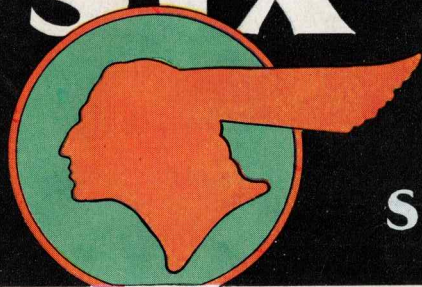
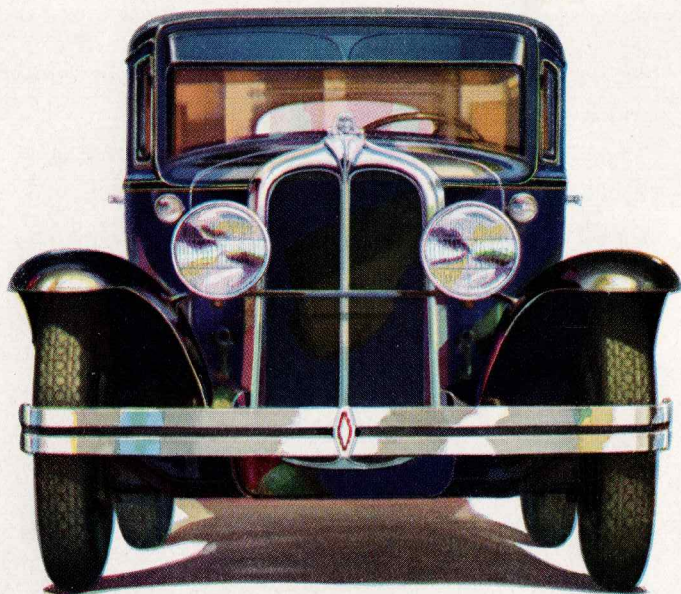


**PONTIAC**  
**BIG SIX**



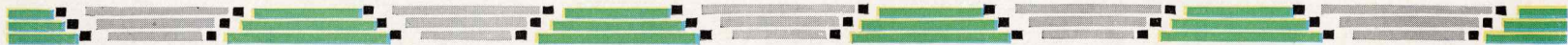
**SERIES-6-30**



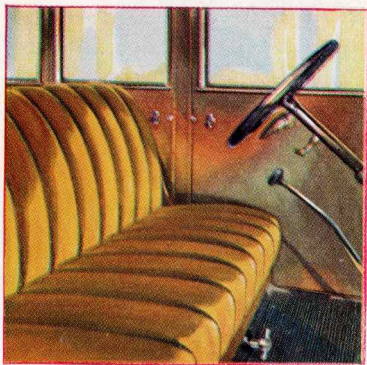
A FRONT view of the Pontiac Big Six shows the deep, chrome-plated shell of its cross-flow radiator. The distinctive vertical bar in the center of the radiator is also chrome plated, as are the headlamp rims, cowl lamps, the cowl band, and many other exposed bright parts. Note also the wide, full crown and flaring fenders. Chrome-plated headlamps on sport body types and the Custom Sedan.



SEEN from the rear, the Pontiac Big Six has the same low, graceful lines which distinguish its appearance from every angle. The rear fenders are full crown with the rear tip below the center of the wheels. The gasoline tank shield is of distinctive ribbed design. Standard equipment includes tire carrier with pressed steel supporting arms and approved combination tail light and stop light with tubular support.



## A FAMOUS NAME—A FINER CAR



WHENEVER an announcement regarding Pontiac is made, motor car history is written. This has been true ever since the first Pontiac was introduced in 1926, for each succeeding Pontiac since that time has served as a new pace-

maker for the field of low-priced sixes.

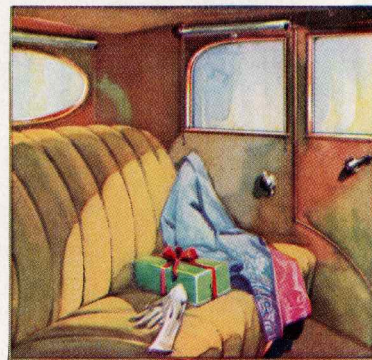
Today, it is the Series 6-30 Pontiac Big Six which fills the pacemaker's role. With its beauty, with its smoother performance, with its greater comfort and safety, this car represents a material improvement even over its own illustrious predecessors—and is beyond any question a great car made even greater.

Pontiac's bodies by Fisher have been enhanced in beauty by the use of a half-oval belt moulding, which starts at the radiator and continues the entire length of

the car, and the use of new attractive Duco color combinations is available at no extra cost.

