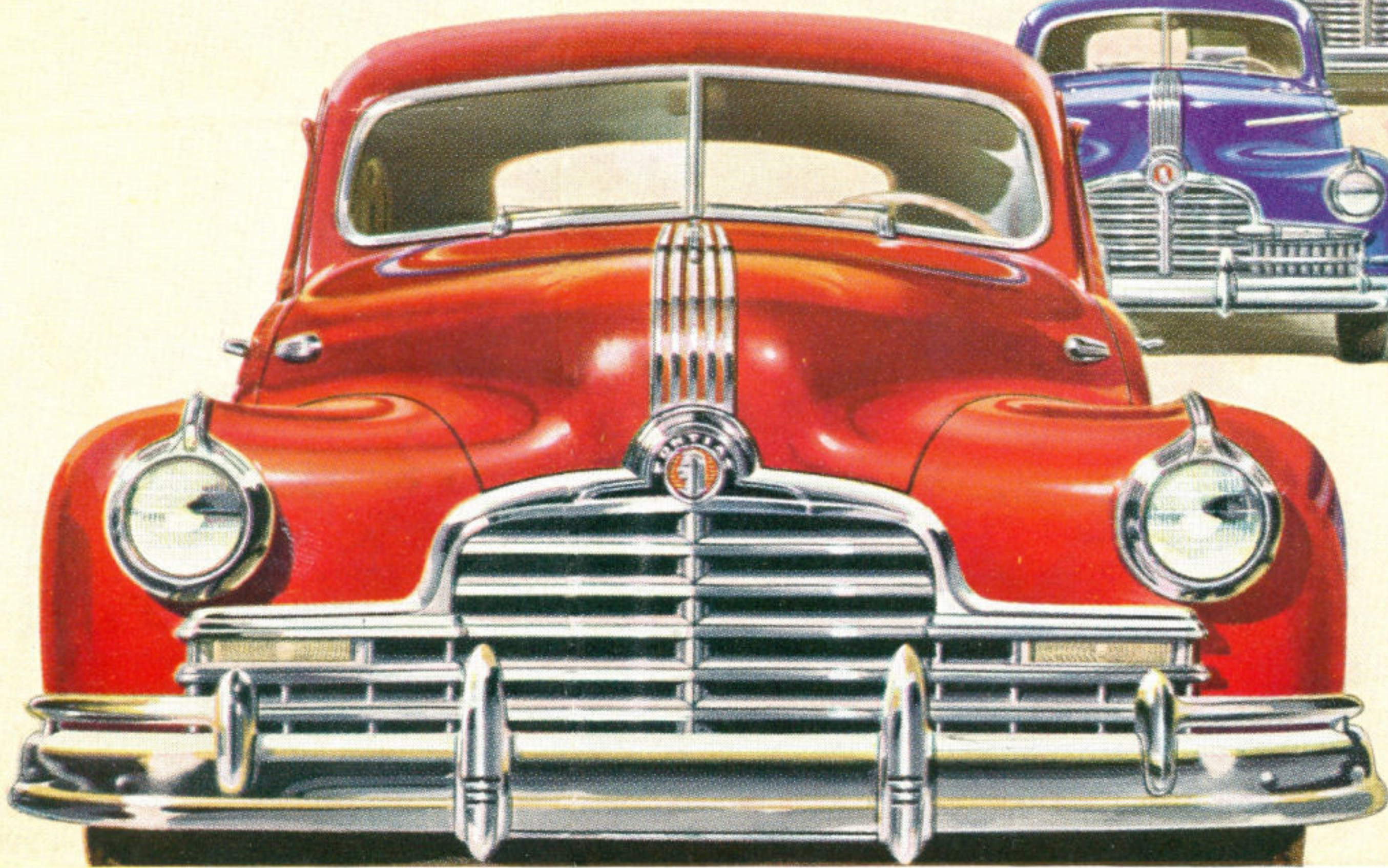


Finest OF THE
FAMOUS SILVER STREAKS



The NEW PONTIAC 

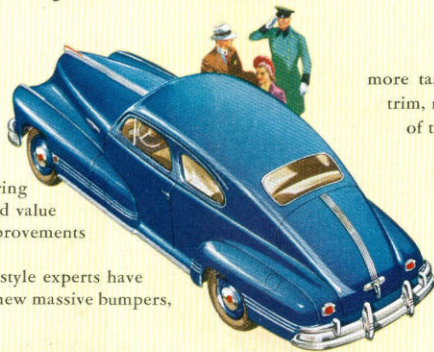
The *NEW PONTIAC*

WITH ALL OF ITS BASIC PRE-WAR QUALITY... *Plus* MANY NOTABLE IMPROVEMENTS...

