

# Parade of Station Wagons

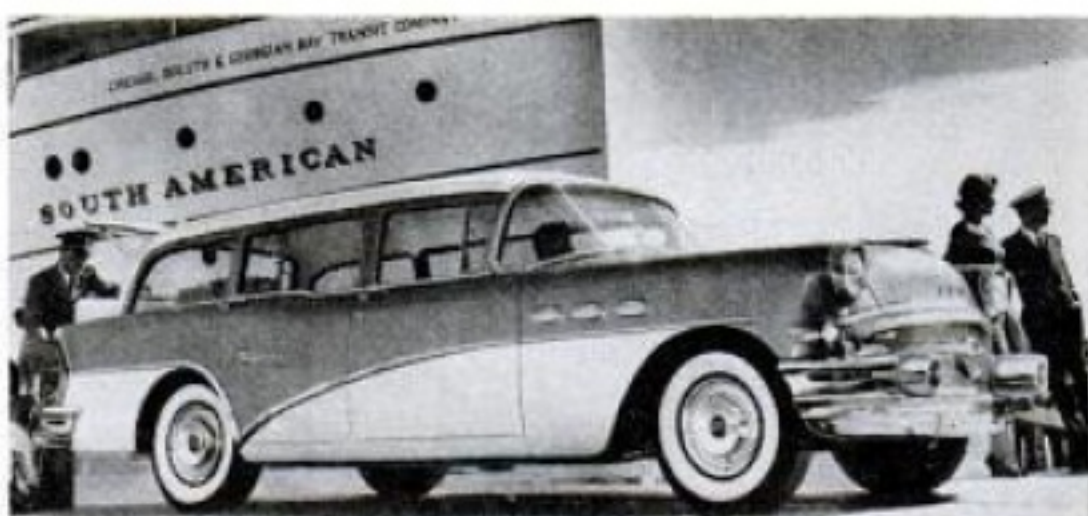
**I**F YOU NEED MORE ROOM in your car (room for children, lumber, trash or fertilizer), you'll probably look at station wagons. Owners find them handy for doing the week-end jobs common to the suburbs.

Here, for you to look over, are three pages of 1956 wagons. Eleven companies offer this body style, ranging in price from Rambler to Chrysler New Yorker.

Remember that while you do gain room, you lose certain advantages to get it. Wagons are noisier than sedans because the rear end is directly below the passenger compartment, not muffled under a trunk. A wagon is slow to heat because it has

more space. It has no trunk for hiding valuable (or embarrassing) cargo from curious pedestrians. On trips you either put luggage inside and lose the extra space you bought the car to get or you put it on the roof where it must be covered against weather—a nuisance if you have to get at it daily. Wagons are heavier, cost more to run. No company has yet solved the fume problem. With the rear transom open (desirable in hot weather), suction drags exhaust fumes inside the car. Finally, if you expect the wagon to solve the problem of obstreperous children, it won't. It just gives them more room to be obstreperous in. ★ ★ ★

*Buick Special*  
Four-door Estate Wagon



*Chevrolet Bel Air*  
Four-door Station Wagon

*Chrysler New Yorker*  
Four-door  
Town and Country



(Continued to page 102)



## PARADE OF STATION WAGONS (Continued from page 100)



*De Soto Firedome*  
Four-door Station Wagon

*Dodge Sierra Custom*  
Four-door Station Wagon



*Ford Parklane*  
Two-door Station Wagon

*Mercury Custom*  
Four-door Station Wagon



(Continued to page 104)



## PARADE OF STATION WAGONS (Continued from page 102)



*Plymouth  
Sport Suburban*  
Four-door Station Wagon

*Pontiac 870*  
Four-door Station Wagon



*Rambler  
Cross Country*  
Four-door Station Wagon

*Studebaker  
Pinehurst*  
Two-door Station Wagon



♦ For the newest idea in station wagons see page 76.



# Parade of '56 Cars

**T**HIS IS a face-lift year, in the vernacular of the industry. The alternate year in the two-year cycle is a year devoted mainly to minor modifications in appearance and performance. Cynically, some of them might be termed simply corrections of last year's mistakes.