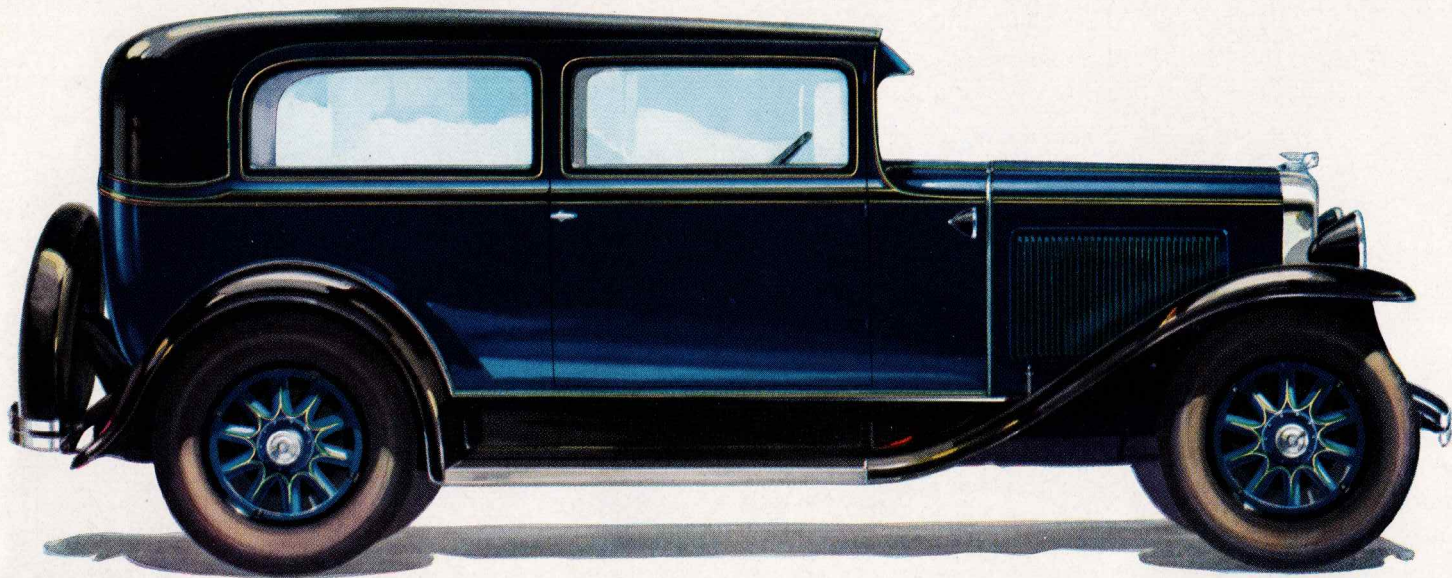
Greater smoothness in Pontiac's 200-cubic inch engine results from the use of an improved type of engine mounting. Greater safety has been assured by a perfected braking system and a new, slanting, nonglare windshield—greater handling ease by a new type steering mechanism. Improved Lovejoy hydraulic shock absorbers add to the riding comfort provided by the car. In addition, Pontiac speed, power, and pickup are, as ever, ready to be matched with the same qualities in any other low-priced car on the road.

And, of course, Pontiac economy and long life are what they always have been—the pride and satisfaction of all who drive the car.



# THE SERIES 6-30 PONTIAC BIG SIX

*Two-Door Sedan*

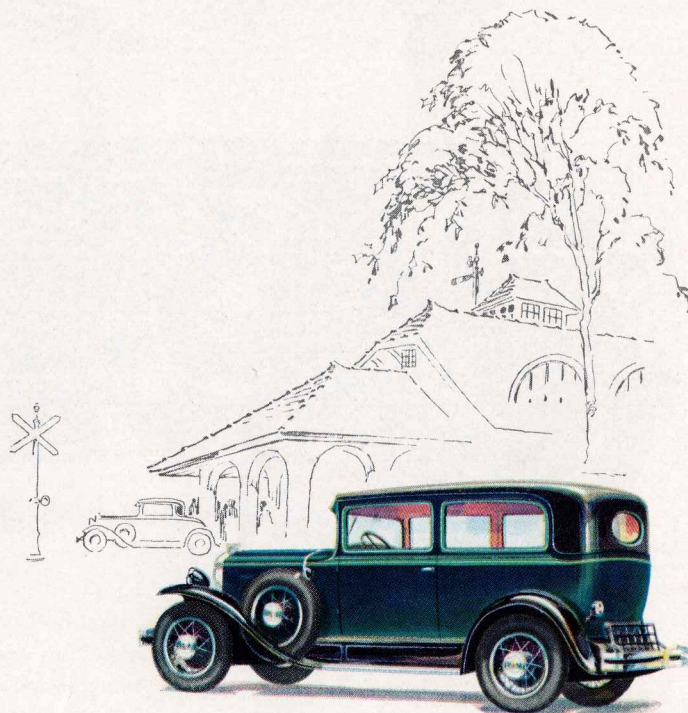


A FIVE-PASSENGER sedan body with metal top and rear quarters. Slanting windshield. Doors  $33\frac{5}{16}$  inches wide. Reveals around side and rear windows. Polished chromium cowl band. Specially designed body hardware. Lamps with chrome-plated rims.



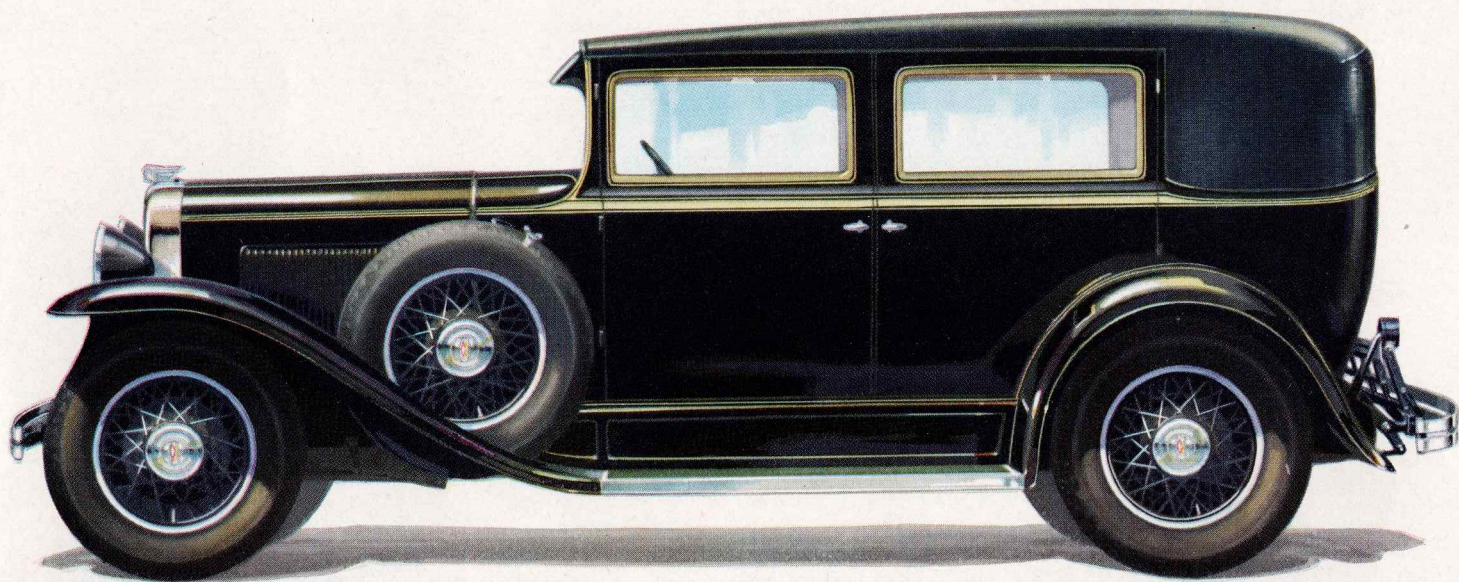
**N**OWHERE will you find a body style more admirably adapted to the needs of the modern family than that of the Two-Door Sedan. The distinctive beauty of its Body by Fisher fulfills completely the natural desire for a car of impressive appearance. The roomy comfort of its snugly enclosed interior is a safeguard for the health of children and adults as well. And such features as the slanting VV windshield to ward off headlight glare, the adjustable driver's seat, the deeply cushioned upholstery, and its long list of big car appointments, all contribute to the unusual pleasure you are sure to derive during the years of service which this fine car will give you.

