

*Grandest Way
to Go Places!*





IT'S THE 1949

PONTIAC

STATION WAGON

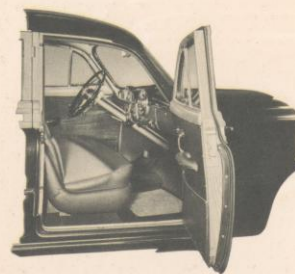
A Pontiac Through and Through!



All 1949 Pontiac Station Wagons have one-piece steel tops. In one swoop, Pontiac eliminates one of the perennial problems of Station Wagon owners! Not only does the steel top solve the maintenance problem, but it adds greatly to the colorful style, the quiet ride and the safety of Pontiac's great 1949 Station Wagon.

Like all Pontiacs—here's a car that grows on you from the first look. You're bound to like its sparkling smartness and brawny beauty—you are sure to appreciate the durability, safety and economy

of its solid steel construction, beautifully wood-trimmed. Most of all you'll like its economical performance, mile after mile, month after month with only the minimum of routine servicing.



Pontiac's new, wide doors are of rigid steel construction, highlighted by the rich beauty of mahogany panels and hardwood pillars. Doors are counter-balanced for easy swinging and are flush with the floor.



Look at that view through Pontiac's new, optically curved, wide-horizon windshield. And Pontiac's Safe-T-New Driver's View goes all around the car, too—with greatly increased glass area in all windows.



Handsome as modern jewelry and tailored for convenience—that's the story of Pontiac's 1949 Dial Cluster instrument panel. Everything is grouped for convenient use—including the new push-button starter.

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Here is the one car that fills every driving need! Far and away the finest Station Wagon buy in America—the big, handsome, rugged Pontiac for 1949. Here's a Pontiac you're bound to see everywhere—headed for the open spaces, for the camp-site, the favorite fishing spot, on shopping tours, at the school gate—in short, you'll see it wherever people go in style and comfort!



For the **Spartan** there's nothing like the convenience and dependable performance of the great Pontiac Station Wagon. Wherever your favorite sport takes you—in the lakes and streams, to the mountains or the "bird country"—go Pontiac!

For the **Tourist** who seeks the open road, the little-used trail, the over-night stop chosen at a moment's notice—a Pontiac Station Wagon offers everything. Sleep in the car, if you like—or sweep up to the smartest resort in Pontiac style.



For the **Comer** who likes to load up with equipment and take loads of traffic, a Pontiac Station Wagon will carry hundreds of pounds of luggage and take you anywhere a good car can go! For the long run—or the week-end in the country—what could be more practical or more fun!



Right Around Home your Pontiac Station Wagon will be on the go day after day, the year around. It's ideal for school trips, for winter shopping, for guests and their luggage, for quick picnics—in short, for all the things a bigger, more comfortable car can do.

For the **Hobbyist** with his prize dogs, his model planes, his enamel and paints, or a load of precious antique furniture—here is the ideal automobile. A Pontiac Station Wagon lets you ride in solid comfort—loaded to the gills!

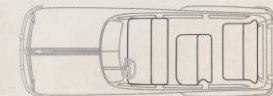


Your choice of TWO interiors



TWO SEATS—6 PASSENGER

Pontiac's Deluxe Station Wagon interior combines the luxury, ease and appointments of a sedan with the roomy usefulness of a Station Wagon. Plenty of room for six persons and loads of luggage—more than four feet of floor space between the rear seat and the bulkhead! Deluxe equipment includes Genuine leather and Bedford cord upholstery; genuine leather door trim, deluxe steering wheel, electric clock, chrome heater and body moldings; stainless steel rear heater guards, carpet between seats. (Plus Standard Equipment listed below.)



THREE SEATS—8 PASSENGER

Pontiac's Standard Station Wagon is designed with the same comfort as the Deluxe, but seats eight persons on a "3-2-3 Seating Plan." Both rear seats are removable and the rear seat may replace the intermediate seat. Even with all three seats in, there's loads of "carrying capacity." Equipment includes: Spare tire, tube and wheel; bumper and bumper guards; metal spring covers; dual mud-shield wheels; dual tail lamps; dual horns; dual air vents; permanent all-weather, eight-lighter, air receiver; automatic dome light; outside lock on both front doors.

1949 PONTIAC STATION WAGON SPECIFICATIONS

GENERAL

Engine—8 cyl.; L-Head; bore and stroke $3\frac{1}{4}" \times 3\frac{3}{4}"$; piston displacement 248.9 cu. in.; max. h.p. 104; comp. ratio 6.5 (7.5 optional); counterweighted crankshaft. **6 cyl.**; L-Head; bore and stroke $3\frac{3}{16}" \times 4"$; piston displacement 239.2 cu. in.; max. h.p. 90; comp. ratio 6.5 (7.5 optional); counterweighted crankshaft; Harmonic vibration dampener; long-life chrome nickel alloy pistons; full pressure lubrication; uniformly balanced connecting rods; permanent, precipitation-type oil cleaner; gusher valve cooling; tapered valve guides; water around all valves.