But 1956 is the year of at least four uniform changes in the industry: License-plate sizes were standardized to 6 by 16 inches, all cars have the new sealed-beam headlamps and directional signals, and the industry is wholly on a 12-volt-battery system.

(Continued to page 328)

## WHAT IS A SpecRating?

To help you decide which car is most suitable for you, PM offers a system of ratings by specifications. Here is what it consists of:

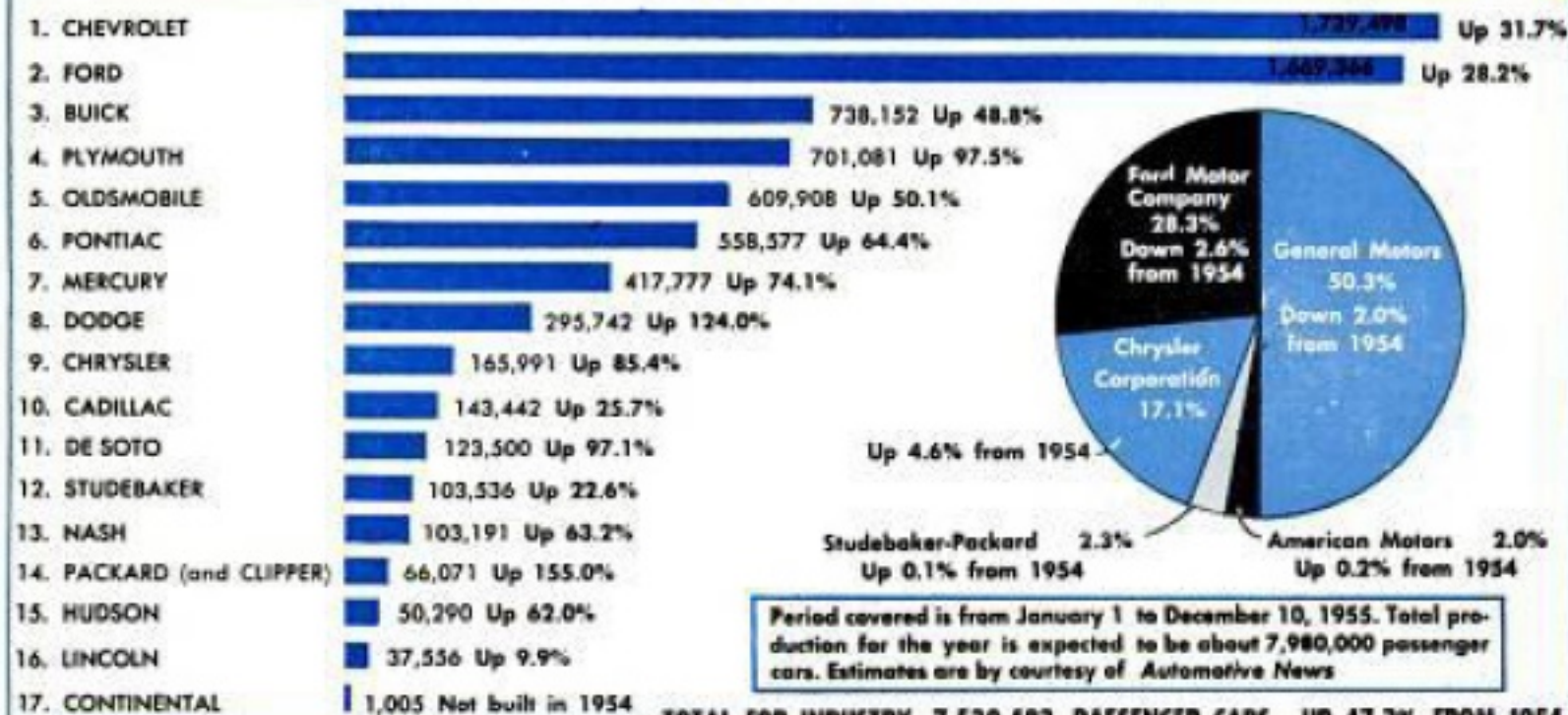
**Interior**—the total inches (front and rear) of headroom, legroom, hiproom, shoulder room, seat height and clearance between the steering wheel and front seat. The larger the total, the more room you will find inside the car.