Riding comfort is assured by Lovejoy shock absorbers. Numerous refinements include carpet in tonneau, convenient inside door lock controls, crank type window regulators on doors and rear windows, rear view mirror, dome light, and military type metal visor.

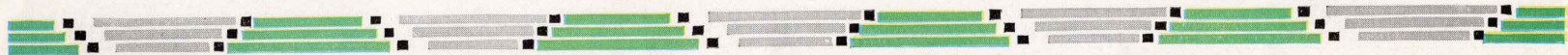


# THE SERIES 6-30 PONTIAC BIG SIX

*Four-Door Sedan*

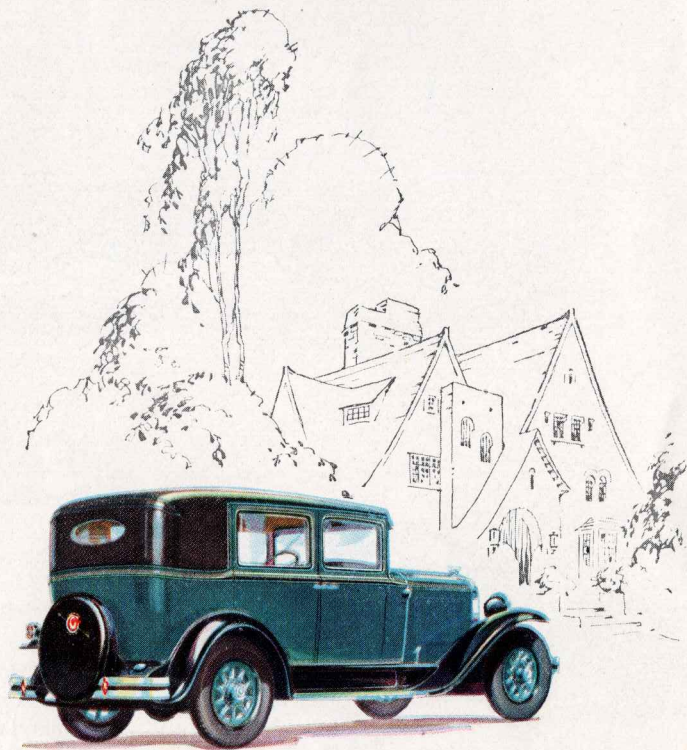


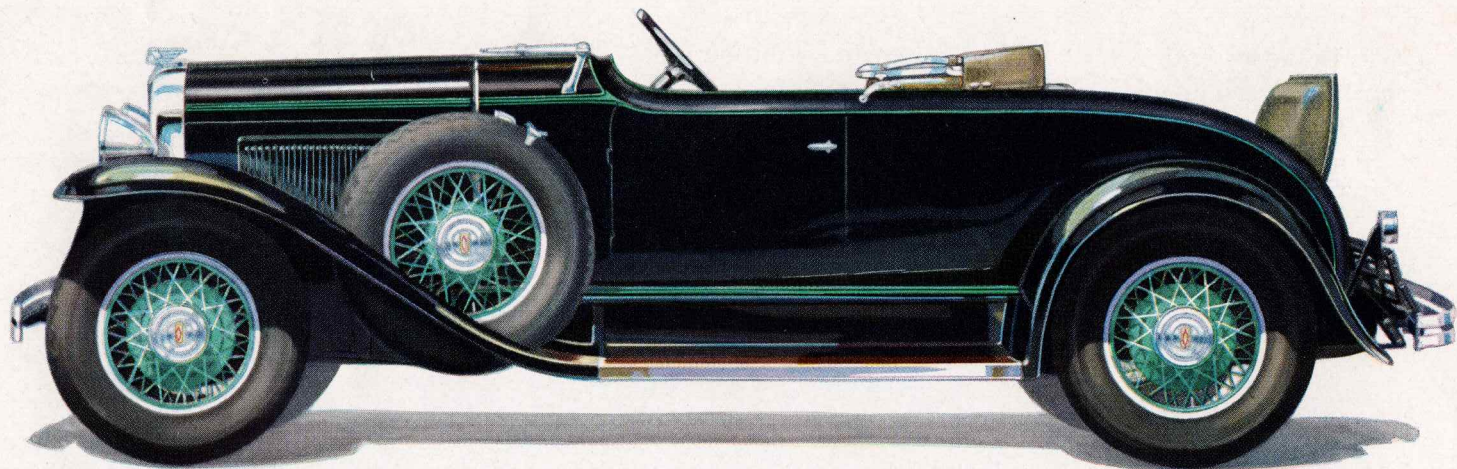
A ROOMY, five-passenger, close-coupled body with imitation leather top and rear quarters. Exposed bright parts are chrome plated, Lovejoy shock absorbers are included in the list price. Other items are the rear view mirror, military type metal visor, and convenient inside door lock controls. Special equipment, at extra cost, includes six wire wheels, six tires, trunk rack, front fenders with tire wells.



