



Wide-Track
PONTIAC
'62

America's Number One Road Car

Freshly styled from its twin-scoop grille to its cleanly curving taillights. New road-car size—longer, with a crisp, low silhouette. Built by performance specialists. Beautifully poised on Pontiac's straight-tracking Wide-Track stance. Pontiac '62 is the car for people who are doers and goers—like you!



People who relish
the spice of spirited action
find what they want in
Bonneville, with all the
style and fineness
they could wish for

If you look for the best of everything a car can be, you can rest your eyes right here. Sweeping beauty and an appetite for action make Bonneville the most provocative word in the language of driving. Just say the word. Make '62 your year for a Bonneville. The most luxurious way to go Wide-Tracking!

THE BONNEVILLE CONVERTIBLE COUPE





Up front in a Bonneville. Polished walnut and brushed stainless steel the full length of the instrument panel. Padded assist grip. Full instrument panel cushion. Custom steering wheel. Here's where the dedicated lover of luxury will sit in '62. Is it reserved for you?



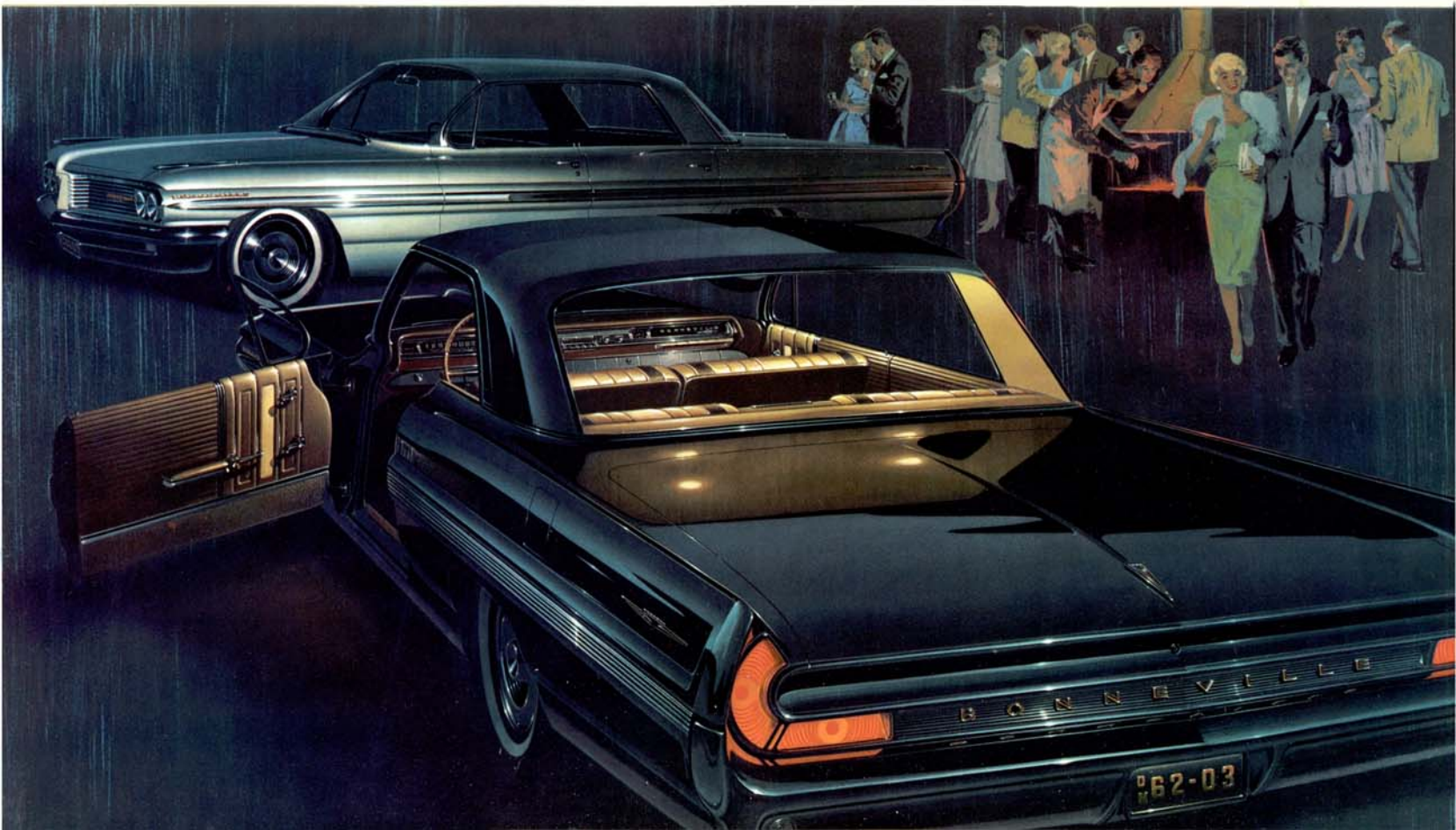
Bucket seats of Pontiac's exclusive high-icing design are optional at extra cost in the Bonneville convertible coupe. Upholstered in genuine leather combined with Jeweltone Morrokide. And they are separately adjustable, too.