**Exterior**—the sum, in inches, of the over-all length and over-all width. The larger the number, the more room the car will take up on the street or in your garage.

**Power factor**—a mathematical indication of performance. It is the shipping weight divided by the horsepower. The smaller the number, the faster the car should respond to the throttle.

All ratings and prices are for four-door sedans only, except in sports-type cars and the Continental. For a listing of cars as they are grouped in price classes see page 328.

### PRODUCTION OF PASSENGER CARS DURING 1955



TOTAL FOR INDUSTRY: 7,520,482 PASSENGER CARS UP 47.3% FROM 1954





*Most that's new at Buick is in the chassis: 352-cubic-inch V8 engine in all series, new rear axle, new front suspension, direct-acting shocks in the rear, a second stator in Dynaflow transmission*

# Buick



## SpecRating

Interior: Special V8: 422.4 inches, 8th roomiest of 10 in Class B  
 Century V8: 422.4 inches, 8th roomiest of 9 in Class C  
 Super V8: 440.3 inches, 3rd roomiest of 9 in Class C  
 Roadmaster V8: 442.6 inches, 2nd roomiest of 9 in Class D  
 Exterior: Special V8: 280.6 inches, 9th largest of 11 in Class B  
 Century V8: 280.6 inches, 9th largest of 9 in Class C  
 Super V8: 293.6 inches, 3rd largest of 9 in Class C  
 Roadmaster V8: 293.6 inches, 10th largest of 10 in Class D  
 Power factor: Special V8: 17.2 pounds, 16th best of 25 in Class B  
 Century V8: 16.1 pounds, 7th best of 13 in Class C  
 Super V8: 16.5 pounds, 8th best of 13 in Class C  
 Roadmaster V8: 16.8 pounds, 8th best of 10 in Class D



*As at Buick, most of the Cadillac story this year is out of sight. Styling changes are minor, but under the hood is a new engine and a re-engineered Hydra-Matic that shifts with the help of a dump-and-fill clutch*

# Cadillac



## SpecRating

Interior:  
 62 and 60 Special V8: 440.9 inches, 3rd roomiest of 9 in Class D  
 75 V8: 470.5 inches, roomiest of 9 in Class D  
 Exterior:  
 62 V8: 294.9 inches, 9th largest of 10 in Class D  
 60 Special V8: 305.9 inches, 4th largest of 10 in Class D  
 75 V8: 315.7 inches, 2nd largest of 10 in Class D  
 Power factor:  
 62 V8: 15.6 pounds, 5th best of 10 in Class D  
 60 Special V8: 16.2 pounds, 6th best of 10 in Class D  
 75 V8: 17.8 pounds, 9th best of 10 in Class D





Packard is grooming a superprestige line of Caribbeans. Initially just a convertible, it now has added a hardtop. Featured are reversible seat cushions (fabric on one side, leather on the other) and 310 hp.