NEVER were Fisher body beauty and Pontiac mechanical excellence more happily combined than in the Pontiac Six Four-Door Sedan. This five-passenger close-coupled design grows more popular with each new season, and, with the many advancements included in the present car, is making a strong bid for new high records of favor. The new half-oval belt moulding is particularly striking on this model with its smart Duco body colors and its interior trim in harmonizing shades.

Like all Pontiacs the Pontiac Six Four-Door Sedan is an outstanding performer and a car of sturdy reliability. Big car comfort is assured by many features, such as the adjustable driver's seat, and the slanting VV windshield which virtually eliminates headlight glare during night driving. Standard equipment includes foot rest and robe rail—both with nickel-plated brackets, smoking case, dome light, rubber mat in front compartment, carpet in tonneau, and many other features.



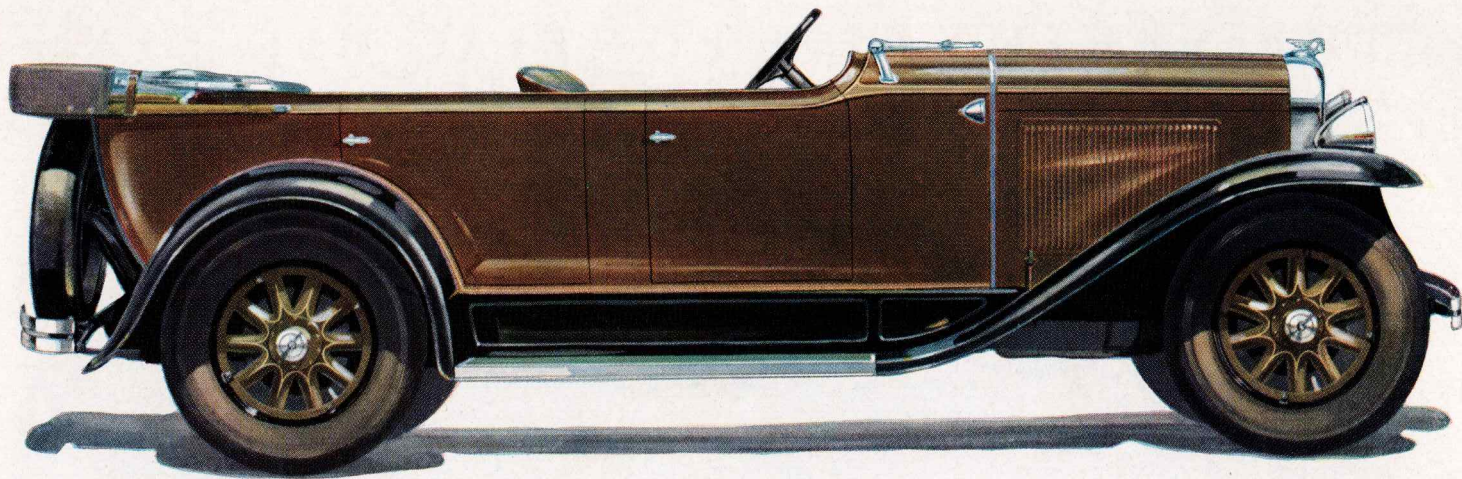


### *Roadster*

THE youthful motorist will find the Pontiac Big Six Roadster to be a car which completely fulfills his every motoring need. There is smart beauty in every body line. Its motor is big, smooth, powerful, and fast. Like all Pontiacs it offers remarkable handling ease, and it is also a comfortable car. Lovejoy shock absorbers assure riding comfort. The front seat is wide and roomy. And in the rumble seat which folds down into the rear deck there is ample room for a third and fourth passenger. The front seat and back cushions are of Spanish leather. The rumble seat is trimmed in fabrikoid. The door curtains are single pyralin panel, opening with the doors, and the rear curtain is removable. The gray double-texture material top is of chrome-plated slat iron construction with natural wood finish bows and a half-length top boot. Special equipment, at extra cost, includes six wire wheels and tires, trunk rack, and front fenders with tire wells.