Fine woven fabrics, Jeweltone Morrokide or real leather. Deep pile carpeting is door-to-door, of course, and every finishing touch is crafted to convey that special "Bonneville feeling."

Luxury comes alive in the '62 Bonneville, famous for its own brand of fashion and fire! The long, luxurious lines of a real road car. Storm-born action from the 4-barrel Trophy V-8 and its 303* horses. Interiors that could belong only in a Bonneville. Lavish touches like the walnut panel that extends the length of the instrument panel. Upholstery materials of top quality leather, Jeweltone Morrokide, fine woven fabrics. Everything about this top-drawer Pontiac is designed to make elegance electrifying. *With Super Hydra-Matic at extra cost.

FOREGROUND, THE BONNEVILLE SPORTS COUPE. BACKGROUND, THE BONNEVILLE VISTA





People who like pleasure
in big portions find
the Star Chief offers it
in full measure—in size,
excitement and
road-leveling comfort

Star Chiefs are visible at all times
of the year moving in a straight course to where
things are going on. Let the Star Chief name
on this proud Pontiac invite you to get acquainted
with the exceptional. The new, unruffled ride.
The serene new silence of a Star Chief under way.
An ease of handling that belies its size and
roominess. Comfort and good taste go
wherever this one goes.

THE STAR CHIEF VISTA



Star Chief distinction comes to you in two sleek models. The 4-door Vista and the 4-door Sedan. Both have an eagerness for covering ground. It comes from the 283 h.p.* Trophy V-8. And both offer a choice of tasteful interiors: Pyramid Pattern cloth



combined with Morrokide, or all-Morrokide in richly harmonizing colors. Full carpeting gives you luxury underfoot and vinyl-coated fabric gives you carefree beauty overhead. The impressive instrument panel is neatly padded. Every handle . . . every touch of metal trim . . . everything about Star Chief says "quality!" *With Super Hydra-Matic, optional at extra cost.

THE STAR CHIEF SEDAN





People who pack
each hour with 60
minutes of living find
the Catalina keeps the pace
at a price that's
easy to live with!

Commanding new style. "Cat-quick" performance!
Longer, 120-inch wheelbase in sedans and coupes.
It's got everything that makes '62 belong to Pontiac.
Isn't it time that a Pontiac should belong to you?
You'll never again be content with being just a
Pontiac-watcher when you discover how easy
Catalina makes it to own one!

750

THE CATALINA CONVERTIBLE COUPE.



Catalina takes you Wide-Tracking with unmistakable Pontiac form. Fresh new styling with all the quality and quietness you've missed in lesser cars. The heartbeat of this new breed of "Cat" is true Trophy V-8. Rated from 215 to 348. Pick the level of liveliness you like. And you can use regular gas if you specify the economy version of the Trophy V-8.



The Catalina is a road car in every respect—roominess, response and flawless handling. And if luxury is to your liking you can order the special Ventura Custom Interior, shown above. Why not start leaving Wide-Tracks wherever you go! It couldn't be easier than in a Catalina!

CATALINA VISTA. BACKGROUND, THE CATALINA SPORTS COUPE





You travel first class in a Catalina with so many extra driving conveniences that come as regular equipment in a Pontiac. Electric wipers, dual visors, foot-operated parking brake, automatic interior lighting, dual armrests front and rear, cushioned instrument panel, individually controlled air vents, crank operated ventipanes, foam front seat padding, full carpeting. All this plus cigarette lighter, ash trays and instrument panel snack bar. Interiors of cloth and Morrokide combinations or all-Morrokide are offered in a wide selection of colors with quality tailoring every stitch of the way. (See the Ventura Custom Interior on previous page if you're looking for real luxury.) Look them over. Then long for a Pontiac no longer. Catalina is primed and priced to start you Wide-Tracking right now.