## Caribbean



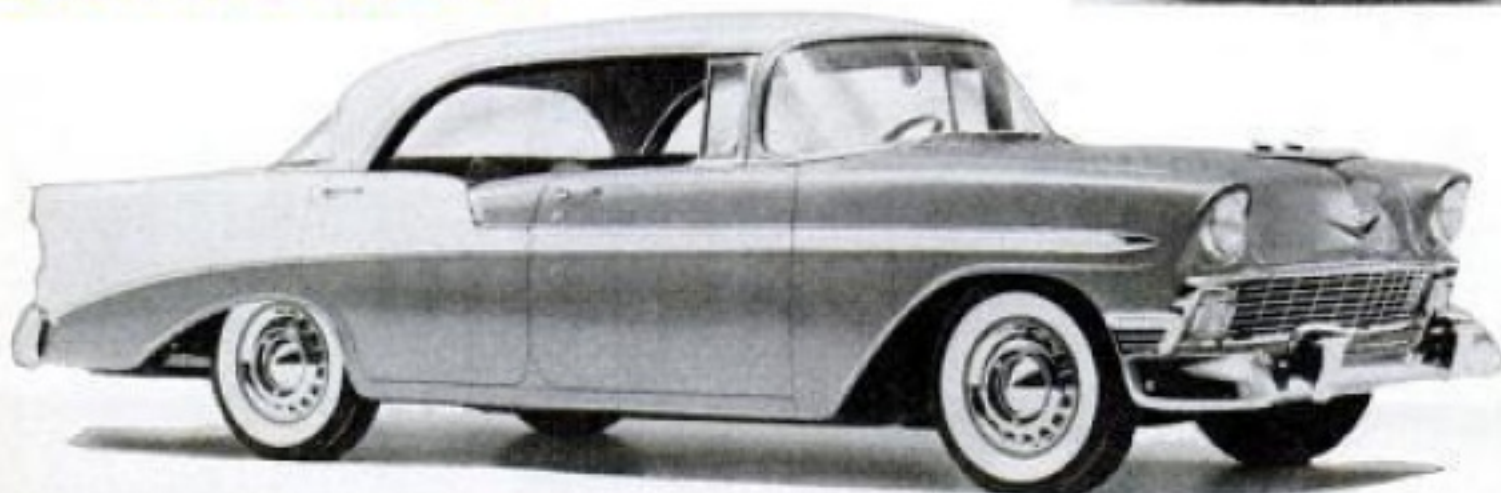
### SpecRating

Interior: 418.2 inches, 3rd roomiest of 5 in Class E  
Exterior: 296.5 inches, 3rd largest of 5 in Class E  
Power factor: 14.0 pounds, 4th best of 10 in Class E

Once a car for conservative Charlies, Chevie is now a bomb! With power pack, it has the top horsepower-weight ratio in its field. Gone this year is its plain, compact grille. Now it's bigger, more conventional



## Chevrolet



### SpecRating

Interior: 426.1 inches, 2nd roomiest of 5 in Class A  
Exterior: 271.5 inches, 4th largest of 5 in Class A  
Power factor:  
One-Fifty V8 with pack: 15.5 pounds, best of 16 in Class A  
Bel Air V8: 19.5 pounds, 10th best of 16 in Class A  
Two-Ten V8: 19.7 pounds, 11th best of 16 in Class A  
One-Fifty 6: 22.9 pounds, 13th best of 16 in Class A





For the first time, Chrysler has given its Windsor series a different grille treatment from the New Yorker. Left is the Windsor; below, the New Yorker. New styling trick at Chrysler is the upswept tailfin

## Chrysler



### SpecRating

Interior: Windsor V8: 436.4 inches, 4th roomiest of 9 in Class C

New Yorker V8: 436.4 inches, 4th roomiest of 9 in Class D

Exterior: Windsor V8: 298.7 inches, largest of 9 in Class C

New Yorker V8: 302.2 inches, 6th largest of 10 in Class D

Power factor:

Windsor with pack: 15.6 pounds, 4th best of 13 in Class C

Windsor V8: 17.3 pounds, 11th best of 13 in Class C

New Yorker V8: 14.7 pounds, best of 10 in Class D



With two championships behind it (see page 188), the Chrysler 300 offers a new version, the 300B. At this writing, horsepower is unannounced, but informed and conservative opinion is that it will be a big 330

## Chrysler 300



### SpecRating

Interior: 422.2 inches, 2nd roomiest of 5 in Class E

Exterior: 301.5 inches, 2nd largest of 6 in Class E

Power factor: 12.3 pounds (estimated), 3rd best of 10 in Class E





On its own this year, the Clipper is no longer billed as a small Packard. It features torsion-bar suspension, push-button shift and electric door locks—you press a button and lock all four doors at one time

## Clipper



### SpecRating

Interior: 427.4 inches, 6th roomiest of 9 in Class C  
 Exterior: 292.8 inches, 4th largest of 9 in Class C  
 Power factor:  
 Custom V8: 14.1 pounds, best of 13 in Class C  
 Super V8: 15.3 pounds, 3rd best of 13 in Class C  
 Deluxe V8: 15.3 pounds, 2nd best of 13 in Class C