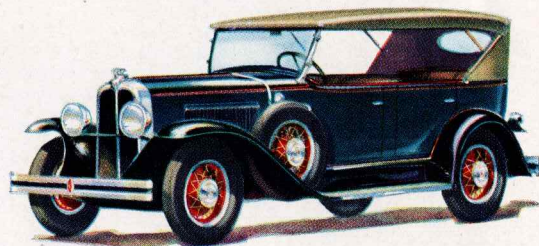






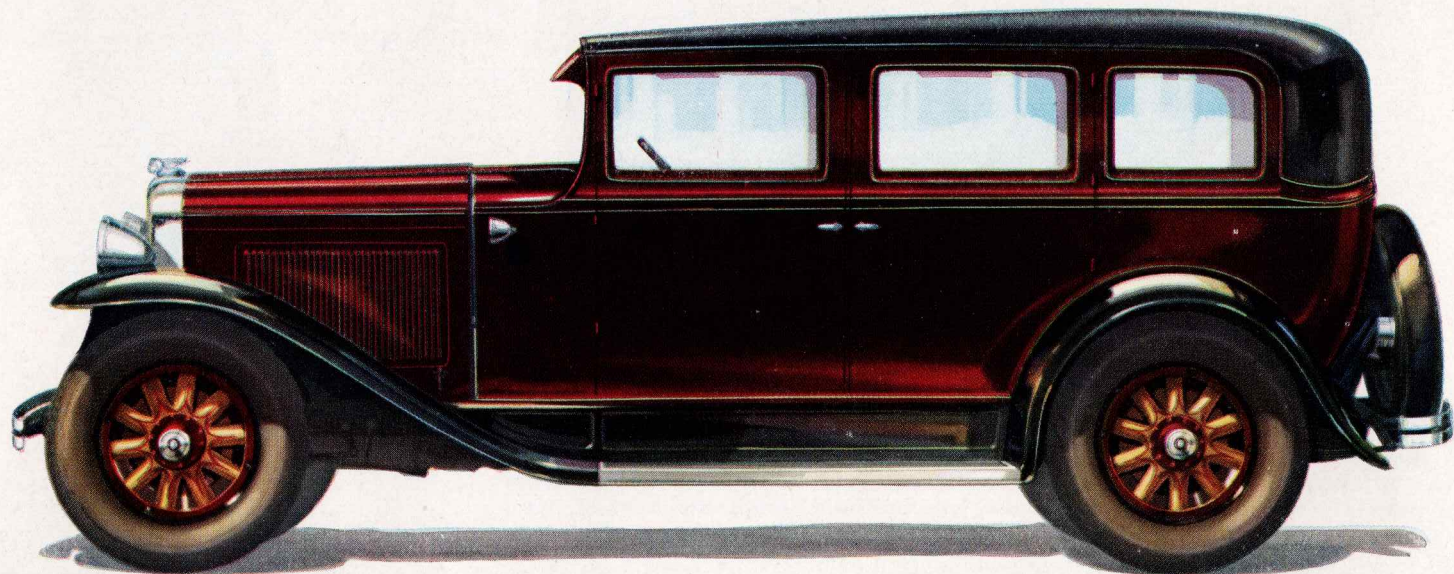
### *Phaeton*

**T**HE trim smartness of this five-passenger open model of the Pontiac Six has an appeal for every motorist. Its beauty is enhanced by the half-oval belt moulding, which begins at the radiator and completely encircles the Duco finished body. The one-piece, clear-vision, slanting windshield, largely eliminating headlight glare, may be folded forward to a horizontal position. The top is of gray double-texture material with a chrome-plated slat iron construction and natural finish wood bows, which fold into a narrow space. It is also fitted with a half-length boot. Cushions and backs are of Spanish leather. Windshield side arms, cowl band, door handles, head, side, and tail lamps are included in the chrome-plated equipment. Door curtains are single pyralin panel and open with doors. Carpet in rear compartment, Lovejoy shock absorbers are standard equipment. Special equipment available, at extra cost, includes six wire wheels and tires, fender wells for spares, and a trunk rack.

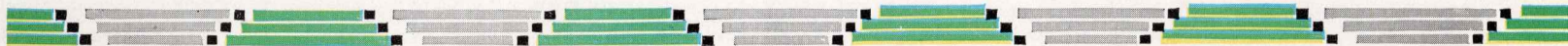


# THE SERIES 6-30 PONTIAC BIG SIX

*Four-Door Custom Sedan*



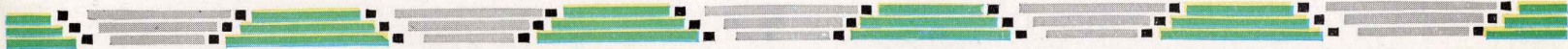
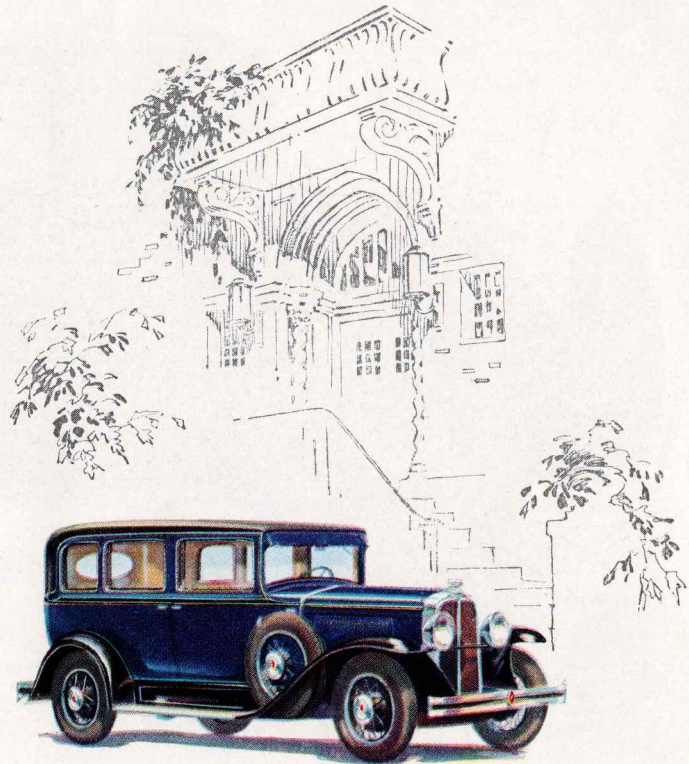
STANDARD equipment includes Lovejoy shock absorbers, automatic windshield cleaner, roller shades on rear and rear quarter windows, rear view mirror, dome light, smoking case, carpet in rear tonneau, military visor, crank type window regulators on doors and rear quarter windows.



THE big car style, beauty, and comfort of the Pontiac Six Four-Door Custom Sedan invariably suggests that this fine automobile belongs, in reality, up in the higher price class. And in truth it does offer every desirable quality of cars costing several hundreds of dollars more.