FOREGROUND, THE CATALINA SPORTS SEDAN, BACKGROUND, THE CATALINA 4-DOOR SEDAN





THE BONNEVILLE CUSTOM SAFARI

Safari—that's Pontiac's word for wagons. Stylish and spacious with the hustle and handling that going people go for



Bonneville Custom Safari displays an elegance seldom seen in wagons. Lustrous Jewel-tone Morrokide, tailored and pleated with care. Deep loop pile carpeting and the other special interior touches that bear the Bonneville brand of quality.

There's only one Wide-Track wagon. Pontiac makes it. The name is Safari. From the cargo-cradling Wide-Track stance to its Trophy V-8-triggered response, the Safari is something special. It's built for people who don't want to leave their comfort behind when they go wagoning. If you like to travel surrounded by elegance, you'll favor the Bonneville Custom Safari shown here. It seats six and steals the scene everywhere it goes. The six- and nine-passenger Catalina Safaris (shown on the next page) transport evening clothes and honored guests just as smartly as garden tractors, camping equipment and kids. All but the front seats fold flush with the floor in both models. Concealed luggage compartment for valuables. Retractable rear window is power-operated on 9-passenger models, crank-operated on six-passenger Safaris (with power operation optional at extra cost). Don't settle for less than a Safari.

Take the helm of a Catalina Safari. Cast off and head for your favorite haunts. You'll notice at once how much Wide-Track balance and stability add to the enjoyment of driving a Safari. Pontiac's Trophy V-8 takes off effortlessly under full load. There's a new kind of quietness and smoothness uncommon in wagons. It comes from Pontiac's improved suspension and solid coachwork. All this doesn't take a Safari's mind off its work. It loves loads and boasts such a wide loading deck you can carry a 4' x 8' piece of plywood *flat!* Utility, beauty, performance, stability—that's the stuff Safaris are made of.



Catalina 6-passenger and Bonneville Custom Safaris—With second seat folded—3 passengers, almost 8 feet of load length or 36.2 sq. ft. of floor area (tailgate closed). Allowable load plus driver—1,050 lbs. Open tailgate adds over 2 feet of space.



Catalina 6-passenger and Bonneville Custom Safaris—With both seats up—6 passengers plus 300 lbs. of cargo... 5 feet of load length or 18.5 sq. ft. of floor area (tailgate closed). Allowable load with driver—1,050 lbs. Open tailgate adds over 2 feet of load space.



Catalina 9-passenger Safari—Capacity same as first and second seat arrangements (left). Nine-passenger capacity with foldable rear seat up. Electrically operated, dash-controlled rear window standard. (Extra-cost option on other Safari models.)



The Catalina Safari offers you interiors of Jeweltone Morrokide in five color choices. Here's durability in its most beautiful form. With these tasteful surroundings and the cushioned comfort of full carpeting, you never feel like just part of the cargo in a Safari.

LEFT, CATALINA 9-PASSENGER SAFARI. RIGHT, CATALINA 6-PASSENGER SAFARI





THE GRAND PRIX COUPE

A potent new kind of car
by Pontiac—Grand Prix!
The personally styled
car with the
power personality!

This new member of the Pontiac line has grille and rear deck styling all its own. And it's the lowest Pontiac of all—just four and a half feet from road to roofline. This custom-equipped, high voltage coupe called the Grand Prix comes with all this: A new 303 h.p. Trophy V-8 with 4-barrel carburetor and dual exhausts; center control console; tachometer; bucket seats; choice of five solid color interiors; full instrument panel cushion; acceleration rear axle ratio. Aluminum wheels, four-speed Synchronesh transmission, and Hydra-Matic are extra-cost options. (Both of these optional transmissions are floor-shift.) If you'd like to try a kind of driving that's like nothing else . . . get your hands on this one fast!





From the industry's
number one
engineering team . . .
America's number one
road car—Pontiac!



