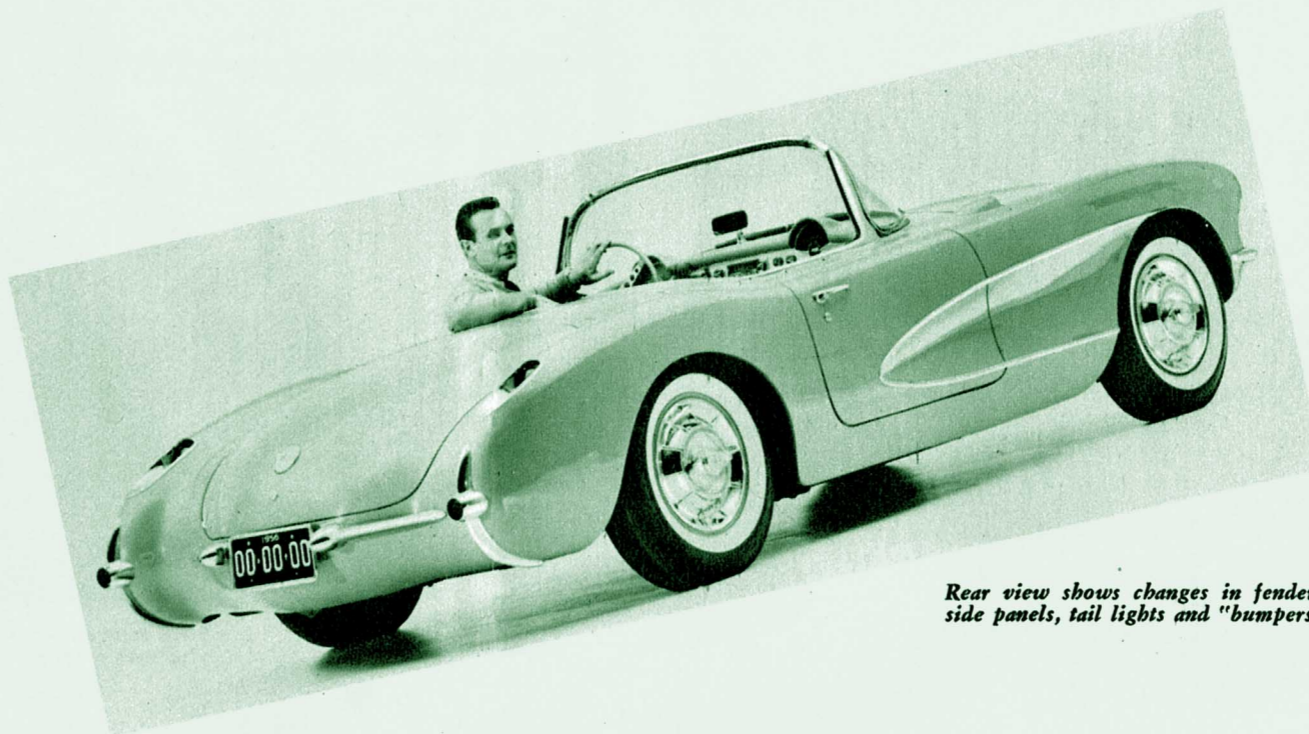


The new, optional hard-top version of the Corvette.



Rear view shows changes in fenders, side panels, tail lights and "bumpers".



1956  
CORVETTE  
100 mph in 2nd!

With .85 hp/cu in, the Corvette develops more power for its size than any other American engine. Metal coverings over the ignition system are for eliminating radio interference with non-metallic body.