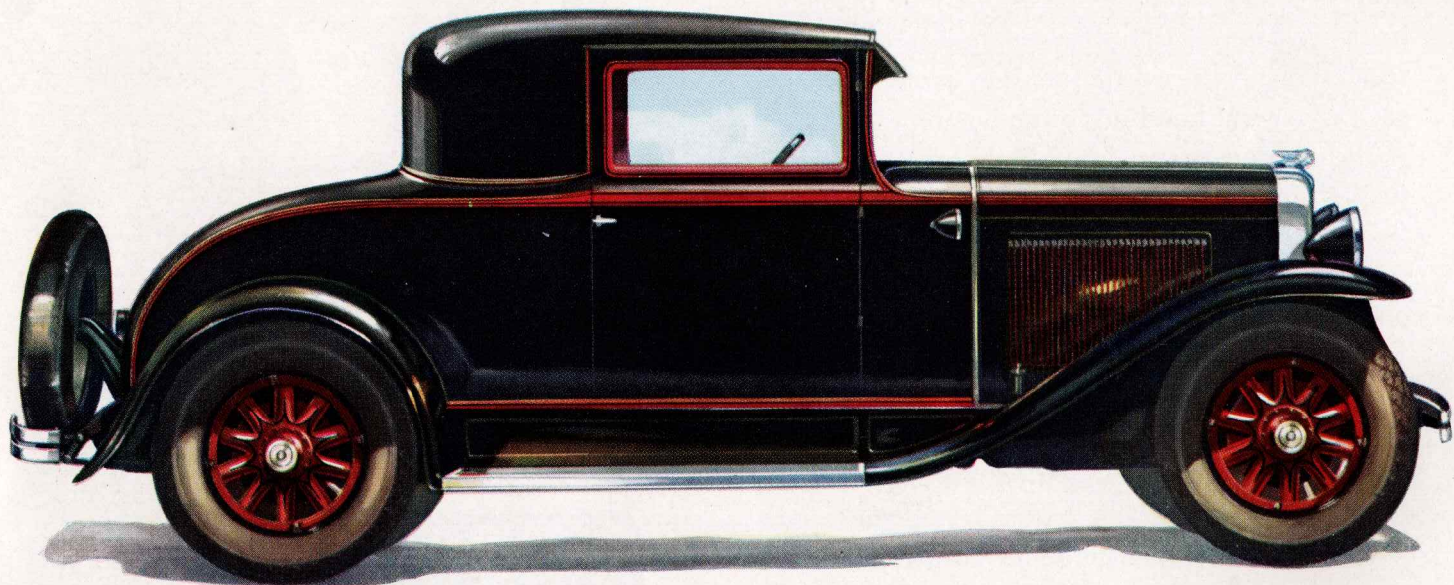
Its luxuriously appointed Body by Fisher with the attractive new half-oval belt moulding—its richly beautiful Duco body finish in smart color combinations—mohair upholstery—chrome-plated bright parts—natural finish wood wheels—and its long list of big car advantages place this fine product of General Motors far above the quality level which its low price implies.

There is ample room for five passengers. The doors are unusually wide and other comfort and convenience features include the adjustable driver's seat, smoking case, the slanting windshield which largely eliminates annoying reflections during night driving, and rubber caps slipped over the clutch and brake pedals to seal openings when pedals are in their normal position.



# THE SERIES 6-30 PONTIAC BIG SIX

*Coupe*



DRIVER's seat is fully adjustable, even while driving. Rear deck package space is  $39\frac{1}{2}$  inches long by  $45\frac{5}{8}$  inches wide by  $17\frac{3}{4}$  inches average height. Lovejoy shock absorbers are standard equipment included in the list price. Special equipment, at extra cost, includes six wire wheels, six tires, trunk rack, front fenders with tire wells.



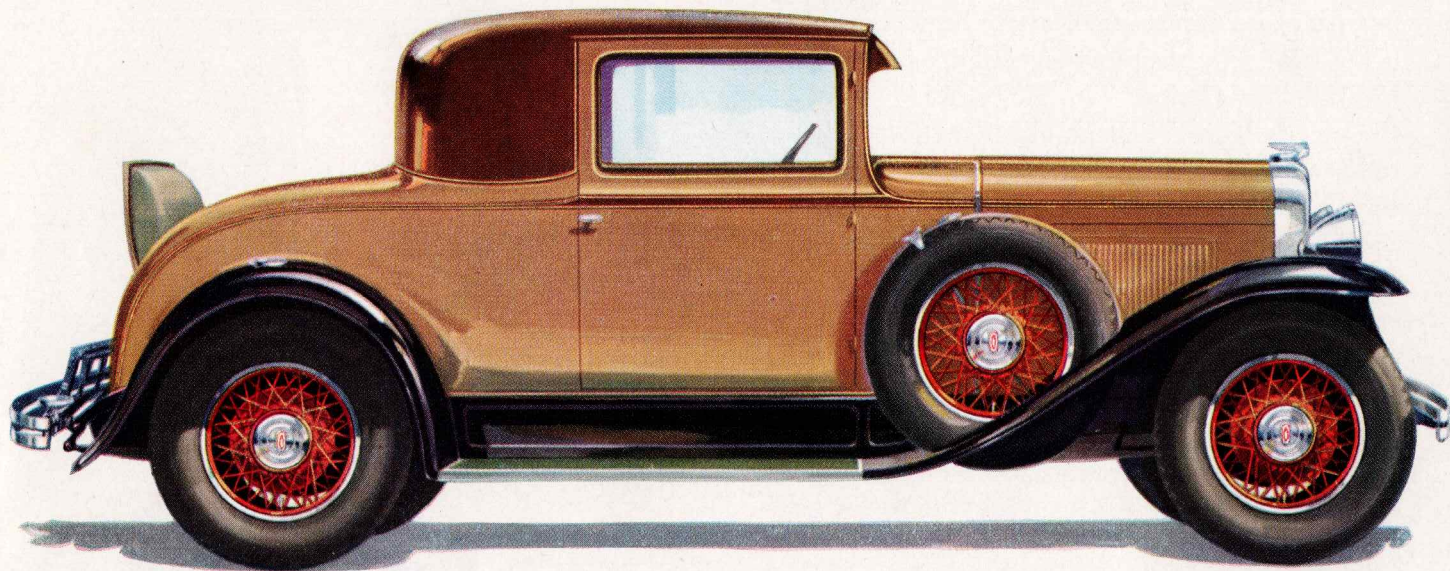
PONTIAC's widespread popularity as a car for business and professional use has been due in no small degree to the prestige-building grace and beauty of its appearance. These important characteristics are still further emphasized in the Pontiac Six Coupe. The Body by Fisher has the new half-oval belt moulding extending from radiator to rear deck. There are reveals around the side and back windows. The Duco finish comes in appealing new color combinations tastefully matched by the high quality of the upholstery. Chrome-plated bright parts add still further to the attractive appearance of the Pontiac Big Six. And in addition it provides such essentials for the business or professional man as the convenient package shelf back of the seat and the roomy rear deck compartment for bags and other luggage.

