

SPECIFICATIONS

ENGINE

Valve-in-head design V8, 265-cubic-inch displacement, 3.75" bore x 3.0" stroke, 9.25:1 compression ratio. With single 4-barrel carburetor, engine develops 210 horsepower at 5200 rpm, provides 270 foot-pounds of torque at 3200 rpm; with optional* twin 4-barrel carburetors, engine develops 225 horsepower at 5200 rpm, provides 270 foot-pounds of torque at 3600 rpm. Special high-lift camshaft, high-speed valve mechanism. Polished aluminum rocker covers. Buffed aluminum racing-type air cleaners, special intake manifold. Full pressure lubrication system with full-flow oil filter. High-power exhaust headers and full dual exhaust system. Shielded ignition, 12-volt electrical system. Engine precision balanced after assembly.

TRANSMISSION

Choice of special high-performance 3-speed close-ratio Synchro-Mesh (2.2:1 low and reverse, 1.31:1 second, 1:1 high) with high-capacity 10½-inch coil-spring clutch, or optional Power-glide special automatic transmission.* Floor mounted gear or range selector.

REAR AXLE

High torque capacity axle—3.55:1 ratio standard, 3.27:1 ratio optional with Synchro-Mesh.

CHASSIS

Extra-rigid X-member-braced box girder frame. Independent coil front suspension with ride stabilizer. Self-lubricating four-leaf rear springs, outrigger mounted. Direct double-acting shock absorbers. Full anti-friction 16:1 ratio steering gear, balanced linkage. Competition-type steering wheel with three shock absorbing spring steel spokes. Hydraulic 11-inch self-energizing brakes with new bonded linings, pull-handle parking brake. Suspended brake pedal. Choice of black or white sidewall* standard 6.70-15 4-ply tubeless tires. Decorative wheel covers with simulated knock-off knobs. 17-gallon fuel tank with concealed side filler.

BODY FEATURES

Glass-fiber-reinforced plastic body with sculptured side panels; light, strong, durable, quiet, rustproof, easy

to repair. Distinctive embossed hood, front hinged, with automatic support, inside release. Simulated twin fender air scoops. Two-passenger compartment, large luggage locker with spare wheel well under floor, concealed top well behind seats. Unique Corvette crossed-flag emblems on hood and trunk lid. Twin exhaust ports integral with rear bumpers. Chrome-bound, one piece, curved safety plate glass windshield. Offered as standard equipment will be a choice of a manually operated fabric top or a light-weight easily removable plastic hardtop. A fabric top power mechanism* and the hardtop* are optional on cars equipped with fabric top.

INTERIOR FEATURES

Form-fitting vinyl-covered seats, individually adjustable, with safety belt.* Wide doors with built-in arm rest, push-button door handle, key lock, inside door release, swing-out door hinges. Choice of crank-operated or power* window lifts. Ash tray and glove compartment between seats; vinyl-covered roll on instrument panel and doors, rubber-backed carpeting, metal door kick panels, sills, and step

plates. Signal-seeking transistorized radio,* heater,* directional signals, electric clock, cigarette lighter, tachometer, outside and inside rear-view mirror, windshield washer.*

DIMENSIONS

Wheelbase, 102". Length, 168.01". Overall height: top down, 49.20"; Convertible top, 51.09"; hardtop, 50.98". Height at door, 32.55". Road clearance, 6". Width, 70.46". Tread, 57" front, 59" rear.

COLORS

Onyx Black or Onyx Black and Silver with Red interior and Black or White top, Venetian Red or Venetian Red and Beige with Red interior and Beige or White top, Cascade Green or Cascade Green and Beige with Beige interior and Beige or White top, Aztec Copper or Aztec Copper and Beige with Beige interior and Beige or White top, Arctic Blue or Arctic Blue and Silver with Red or Beige interior and Beige or White top, Polo White or Polo White and Silver with Red interior and White or Black top.

*Optional at extra cost.

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CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION • DETROIT 2, MICHIGAN

LITHO IN U.S.A.

THE NEW CORVETTE BY CHEVROLET



1956—Chevrolet Motor Division,
General Motors Corporation

Since its initial introduction in limited volume, the Corvette has commanded the attention of sports car enthusiasts. Now its major new design factors will be welcomed as answers to the needs expressed by this well-informed group. Drivers who scorn the "scaled

down convertible" and will accept nothing less than an authentic, competition-type sports car will quickly sense that *action* is the keynote of the new Corvette V8. But convenience is accented too, and you will find many luxury features seldom available in a car of this caliber.

Live, Sithe, Luxurious Action

Sensational
to *Go* in . . .

Ease into Corvette's luxurious cockpit. Flick its "Corvette V8" engine into life and listen to the cultured baritone of its twin exhausts. Let out the clutch of this tiger-tempered sports car and—GO!

Here in one superbly engineered machine you have whip-lash acceleration, cat-sure cornering and the safest, most positive braking.



So comfortable to *Be* in . . .

So smart
to be

Seen
in . . .

Brilliant styling and color . . . flashing, jewel-like color-contrasts of saddle-stitched bucket seats, body, and top make an irresistible bid for attention and admiration. Surely, Corvette will be the year's most envied car!



**CLOSE-UP
DETAILS
REVEAL**

NEW

Corvette

ADVANCEMENTS



A touch and she's up!

A new fabric top power mechanism, optional at extra cost, automatically raises the top or folds it out of sight under its covered compartment. Larger windows increase visibility.



Quick change!

A roadster or coupel

A smartly conceived plastic hardtop, richly trimmed with bright metal and featuring a wrap-around rear window for greater visibility, enhances Corvette's versatile styling. It is easily installed or removed.



Let it rain, let it snow

Corvette offers the convenience of new "roll-up" regulators to quickly raise and lower the new side windows. Power window lifts, only one of Corvette's several new power features, are available at extra cost.



**This . . . is for the
"box boys"**

The new close-ratio Synchromesh transmission with a new floor-mounted manual shift, provides the split-second upshifting-downshifting gear control demanded by the experts!



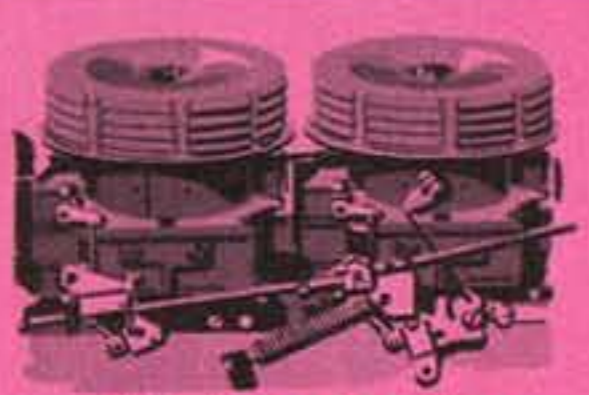
New "going" look

Now Corvette is even more adventurous-looking with graceful new fenderlines, new side panel and hood treatment and simulated knock-off type wheel covers.



New "out-front" styling

The raised forward portion of the fender houses an improved design headlight that projects forward to extend the fenderline and contributes to Corvette's rakish look.



Eight-jet take-offs!

A 265-cubic-inch V8 engine with higher compression ratio, new manifolds, and optional (at extra cost) twin 4-barrel carburetion gives Corvette its go-ahead power.



A hood full of "horses"

The new Corvette V8 engine is a real life saver when only sheer passing power can whisk you to safety. New cylinder heads and other features provide more horsepower than ever before!