WIDEST STANCE ON THE ROAD. This is what accounts for Pontiac's road-clinging control, precision maneuverability and swayless behavior on curves and corners. Pontiac's track (the

distance between the two opposite wheels) is the widest of any American car. This eliminates off-balance weight of side overhang and puts more of the car between the wheels for greater stability. If you like the feeling of being in complete control, Wide-Tracking is *your* kind of driving.

MANY TROPHY V-8 POWER CHOICES. If performance experts had a Hall of Fame for engines, Pontiac's Trophy V-8 would have the place of honor. This free-breathing power plant is rated from 215 to 348 horsepower with a wide selection of engine-transmission-axle options to match the way you use your car. Newly designed intake manifolds provide faster warm-up to save gas from the start. And speaking of gas, the Trophy Economy V-8 runs on regular. For untiring roadwork, just tap the resources of a Trophy V-8.

SMOOTHER, QUIETER, ON THE GO. The bumps you don't feel and the sounds you don't hear are proof of the new smoothness and silence built into the '62 Pontiac. The tiring vibration of tar strips and other choppy road disturbances are all but eliminated by suspension refinements of the new "Cushion-Flex" ride. Further improvements in the design of control linkages isolate engine and road vibration from the driver. Quality is the word for it. Pontiac is where you'll find it.

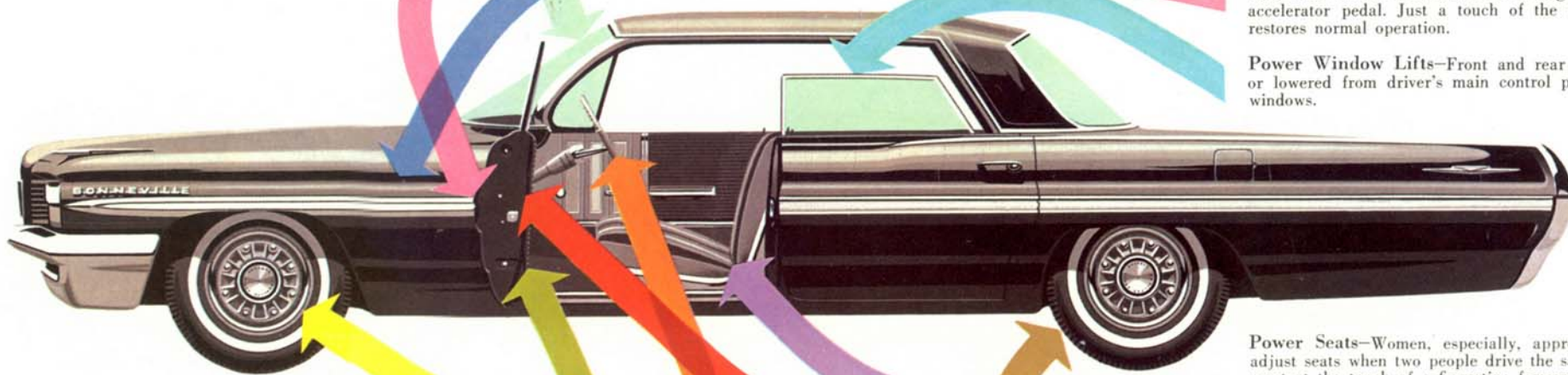
NEW STEERING GEOMETRY. Shorter turns, better steering. Both have been accomplished by Pontiac's new steering geometry for '62. Turning radius has been reduced as much as 3½ feet, making parking and driving in close quarters easier. And the angle of the wheels while making a full turn has been changed to reduce "tire scrubbing."

QUIETER, SMOOTHER-SHIFTING HYDRAMATICS*. Even things as small as a gear tooth get full attention from Pontiac engineers. A significant advance in gear cutting science, for example, has resulted in quieter operation of Pontiac's Hydra-Matic transmission. New shift calibration has achieved smoother operation, improved performance. For the utmost in efficiency and smoothness in automatic shifting, choose Pontiac's Hydra-Matic.

FOUR-SPEED STICK* FOR TIGERS. Performance enthusiasts, please note. Here's a Pontiac offering especially for you. The full satisfaction that comes from "four-on-the-floor" is yours with Pontiac's floor shift, fully synchronized 4-speed transmission. This is a precision box that packs true Pontiac excitement in every one of the four speeds forward.