The many other features, standard on all Pontiac Sixes and which contribute to its smooth performance, long life, dependability, and economy, establish this car as the logical choice for those requiring fast, reliable, and convenient transportation.



# THE SERIES 6-30 PONTIAC BIG SIX

*Sport Coupe*

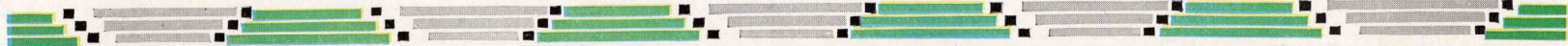
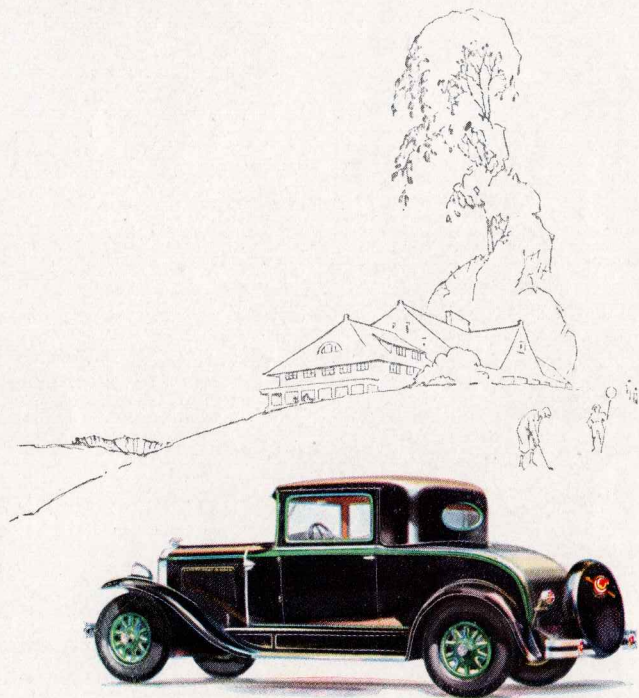


SLANTING VV windshield, as on all models, provides protection from glare during night driving. Standard equipment includes Lovejoy shock absorbers, automatic windshield cleaner, rear view mirror, metal visor, finished to match body, pattern floor mat, and many other features. Special equipment, at extra cost, includes six wire wheels, six tires, trunk rack, front fenders with tire wells.



**D**ESIGNED particularly to meet the requirements of the country club member and out-of-door sports enthusiast, the Four-Passenger Pontiac Big Six Sport Coupe is destined to win many a new friend by the sheer beauty of its lines. And how many more, as well, will it captivate by the smooth, eager flow of its power—the thrill of its lightning acceleration and breathless speed.

The driver's seat is fully adjustable. Space for two extra passengers is provided by the rumble seat which folds into the rear deck. The rear window is raised or lowered by a crank type regulator for communication with passengers in the rumble seat. The body finish is Duco and is offered in a variety of smart new color combinations. The upholstery of the front seat is mohair in harmonizing colors, while the rumble seat is trimmed in fabrikoid. A convenient package shelf is provided back of the driver's seat.



## Mechanical Details of THE SERIES 6-30 PONTIAC BIG SIX

**ENGINE**—Six cylinders, L-head, honed cylinders cast en bloc with crankcase integral. Removable head in two sections. Bore,  $3\frac{5}{16}$  inches; stroke,  $3\frac{3}{8}$  inches; displacement, 200 cubic inches. G-M-R cylinder head, 4.9 to 1 compression ratio. Water cooled with pump circulation, automatic thermostat control. Interchangeable bronze-backed bearings. Silent chain drive. Semisteel pistons with two plain rings and one oil drain ring. Alloy steel valves. Pressure feed regulated constant flow type lubrication system with pressure-suction crankcase ventilation. Harmonic balancer. Extra rigid crankcase reinforced by new ribs parallel and opposite to the crankshaft.

**ENGINE SUPPORTS**—4-point supports. All support brackets insulated from frame with rubber inserts.

**CRANKSHAFT**—Three-bearing counter-weighted type, weighing 53 pounds, statically and dynamically balanced. Bearing sizes: Front,  $1\frac{11}{16}$  inches diameter by  $1\frac{1}{2}$  inches; center, 2 inches diameter by 2 inches; rear,  $2\frac{1}{16}$  by 2 inches. Bronze-backed, babbit-lined interchangeable main bearings.

**CAMSHAFT**—Drop-forged steel, integral cams, cams and bearing journals, case-hardened and ground. Lift,  $\frac{1}{16}$  inch. Bearing sizes: Front,  $1\frac{3}{8}$  inches diameter by  $1\frac{1}{2}$  inches; center,  $1\frac{3}{8}$  inches diameter by  $1\frac{3}{8}$  inches; rear,  $1\frac{3}{8}$  inches diameter by  $1\frac{1}{4}$  inches. Lubrication by special oil pockets fed by spray from crankshaft. Silent drive with  $1\frac{1}{4}$ -inch chain.

**PISTONS**—Semisteel, made in matched sets  $3\frac{1}{16}$  inches in diameter with three  $\frac{1}{16}$ -inch rings. Piston pin,  $1\frac{1}{16}$  inches diameter. Piston pin, locked in piston by special aluminum plugs in each end of pin assures permanent fit.

**CONNECTING RODS**—Selected in matched sets, drop-forged, heat-treated. Lower bearing, 2 inches diameter by  $1\frac{1}{8}$  inches; upper bearing,  $1\frac{1}{16}$  inches diameter by  $1\frac{1}{16}$  inches; bronze lower bearing, high-grade babbit, accurately broached to size.

**VALVES**—High temperature resisting. Intake valves,  $1\frac{1}{4}$  inches clear diameter, nickel steel; exhaust valves,  $1\frac{1}{16}$  inches clear diameter, silicon chromium. Accessible for grinding by removing head. Valve spring dampeners. Tappets have long-wearing chilled cast-iron foot with steel stem; self-oiling, mushroom type.