Electrical—Delco-Remy; fully automatic control; 15-plate Delco battery with visual filler necks; current and voltage regulator.

Fuel System—Mechanical fuel pump (vacuum booster on 8); air cleaner and silencer; single triple-venturi carburetor on 6, dual type on 8; automatic choke; 16 gal. tank; thermostatic heat control.

Clutch—Single disc, $9\frac{1}{2}"$ dia.; ball bearing release lubricated for life.

Transmission—Standard: Synchromesh; semi-automatic control. Optional at extra cost: GM Hydra-Matic Drive.

Frame—Box girder, 4-way cantilever type.

Wheelbase—120" (203 $\frac{7}{8}"$ over-all).

Steering Gear—22 $\frac{1}{4}$:1 ratio; 18 in. wheel; worm and roller type gear, link parallelogram control.

Axles—Front, link parallelogram-type knee-action; rear, semi-floating, hypoid gears. Standard axle ratio, 4.1 to 1; economy axle (3.9 to 1) or mountain axle (4.3 to 1) optional at no extra cost.

Brakes—Multi-sealed, Duo-Servo hydraulic; moulded linings; emergency brake on rear wheels. Cane type emergency brake hand lever.

Springs—Coil type in front; Duflex variable rate leaf spring in rear; Airplane Type Shock Absorbers front and rear.

BODY SPECIFICATIONS—STANDARD

This body model will be furnished on both the eight-cylinder and six-cylinder chassis. • Specifications will be the same as for those models except as noted: • Max. allowable weight—8 passengers or driver and 1050 lbs.

Over-all length—Tail gate open—219 $\frac{1}{2}"$ • Tail gate closed—203 $\frac{7}{8}"$ • Over-all height loaded—66 $\frac{1}{2}"$ • Number of passengers, including driver—8 • Number of seats—3.

Both rear seats removable to accommodate luggage • Rear full-width seat may replace intermediate seat.

Loading space back of front seat when rear seats are removed: Length (floor)—90 $\frac{1}{4}"$ (front seat forward) • Width above wheelhouse—56 $\frac{1}{2}"$ • Width inside wheelhouse—46 $\frac{1}{4}"$ • Average ceiling height—43".

Loading space back of intermediate seat when rear seat is removed: Length (floor)—49 $\frac{3}{4}"$ • Width above wheelhouse—56 $\frac{1}{2}"$ • Width inside wheelhouse—46 $\frac{1}{4}"$ • Average ceiling height—43".

Width front seat—58" • Width center seat—41" • Width rear seat—56 $\frac{1}{4}"$ • Number of doors—4.

Window regulators on all doors • Front window equipped with ventipanes • Arm rests on front doors only • Passenger car hardware • Automatic passenger car push button door locks.

Dome lamp lights when either front door is opened • Dome lamp switch at lamp.

Rear quarter windows divided • Rear half slides forward • Lift gate may be swung open and locked in open position • Tail gate opened adds 24 $\frac{7}{8}"$ to length of floor • Two recessed locks • Opening to loading space with tail gate and back window open: 49" wide by 35 $\frac{1}{4}"$ high • Glass—shatterproof all around • Garnish mouldings Pearl grey.

Construction—mahogany plywood panels, hardwood pillars and framing • Finish—inside and outside—clear lacquer • Sealer strips used throughout body to exclude dust and prevent squeaks.

All steel top painted to match color of car. Interior of top covered with imitation leather finished in light wood-grain pattern • Tubular steel seat frames • Improved cushion springs.

Upholstery—tan imitation leather. Seat framing enclosed by upholstery • Foot rest on back of front seat • Imitation tan leather covered sun visors • Rubber floor mats cover the floor forward of intermediate seat • Linoleum on floor back of intermediate seat.

Spare tire enclosed in compartment under rear of body • Rear springs designed to accommodate increased load • Special 16-gallon gasoline tank • Instrument panel and controls same as standard models • Dual tail and stop lights—automatic positioning.

BODY SPECIFICATIONS—DELUXE

Deluxe chrome moulding on fenders and doors • Chrome-plated gravel guards on rear fenders • Electric clock • Deluxe steering wheel.

Seats trimmed in genuine red leather and Bedford cloth • Back of seats also trimmed in genuine leather • Genuine red leather kick pads with stainless steel mouldings on doors • Four arm rests.

Floor covering; Rubber mat with simulated carpet insert in front compartment; carpet between front and rear seats and back of rear seat.

Space between back of rear seat and tail gate—level with top of rear seat—36" • Space between back of rear seat and tail gate at floor level—48 $\frac{3}{4}"$ • Width rear seat—57 $\frac{1}{2}"$ • Number seats—2 • Rear seat removable, if desired • Otherwise same as Standard Wood-Trimmed Station Wagon.

Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models.

GM HYDRA-MATIC DRIVE OPTIONAL AT EXTRA COST