LUBRICATION THAT LASTS . . . AND LASTS . . . AND LASTS. Your Pontiac is thoroughly and completely lubricated by Pontiac experts with a special long-lasting lubricant before it leaves the factory. Under favorable conditions you can enjoy 4,000 smooth miles between oil changes. The rear axle, Synchromesh transmission and engine distributor are lubricated for life. Change of Hydra-Matic fluid required only once every 25,000 miles. This carefree economy is all part of the new pleasure of owning a Pontiac.

*Optional at extra cost



Here are the individual options and accessories you can order to "customize" your Pontiac just the way you want it

"Soft-Ray" Glass—Reduces glare and summer heat. Fully tinted glass cuts headlight glare for easier nighttime driving, too.

Circ-L-Aire Air Conditioning—Does so much more than just keep you cool. Air conditioning is a year 'round comfort that gives you all-season temperature just where you want it. Filters out dust and pollen. Lets you close out traffic noise. Eliminates window fogging when driving in the rain. You drive refreshed wherever you go in your air-conditioned Pontiac.

Magi-Cruise—Takes the "foot fatigue" out of turnpike driving. Automatic control retains throttle setting with foot removed from accelerator pedal. Just a touch of the toe on the brake pedal restores normal operation.

Power Window Lifts—Front and rear windows can be raised or lowered from driver's main control panel or from individual windows.

Power Seats—Women, especially, appreciate this easy way to adjust seats when two people drive the same car. Six-way adjustment at the touch of a fingertip: forward, backward, up, down—plus forward and backward *tilt* to permit you to change your posture while driving and minimize fatigue on long trips.

"Wonder Bar" Radio—Just touch the selector bar and this radio does the rest. It actually hunts out the strongest stations and tunes them in automatically. Handy pushbuttons can be pre-set for local stations.

Aluminum Wheels—Inspired by the performance specialists, these exclusive wheel hubs and brake drums have fins that set up a stream of cooling air which makes brakes virtually immune to "fade". And the finned hubs add a custom touch to any Pontiac.

Safe-T-Track Differential—Delivers power in direct proportion to the grip of each rear wheel. You won't get stuck in mud or snow if either wheel maintains traction.

"Wonder-Touch" Power Steering—Effortless steering without losing a bit of Pontiac's fine feel of the road. Less than two pounds of steering effort normally required. Here's fingertip parking that doesn't sacrifice the positive "return" you want after cornering.

New "Wonder-Touch" Power Brakes—Even sudden stops are surer, smoother, easier with Pontiac's power brakes. Positive stopping power with just the slightest pressure on the pedal makes stop and go driving a greater pleasure, too.

Just check off the groups of **FACTORY-INSTALLED ACCESSORIES** you'd like your Pontiac to have. And be sure to ask your dealer or salesman about the many other Pontiac-engineered items available for specialized needs.

Basic group:
Super De Luxe radio
• Back-up lamps
• Air foam front seat cushion
• Heavy-duty air cleaner.

De Luxe Basic group:
Separa-Phonic rear speaker
• Back-up lamps
• Air foam front seat cushion
• Heavy-duty air cleaner.

Mirror group:
Outside rear-view mirror
• Inside non-glare tilt mirror
• Visor vanity mirror.

Safety group:
Windshield washers
• Safeguard speedometer
• Instrument panel cushion (standard on Bonneville and Grand Prix).

Lamp group: Glove compartment lamp
• Luggage compartment demountable extension lamp (under hood on Safaris)
• Courtesy lamps (standard on Catalina Convertible and Bonneville)
• Lighter and ash tray lamps
• Parking brake warning lamp.

Decor group: Catalina only: Custom steering wheel
• De Luxe wheel discs
• Custom trim mouldings
• Right-hand extra ash tray for passenger.

SPECIFICATIONS

CHASSIS

FRAME: Perimeter design with box section structure. Entire passenger compartment is encircled by heavy steel side members. Five crossmembers join parallel side bars for engine and body mounting. Frame design varies to meet requirements of individual body styles.

WHEELS AND TIRES: 14 x 6K steel disc wheels with 8.00 x 14 four-ply low pressure tubeless tires. 8.50 x 14 standard on Safari Station Wagons and all cars equipped with air conditioning, available on all models at extra cost.

FRONT SUSPENSION: Ball joint independent front suspension with upper control arms pivoted on threaded bushings. Lower control arms have new dual rate rubber bushings. Large diameter, low rate coil springs, hydraulic shock absorbers, compound anti-dive control. Torsion-action front stabilizer bar.