**LUBRICATION SYSTEM**—Special design known as regulated constant flow type, pressure being taken care of by adjustable pressure release valve. Pressure feed from gear-driven pump to all main bearings, connecting rods, and timing chain. Submerged gear type oil pump driven off center cam shaft bearing. Valve compartment open to spray. Valve chamber provided with oil-tight coverings. Pressure gauge on instrument board. Oil filler and oil level gauge located on left side of engine. Oil capacity, 6 quarts. Pressure oil lubrication gun and fittings for chassis. Pressure-suction type crankcase ventilator.

**GASOLINE**—Gas pump feed and filter. Thirteen-gallon elliptical tank in rear provided with gasoline gauge on dash.

**MANIFOLD**—Three-port intake manifold with riser heated by exhaust gas from all six cylinders. Heat control valve in exhaust manifold, adjustable for summer or winter temperature conditions or for temperature between these extremes.

**CARBURETOR**—New  $1\frac{1}{4}$ -inch vertical, multiple jet type with accelerating pump and economizer, easily adjusted. Air purifier furnished.

**ELECTRICAL SYSTEM**—New metric spark plugs. Delco-Remy starting, lighting, and ignition. Semimechanical shift starting motor. Foot-controlled tilting beam headlights. Generator third brush current regulation. Automatic distributor. Six-volt, 80-hour storage battery. Side lamps for parking. Combination tubular section tail light and stop light. New Delco-Remy ignition coil lock.

**CLUTCH**—Dry single disc cushion drive type, ventilated and self-adjusting. One driven disc faced with long wearing lining. Outside diameter,  $8\frac{7}{8}$  inches. Six pressure springs, pedal adjustable to compensate wear, release bearing operates only when clutch is disengaged. Rubber cups seal opening around clutch and brake pedal slots when pedals are in normal position.

**COOLING SYSTEM**—Water, circulated by pump with balanced impeller; cellular type, cross-flow radiator with thermostat control; chrome-plated shell. Frontal area core, 393 square inches. Capacity, 13 quarts. Two-blade pressed steel 17-inch fan on pump shaft.

**TRANSMISSION**—Unit power plant type, selective sliding 3 speeds forward and reverse. Gears of heat-treated alloy steel accurately cut and finished. New Departure ball bearings for ten-spline main drive shaft. Bronze bushings for countershaft gears. Greater gear tooth area.

**FRAME**—Pressed steel channel section, 5 inches deep,  $1\frac{1}{4}$  inches wide. Straight side members. Tapers from front to rear. Five cross members including rear engine support. Integral bumper mountings. New design tire carrier.

**STEERING GEAR**—Hourglass type, hardened steel; worm-and-sector gear. Worm mounted on taper roller bearings and fully adjustable for wear. 17-inch steering wheel. Ebony finish rim with metal spider to match rim. 14 to 1 ratio for easy steering. Horn button, black to match, in center of steering wheel.

**INSTRUMENT PANEL**—New grouping of speedometer, gasoline gauge, oil gauge, and ammeter in center of

raised panel on instrument board. Instruments are individually mounted. On one side are placed the ignition lock and lighting switch buttons. On the other side are the choke and throttle control buttons. All instrument dials black with white figures. Illuminated by a shielded light in center of instrument panel.

**FRONT AXLE**—Heavy, drop-forged, I-beam, reversed Elliott type. Springs over axle. Ball bearings for wheel spindles. Ball thrust bearings on king-pins. Tie rod and drag link ball and socket connections have springs to automatically take up wear.

**REAR AXLE**—Heavy semifloating type, pressed steel banjo housing; spiral bevel drive gears. Heat-treated nickel steel pinion and ring gears. New Departure ball bearings used throughout except wheel bearings which are Hyatt roller type.

**WHEELS**—New conventional artillery wheels with steel felloes having ten massive spokes with large hubs and  $6\frac{3}{4}$ -inch diameter flanges. Equipped with 19 x 4-inch rims. Natural wood wheels on Four-Door Sedan. Special equipment, at extra cost, includes six wire wheels, six tires, trunk rack; front fenders with tire wells.

**TIRES**—Low-pressure, balloon cords, 29 x 5 inches, non-skid tread. Spare tire extra.

**BRAKES**—Improved four-wheel brakes of mechanical type, internal-expanding with 177 square inches of braking surface; parking brake hand lever connected to regular service brake on all four wheels. Rubber cups seal opening around brake and clutch pedal slots when pedals are in normal position.

**SPRINGS**—Semielliptic, front and rear. Length of front spring, 36 inches; width, 2 inches. Length of rear spring, 54 inches; width, 2 inches. Front spring, special quality carbon steel. Rear spring, silicon manganese steel. Spring shackles self-adjusting for wear. Lovejoy shock absorbers included as standard equipment at no extra cost.

**TURNING RADIUS**—19 feet 7 inches to left. 19 feet 7 inches to right. L.H.D.

**OVER-ALL LENGTH**—167 $\frac{5}{8}$  inches.

**WHEELBASE**—110 inches.

**ROAD CLEARANCE**—8 $\frac{3}{8}$  inches.

**BODIES**—Closed models built by Fisher, equipped with adjustable driver's seat. Specially designed hardware and interior fittings. Custom-selected upholsteries. Sloping VV windshield.

**UPHOLSTERY**—Coupe, Two-Door Sedan, and Four-Door Brougham Sedan upholstered in velours. Sport Coupe and Four-Door Sedan upholstered in mohair. Roadster and Phaeton upholstered in leather.

**SPRING COVERS**—Standard equipment, at extra cost. **LOVEJOY SHOCK ABSORBERS**—Standard equipment.

**BUMPERS AND FENDER GUARDS**—Standard equipment, at slight extra cost.

*We reserve the right to make changes or improvements at any time without incurring any obligation to install same on cars previously sold.*