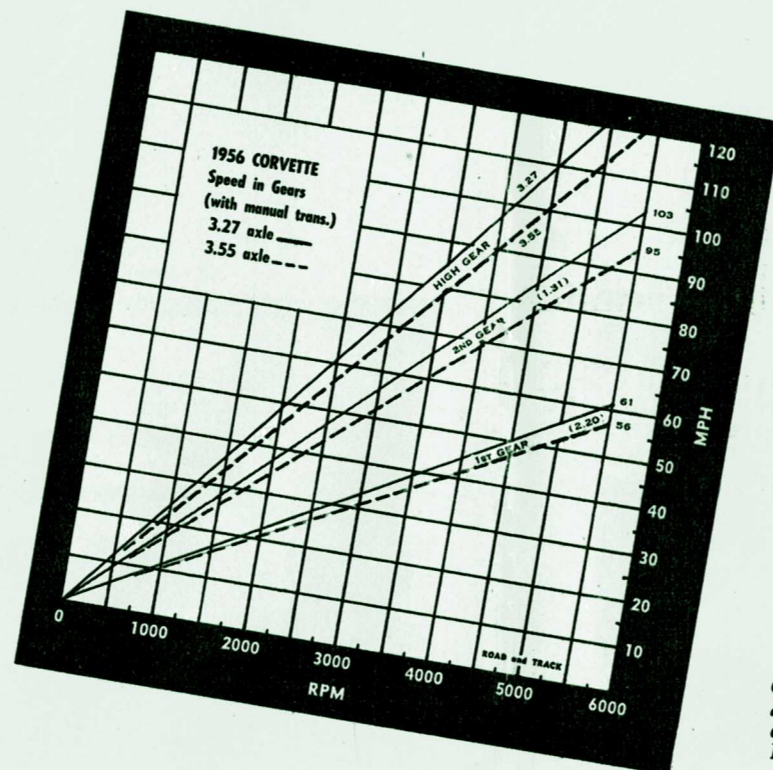
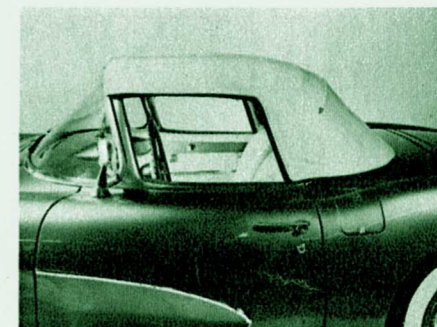
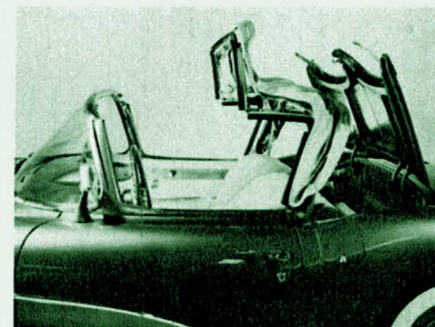
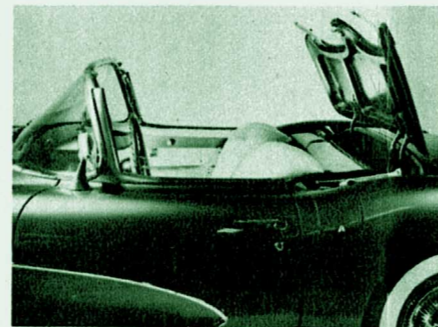
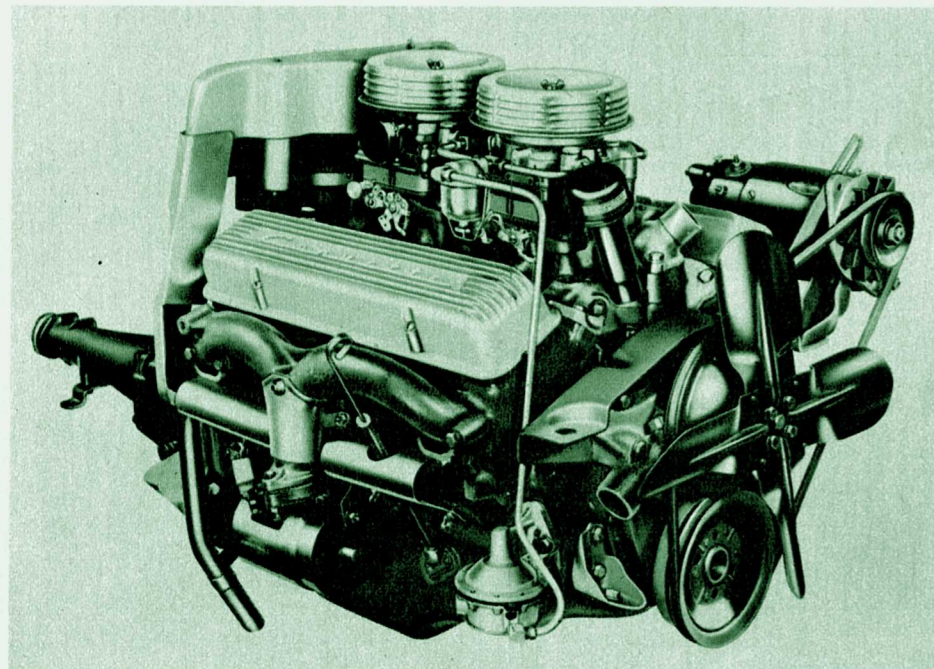