FOUR LINK REAR SUSPENSION: Angle-mounted upper and lower control arms, large diameter, low rate coil springs, angle-mounted hydraulic shock absorbers. Drive and torque taken through rubber cushioned control arms.

STEERING: Link parallelogram with recirculating ball bearing gear—both manual and power. Over-all ratio, manual—29:1, with optional power, 22.5:1. Power Steering optional at moderate extra cost.

BRAKES: Air cooled, internal expanding hydraulic type. Two shoe, single anchor. Drum diameter—front, 11", rear, 11". Total area, 191 sq. in. Foot-controlled parking brake

operates on rear service brake system. Vacuum power brakes optional at low extra cost.

TRANSMISSION AND DRIVE TRAIN: Hydra-Matic transmission optional at extra cost. Two 3-speed synchromesh transmissions. 4-speed synchromesh transmission optional at extra cost. 10.5" clutch. Tubular driveshaft with two universal joints. Semi-floating hypoid rear axle. Safe-T-Track semi-locking differential optional at low extra cost.

BODY

CONSTRUCTION: Fisher all-steel body with reinforced side rocker panels. Counter-balanced double hood and trunk construction. Laminated Safety Plate Glass in windshield and Venti-panels. Solid Tempered Plate Glass in all other windows. "Magic-Mirror" acrylic lacquer on all models. Circ-L-Aire outside air heater and defroster std. on all models.

ELECTRICAL SYSTEM: 12 volt system, 53 amp battery with 8.6:1 compression ratio engines, 61 amp battery with 10.25:1 or 10.75:1 engines. Extra-capacity system available on special order.

GENERAL BODY DIMENSIONS: See table at right.

ENGINE

GENERAL DESCRIPTION: Trophy V-8—short stroke, 90°, V-8 design. Aluminum valves. Hydraulic valve lifters. Bore and stroke 4.06" x 3.75". Displacement 389 cu. in. Alloy cast iron block, 5 main bearings with 3" journals. Balanced

flow cooling system pumps water directly into each side of the cylinder block equally. Quad gallery lubrication system. Taxable horsepower 52.8.

FUEL SYSTEM: Choice of 2-barrel, 4-barrel, or 3-2 barrel downdraft carburetion (see table). Disposable type fuel filter. Automatic choke. Centrifugal and vacuum control of distributor spark advance. Heavy duty air cleaner and silencer, optional at extra cost.

EXHAUST SYSTEM: Single reverse flow system standard on most models. Dual reverse flow system standard on Grand Prix, optional at extra cost on other models.

HORSEPOWER AND TORQUE RATINGS: See chart.

NOTICE: All options noted herein, including whitewall tires, Decor Group, and radios illustrated on some models, are extra-cost equipment unless otherwise specified. Reference to interior leather applies to prime surface area of seat cushions and backs except for decorative accents and panels. Ask your dealer for all price information on any model or special equipment you desire.

Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, materials, equipment, specifications, prices and models—and also to discontinue models. The right is also reserved to change any specifications, parts, or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change.