In returning to automobile manufacture, following its all-out war production program, Pontiac has been governed by one fundamental: The 1946 Pontiac must be as good—or better—than its now famous prewar models.

This has been accomplished. Despite manufacturing problems, the new Pontiac has all the basic quality and value of its prewar predecessors *plus* an impressive list of improvements and refinements.

To the characteristic grace and beauty of Pontiac, style experts have added deft appearance touches. New front end styling, new massive bumpers,

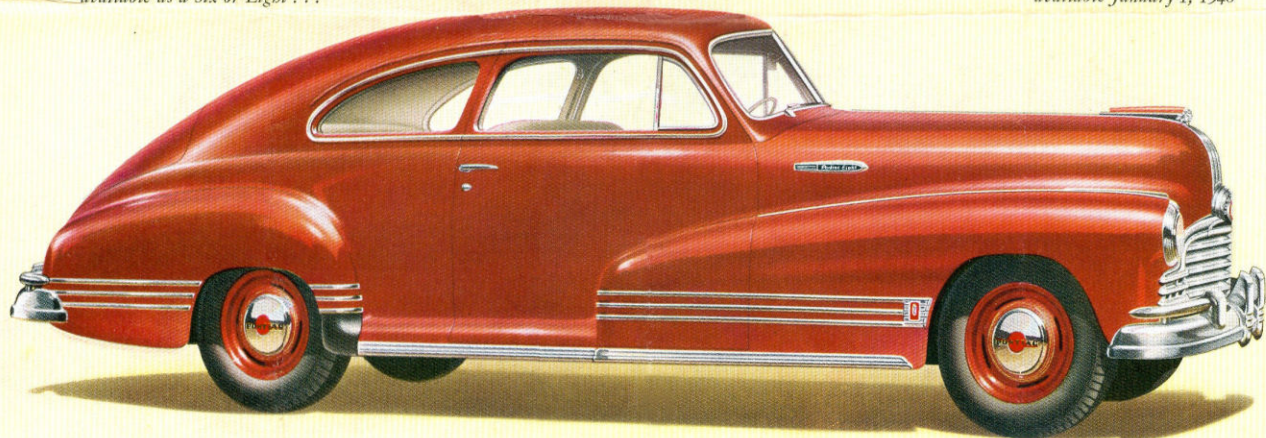


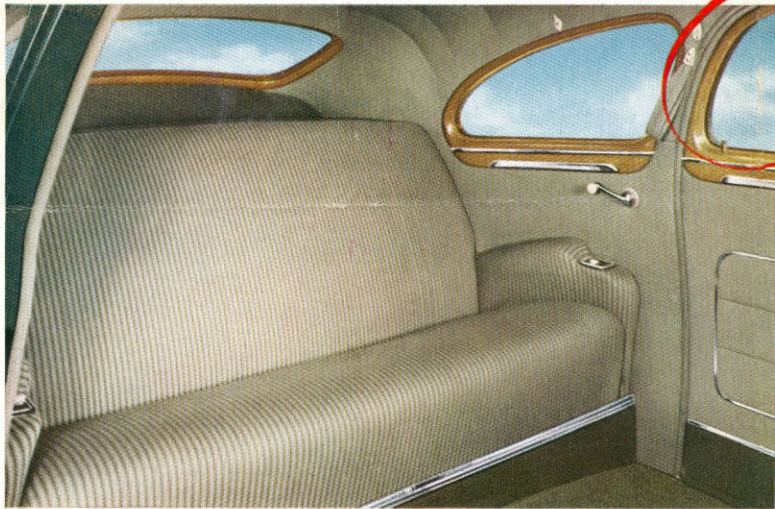
more tasteful arrangement of bright work, new interior trim, new instrument panel . . . these represent just a few of the appearance improvements.

Mechanically, the new Pontiac has been *increased* in value by improvements and refinements which are destined to add to Pontiac's reputation for long, economical and trouble-free performance. With improvements inside and outside, Pontiac for 1946 is better than the best Pontiac ever built . . . *the finest of the famous Silver Streaks.*

Car illustrated below is the 1946 Pontiac Sedan-Coupe available as a Six or Eight . . .

Four-door Sedans and Station Wagons available January 1, 1946





Rich ROOMY INTERIORS . . .

AND SCORES OF COMFORT FEATURES

Many an owner, in the peaceful days ahead, plans to spend countless hours *inside* his car. If you plan to travel the highways of America, on business or recreation . . . however you plan to use your new car . . . you will want the restful luxury, roominess and comfort that Pontiac provides in the low-price field. Seats are roomy, deeply cushioned and properly arranged for complete relaxation. Fabrics are rich, soft and smoothly tailored. Arm rests, foot rests, automatic interior lighting, Fisher No-Draft ventilation, adjustable seats—all the "tremendous trifles" of motoring comfort which once were available only in more costly cars—are present in the new Pontiac. It is this lavish array of more comfort, more luxury, more convenience that helps make the new Pontiac the *finest of the famous Silver Streaks*.