Chart at the left gives the mph at any speed in any gear with the new close-ratio, 3-speed transmission. Based on 750 tire revs per mile.

1956 Corvette Specifications

Wheelbase, in.	102
Tread, front	56.7
Tread, rear	58.8
Tire size	6.70-15
Curb weight (est.)	2880
Engine	V-8
Valves	265
Bore & stroke, in.	3.75 x 3.0
Displacement, cu. in.	4344
Compression ratio	9.25
Horsepower	225
peaking speed	5200
Torque, ft/lbs.	270
peaking speed	3600

AMERICA's only production sports car (by most definitions) has been restyled for 1956, but the most interesting part of the new Corvette is in the technical specifications department.

The light-weight V-8 engine has the same displacement as last year's Corvette, but the output has been increased from 195 bhp at 4600 rpm to an amazing 225 at 5200. Two, 4-barrel carburetors, a new compression ratio of 9.25-to-1 and a revised camshaft are the principal contributors to the higher output. Also of interest is the change in torque curve characteristic, from 260 at 2800 to 270 at 3600.

Performance-wise the new car should prove substantially better than our last year's test on the V-8 model (R & T for July, 1955). Not only are horsepower and torque increased but a manual-shift transmission is available, at last. At first glance only 3 forward speeds may appear as a disappointment, but the gear ratios are very close, 2nd gear, for example, being closer to high than most 4-speed sports cars. Low, or 1st gear, is approximately similar to 2nd gear in an imported sports car—exploiting the advantage of ample cubic inches. The power-glide automatic transmission is still available, and in addition there is a choice of two axle ratios; 3.55 (as before) or 3.27, a new option. At the engine's peaking speed of 5200 rpm the 3.55 axle gives 117 mph, the 3.27 axle gives 127 mph, with no allowance for tire expansion. True timed top speeds should be slightly above these figures.

Body material remains fiberglass, now moulded completely in matched metal dies. The front fenders are revised to accommodate normal type headlights while the jet-spinners on the rear fenders have been eliminated. The doors are equipped with wind-up windows and power operation is available at extra cost. The windshield is new and the standard cloth top has more bows and is power operated. Although the exhaust outlets have been relocated to eliminate trouble with soot accumulation, there are still no real bumpers and the grille is unchanged. An optional hard-top with rear quarter windows will be available, exactly as shown on R & T's cover for June, 1954. The new spring-spoked steering wheel looks as if it came from Italy but makes the instrument panel layout, which is unchanged, look a little dizzy. The floor mounted "stick-shift" is nicely done and has an ash tray alongside it on the tunnel.

The new clutch is 10" in diameter and uses a coil spring type pressure plate assembly. The differential unit is also new, as redesigned for the 1956 passenger car. An interesting option is four-ply, high-speed nylon racing tires, which certainly will be necessary if the top speed potential of this car is ever used. The front suspension is unchanged since the Corvette frame is designed to use the 1951/1954 Chevrolet suspension with its "integral" front cross member. Brakes too, remain as before, 11" Bendix.

The 1956 Corvette should prove to be a very interesting car for enthusiasts who have asked for an American dual-purpose sports car. It can run as a production car in Class C events (3 to 5 litres) and should live up proceedings in this category considerably.