PONTIAC MOTOR DIVISION • GENERAL MOTORS CORPORATION

ENGINE PERFORMANCE AND POWER TEAMS

Engine	Trophy V-8 2-BBL Std.		Trophy V-8 4-BBL Std.		4-BBL Carburetor Optional		Trophy V-8 w/Tri-Power 3-2 BBL		Trophy V-8 Economy Special 2-BBL		Trophy V-8A	
	Standard Trans. Catalina and Star Chief	Hydra-Matic Trans. Catalina and Star Chief	Standard Trans. Bonneville Only	Grand Prix, Bonneville with Hydra-Matic	Manual Trans. Catalina and Star Chief	Hydra-Matic Trans. Catalina and Star Chief	Heavy Duty 3-Speed or 4-Speed Manual Trans.	Hydra-Matic Trans.	Hydra-Matic Only	Hydra-Matic Only	Heavy Duty 3- or 4-Speed Manual or Hydra-Matic Trans.	Heavy Duty 3- or 4-Speed Manual or Hydra-Matic Trans.
Compression Ratio	8.6:1	10.25:1	8.6:1	10.25:1	8.6:1	10.25:1	10.75:1	10.75:1	8.6:1	8.6:1	10.75:1	10.75:1
Max. Horsepower At R.P.M.	215 @ 3600	267 @ 4200 (C) 283 @ 4400 (S)	235 @ 3600	303 @ 4600	235 @ 3600	303 @ 4600	318 @ 4600	318 @ 4600	230 @ 4000	230 @ 4000	333 @ 4800	348 @ 4800
Max. Torque At R.P.M.	390 @ 2000	405 @ 2400 (C) 413 @ 2800 (S)	402 @ 2000	425 @ 2800	402 @ 2000	425 @ 2800	430 @ 3200	430 @ 3200	380 @ 2000	380 @ 2000	425 @ 2800	430 @ 3200
Horsepower Per Cu. In. Of Engine Displacement	.553	.686 (C) .728 (S)	.604	.779	.604	.779	.817	.817	.591	.591	.856	.894
Standard Rear Axle Ratio	3.23:1	2.69:1 (C)* 3.08:1 (S)	3.23:1	3.42:1 (G Manual) 3.23:1 (G Hydra-Matic) 3.08:1 (B)	3.23:1	2.69:1 (C)* 3.08:1 (S)	3.23:1	2.69:1 (C)* 3.08:1 (S)	2.56:1 (C)* 2.69:1 (G)(S)(B)*	2.56:1 (C)* 2.69:1 (G)(S)(B)*	3.42:1	3.42:1

(C)—Catalina Models, (S)—Star Chief Models, (B)—Bonneville Models, (G)—Grand Prix Model. *When Air Conditioned—2.87:1 (C) 3.08:1 (S)(B)(G)

3.64:1 and 3.90:1 rear axle ratios available on special order.

QUICK REFERENCE SPECIFIC MODEL DIMENSIONS

	4-Door Sedan	Sports Sedan	Sports Coupe	Vista	Convertible	Safari Station Wagons
Tread	Catalina 62.5" Star Chief 62.5" Bonneville 62.5" Grand Prix 62.5"	62.5"	62.5"	62.5"	62.5"	62.5"
Wheelbase	120"	120"	120"	120"	120"	119"
Over-all Height (Loaded)	Catalina 55.9" Star Chief 55.9" Bonneville 55.9" Grand Prix 55.9"	55.9"	54.5"	55.9"	54.9"	56.9"
Over-all Length	Catalina 211.6" Star Chief 218.6" Bonneville 218.6" Grand Prix 211.6"	211.6"	211.6"	211.6"	211.6"	212.3"
Over-all Width	78.6"	78.6"	78.6"	78.6"	78.6"	78.6"
Front Seat Hip Room	Catalina 63.3" Star Chief 63.3" Bonneville 63.3" Grand Prix 63.3"	63.3"	63.4"	63.3"	63.4"	63.3"
Rear Seat Hip Room	Catalina 63.3" Star Chief 63.3" Bonneville 63.3" Grand Prix 63.3"	63.3"	55.1"	63.3"	51.5"	63.3"
Front Seat Leg Room	Catalina 45.3" Star Chief 45.3" Bonneville 45.3" Grand Prix 45.3"	45.3"	45.1"	45.3"	45.1"	45.3"
Rear Seat Leg Room (Safari Second Seat)	Catalina 41.6" Star Chief 41.6" Bonneville 41.6" Grand Prix 41.6"	41.6"	40.4"	41.6"	37.8"	40.8"
Front Head Room w/Seat Depressed	Catalina 38.8" Star Chief 38.8" Bonneville 38.8" Grand Prix 38.8"	38.8"	37.8"	38.8"	38.6"	38.8"
Rear Head Room w/Seat Depressed (Safari Second Seat)	Catalina 37.9" Star Chief 37.9" Bonneville 37.9" Grand Prix 37.9"	37.9"	38.3"	37.9"	37.7"	39.2"
Total Windshield Glass Visibility Area (sq. in.)	Catalina 1600.3 Star Chief 1600.3 Bonneville 1600.3 Grand Prix 1600.3	1600.3	1463.3	1600.3	1463.3	1600.3
Total Visibility Area (sq. in.)	Catalina 4195.5 Star Chief 4195.5 Bonneville 4195.5 Grand Prix 4195.5	4219.1	3646.2	4163.8	3642.7	5164.7