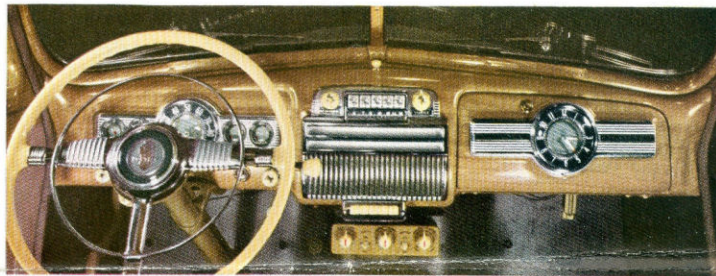


↑ **PONTIAC IS LUXURIOUS**—Yes, Pontiac *is* luxurious. The picture above of the spacious passenger compartment of the new Pontiac provides ample evidence that the luxury once available only in custom-built cars is now provided—in generous quantity—by Pontiac.

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



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



↑ **NEW INSTRUMENT PANEL**—Beauty, and the most modern functional design are combined in the new instrument panel. All controls are arranged to provide maximum comfort, safety and convenience for the driver. The finish is Fiddleback Walnut, tastefully embellished by chrome plated instruments.



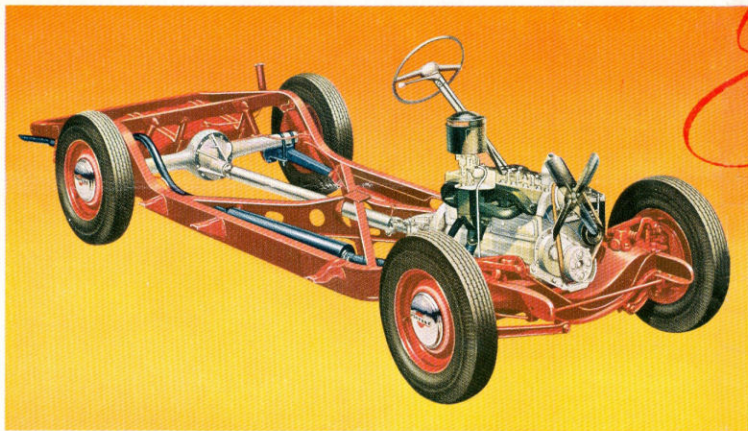
← **ARM RESTS**—Both front and rear seat passengers attain the comfort of convenient arm rests. Picture at left shows front seat arm rests. Convenient rear seat arm rests are built into the seat.

→ **ASH TRAYS**—The front seat ash receiver is centrally located on the instrument panel. Two ash receivers, built into arm rests, serve rear seat passengers.



Plus

- ★ New Interior Metal Trim
- ★ New Shadow Panel Trim
- ★ Fisher No-Draft Ventilation
- ★ Adjustable Front Seat
- ★ Automatic Interior Lighting



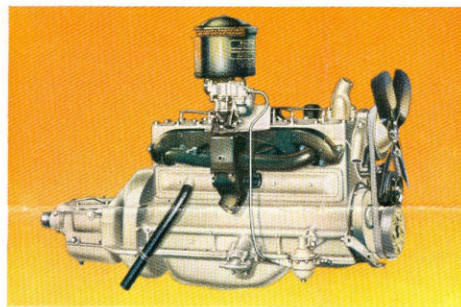
Time-PROVED MECHANICAL FEATURES . . . AND WARTIME IMPROVEMENTS

Against a background of some 50 billion miles of dependable, trouble-free transportation amassed during the national emergency, Pontiac presents its first post-war model. All of the time-tested mechanical features which enabled Pontiac to establish such an enviable prewar and wartime reputation for long life have been fully retained or *improved*. As a result, the 1946 Pontiac is an even better car than those famous Silver Streaks produced before the war, many of which have run 100,000 miles—or more—with a minimum of care and expense. Notable improvements have been made in such important units as manifolding, cooling, clutch, exhaust system, carburetor and in numerous other details. This is just another way of saying that today's Pontiac is truly the *finest of the famous Silver Streaks*.



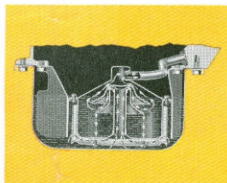
1946 CHASSIS—Pontiac's chassis continues to provide the basis for Pontiac's famous riding comfort, ease of handling and over-all durability and stamina. Impressive improvements have been made in clutch, wheel rims, battery brackets, muffler and tail pipe.

