the front of the roof above the windshield give the car a pronounced streamlined appearance. There is no outside visor to break the smooth curve from cowl to top.

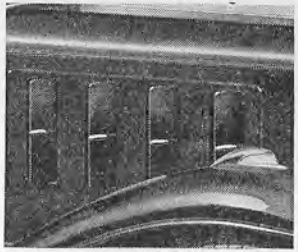
Windshield corner posts are formed in one piece with the cowl, which they join in a sweeping curve. A distinctive belt moulding, striped to harmonize with the body color, carries the streamlined effect from the cowl around the back of the car in an unbroken sweep. Carefully chosen colors and striping give the cars a touch of individuality. All mouldings, and the rain gutter around the top, are formed in one piece with the metal body panels. There are no mouldings *fastened* on.

Improved Frontal Appearance



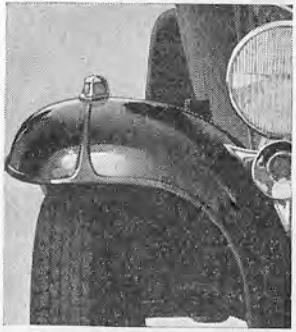
A new V-shaped radiator design adds much to the beauty of the 1932 Pontiac 6. Tapering slightly inward at the bottom, it follows the downward curve of the hood and body. A tapering vertical center bar on which the Pontiac 6 emblem is mounted, marks the center of the distinctive grille and a large chromed crank-hole cover harmonizes with the other chromed fittings.

Hood

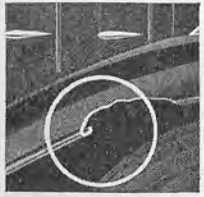


The new Pontiac 6 hood has a chromed moulding running lengthwise along the top which completely conceals the center hinge. Four adjustable hood ventilating doors on each side with streamlined chromed handles greatly improve appearance, and in the winter provide better temperature control. The single chromed handle which controls the hood fasteners has been improved to provide a comfortable hand grip and neater appearance. This convenient handle makes it easy to raise and lower the hood without leaning against the fender.

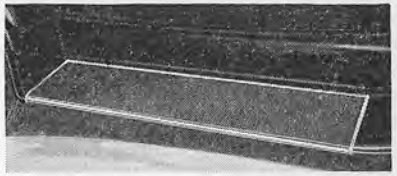
One-Piece Fenders



New, heavier fenders of massive design add to Pontiac's beauty and harmonize with the larger appearance of the entire car. Front fenders are of one-piece construction, with wide sweeping lines and attractive center bead from indicator lights to forward tips. Concealed gutters under the outer edge catch road splash and prevent it reaching the body. Hood sills are formed in one piece with front fenders which are joined below the radiator by a gracefully curving splash apron. Both front and rear fenders are deeply crowned to conceal the space above the wheel. This gives the entire car a pleasing low appearance. The tips of the rear fenders extend far down below the center of the wheels and flare out gracefully at the back.

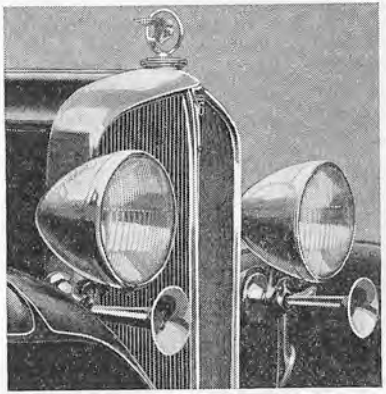


Running Boards and Splash Aprons



Running boards are of heavy steel supported by three strong step hangers riveted to the frame. A rubber covering of attractive ribbed design is securely joined to the running board and curves over the outer edge where it is bound with a chromed metal strip.

Lights



Streamlined headlamps on the Pontiac 6 are fully chromed and have crowned lenses. On the Custom models—Sport Coupe, Custom Sedan and Convertible Coupe—two chromed trumpet type horns are mounted beneath the headlamps.

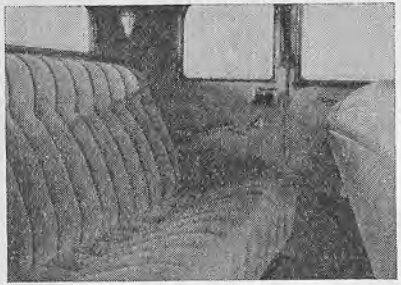
On all models, headlamps are mounted on sturdy chromed pedestal brackets which attach to the fender brace through the fender. This eliminates the use of a tie-rod between fenders, permitting an unobstructed view of the attractive radiator shell and grille. All wiring is enclosed. in lamp brackets.

Headlight beams are tilted up or down by means of a convenient foot button at the left of the clutch pedal. Fender indicator lights are lighted when headlight beams are downward or can be lighted independent of the headlights.

These new fender indicator lights are larger and streamlined so that they add much to Pontiac's appearance. They are also of great utility and safety value. Their long tapered opalescent lenses and full chromed shells add a touch of fleetness to Pontiac's long pleasing lines.

A streamline combination tail and stop light is mounted on the left side of the frame. The license bracket is above the tail light and the license and name plate are illuminated from a window in the top of the light. On Custom models—Sport Coupe, Custom Sedan and Convertible Coupe—two full chromed combination stop and tail lights are mounted, one on each side of the frame.

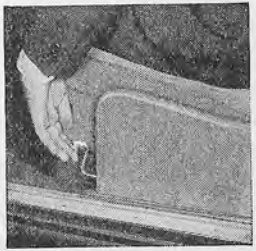
Body Interior



Inside, the Pontiac body presents a number of fine improvements. Leg room in both the front and rear compartments has been increased. The rear seat is two (2) inches wider and new high quality upholstery of mohair or whipcord harmonizes with the body color.

A new improved adjustment for the front seat enables the driver to adjust the seat instantly by simply lifting a convenient lever at the left of the seat, and sliding the seat to the desired position, where it locks automatically when his hand is taken from the lever.

Standard appointments include the following: Built-in ash receiver above the instrument panel in front compartment on all body types except the Convertible Coupe. Mahogany finish ash receivers on each side of rear compartment on five-passenger body types. Foot rest, arm rests, robe rail, and roller shades in rear compartment of all five-passenger bodies. Dome light in all but Convertible bodies. A felt backed rubber mat, with ribs arranged to facilitate

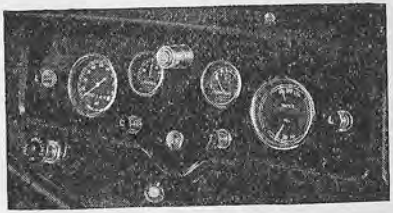


brushing out dirt, covers the floor in front. Custom sedan and sport coupe have carpet mat in front. High grade carpet is used in the rear on all body types.

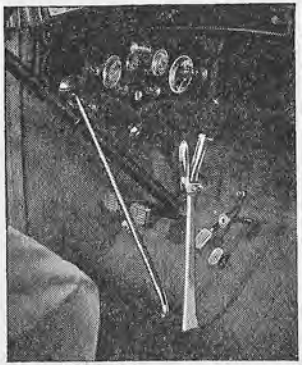
Chromed, crank-type window regulators raise and lower windows quickly and easily. All doors lock from inside by simply snapping door handles upward.

Seat cushions and backs are shaped to fit the body comfortably and are constructed to provide just the right degree of softness to make the longest ride one of complete comfort.

Instrument Panel



Pontiac has a three-panel instrument board with all instruments and buttons artistically grouped in the center panel. Instruments all have black dials with white numerals. They are larger and easier to read. Instruments include: Pointer type 90-mile speedometer, ammeter, electric gasoline gauge and combination water temperature indicator and oil-pressure gauge.

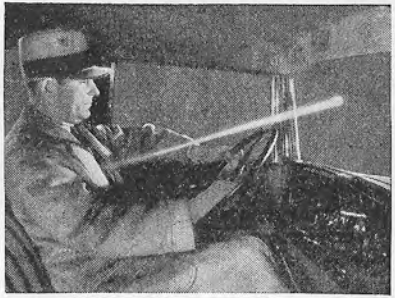


Controls

Controls located on the instrument panel are: Free wheeling, ride control, lighting switch, choke, ignition switch, throttle and separate switch for instrument lights. A double lighting arrangement for the instrument panel provides either direct lighting by an attractive hooded lamp above the center of the instrument panel, or indirect lighting by lights reflected on the instrument dials from behind the panel. A two-position switch controls the choice of instrument lighting. A handle beneath the instrument panel operates the cowl ventilator.

New type square pedals *mounted on the frame* have rubber pads of attractive design. A treadle type accelerator pedal with convenient foot rest increases Pontiac's handling ease. An improved parking brake lever with chromed handle is of tubular construction with the ratchet release rod running through the center. The hand brake lever s mounted on the floorboard instead of on the transmission. This prevents noise or vibration of the lever.

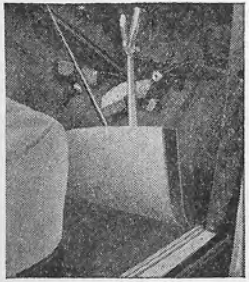
Windshield



Pontiac's Fisher VV (Vision-Ventilation) Windshield is tilted at a 10-degree angle which reflects the glare of headlights from behind downward below the line of vision. This slope also improves the appearance and reduces wind resistance. A wing type regulator handle replaces the crank type lift formerly used to raise the windshield. Direct ventilation without air blowing into the faces of front seat passengers may be had by raising the windshield. Indirect ventilation is provided by a wide cowl ventilator operated by a handle under the instrument panel.

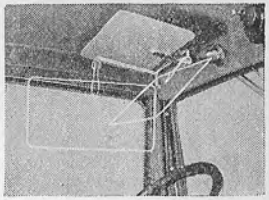
The windshield glass is bound around the edges with a *chromed moulding* which adds greatly to the appearance of the car.

Insulated Front Compartment



Pontiac's driving compartment is insulated against heat, cold and noise by a heavy felt pad on the dash, under the front floor mat and around all pedal and lever openings. This is a feature that is seldom found on low priced cars but it is a feature that Pontiac owners greatly appreciate. Ribs on the rubber mats are so arranged to facilitate brushing out dirt. Carpet mats in the Custom Sedan and Sport Coupe have heavy felt insulation.

Adjustable Sun Visor



Another new feature which adds greatly to driving comfort is an adjustable sun visor *inside* the car. This visor swings on a ball and socket joint at the end of a chromed arm attached to the forward left hand corner of the roof rail. It can be adjusted to shade the eyes from the sun, either from the front or side.