TRU-ARC STEERING—Pontiac's time-proved Tru-Arc steering, which enables both front wheels to turn on a natural pivoting pattern, provides the driver with positive control with a minimum of effort.



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

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

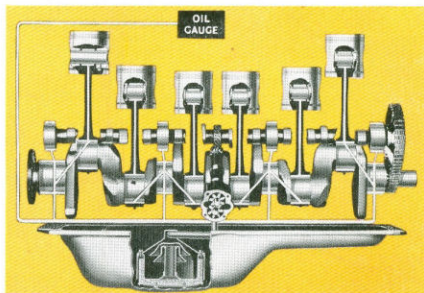


PERMANENT OIL CLEANER—Another factor in Pontiac's long life is its Full Flow Bail-in Permanent Oil Cleaner. Working automatically, it provides positive protection from damaging grit or dirt in the oil.



PISTONS—Millions of miles of the most satisfactory service have *proved* Pontiac's electroplated alloy iron pistons. Made of the same material as the engine block, they provide for equal expansion with the block. New for 1946 is a shot-peening process which increases piston pin life.

DUFLEX SPRINGING—Duflex Rear Springs, the basis of Pontiac's smooth, easy ride is fully retained in the 1946 Pontiac.



Plus

- ★ Improved Clutch
- ★ Improved Carburetor (on six)
- ★ Improved Cooling System
- ★ Improved Manifolding
- ★ Improved Muffler

Specifications OF THE 1946 PONTIAC FINEST OF THE SILVER STREAKS

ENGINE—Six-cylinder, L-head, bore and stroke $3\frac{9}{16} \times 4$ inches; piston displacement 239.2 cubic inches; max. horsepower 90; compression 6.5 (7.5 optional); counterweighted crankshaft weighs 86.5 pounds.

Eight-cylinder, L-head, bore and strokes $3\frac{1}{4} \times 3\frac{3}{4}$ inches; piston displacement 248.9 cubic inches; max. horsepower 103; compression 6.5 (7.5 optional); counterweighted crankshaft 80.5 pounds.

Common to both engines—Interchangeable steel backed white bearing metal alloy; Harmonic Vibration Dampener; Chrome nickel alloy pistons; timing chain; Full pressure, lubrication; Rifle-drilled connecting rods full-flow, permanent precipitation type oil cleaner; gusher valve cooling, water around all valves, tapered valve guides.

ELECTRICAL SYSTEM—Delco-Remy starting, lighting and ignition with full automatic control; 15-plate Delco battery, current and voltage regulator.

FUEL SYSTEM—Mechanical gasoline pump, air cleaner and silencer, single triple venturi carburetor on six, dual type on eight, automatic choke; tank capacity 17 gallons; thermostatic intake manifold heat control.

CLUTCH—Single disc $9\frac{1}{2}$ inches in diameter with ball release bearing.

TRANSMISSION—Synchromesh 3 speeds forward and reverse; semi-automatic gear shift.

FRAME—Straight "X" cantilever type.

WHEELBASE—122 inches; overall length, $210\frac{1}{4}$ inches.

STEERING GEAR—19:1 ratio, making steering exceptionally easy. 18-inch wheel; link parallelogram control with worm and roller gear.

INSTRUMENTS AND CONTROLS—All instruments conveniently mounted on instrument panel with adjustable illumination.

HEAD LAMPS—Sealed Beam with depressible beam and foot control on toe board.

AXLES—Front, link parallelogram type knee-action. Rear, semi-floating; hypoid gear. Standard axle ratio, 4.3 to 1. Economy axle with gear ratio of 3.9 to 1 or mountain axle with gear ratio of 4.55 to 1 optional at no extra charge.

WHEELS—Pressed steel, large chrome hub caps; 5-inch rims, 6.50 x 16-inch tires.

BRAKES—Multi-sealed Duo-Servo hydraulic brakes; moulded linings, emergency brake on rear wheels.

SPRINGS—Duflex variable rate leaf spring in rear, Delco Lovejoy shock absorbers; Front suspension coil type with Delco-Lovejoy shock absorbers.

GENERAL—Dual windshield wipers, dual horns, dual sun visors, dual tail lamps, cigar lighter, front and rear ash trays; automatic interior lighting; dash-controlled hood lock; automatic, non-interfering trunk door supports, side mounted spare tire for more roomy luggage compartment.

BODIES BY FISHER—Standard colors: Black; Mariner Blue; Parma Wine; Silver Wing Grey; Smoked Pearl; two-tone combinations (upper color first); Blue and Grey; light and dark Grey. Upholstery—Rendezvous Grey broadcloth with twin pin stripe.

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PRINTED IN U.S.A.—945