Retaining the flavor of the original Continental, the Mark II has an important extra—engineering. It is no secret that the original was weak under its handsome body. Mark II is a thoroughbred all the way

## Continental



### SpecRating

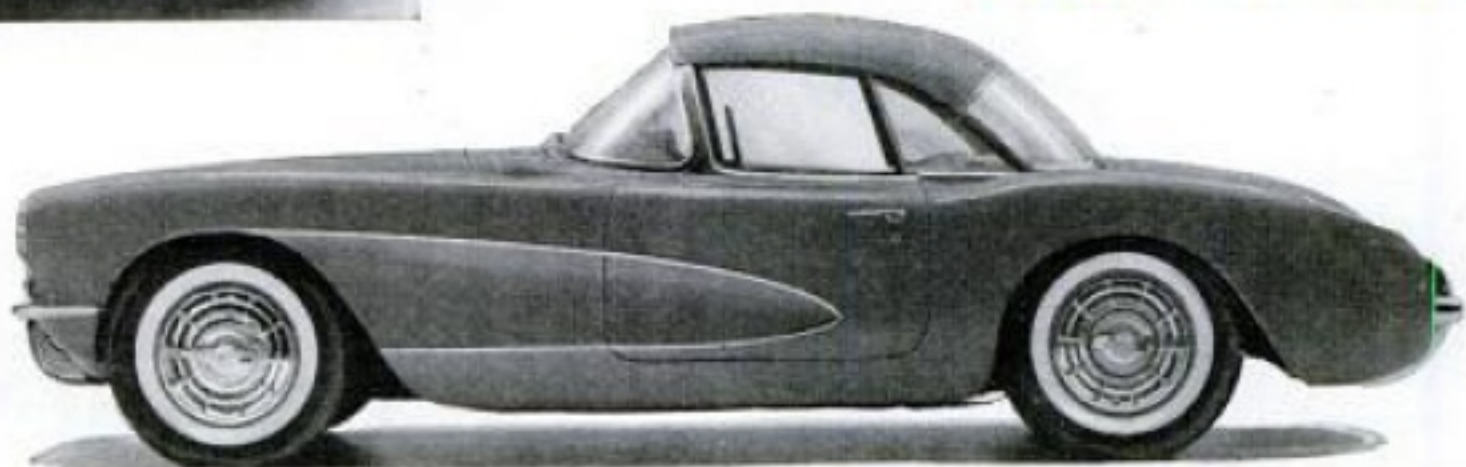
Interior: 408.5 inches, 9th roomiest of 9 in Class D  
 Exterior: 296.0 inches, 8th largest of 10 in Class D  
 Power factor: unknown due to undisclosed horsepower





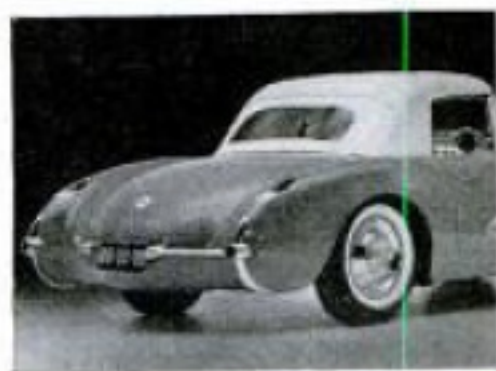
After taking a beating from the Thunderbird in sales during 1955, the Corvette is coming back with a Sunday punch. Loaded with power and comfort features (page 193), the '56 model aims to cut into its rival's market

## Corvette



### SpecRating

Interior: Not available  
Exterior: 238.5 inches, 6th largest of 6 in Class E  
Power factor: 11.9 pounds, best of 10 in Class E



For the first time in years, the De Soto appears in public without its front teeth! The new front grille has a simple mesh pattern that makes the car seem lower and wider. De Soto also has four separate taillights

## De Soto



### SpecRating

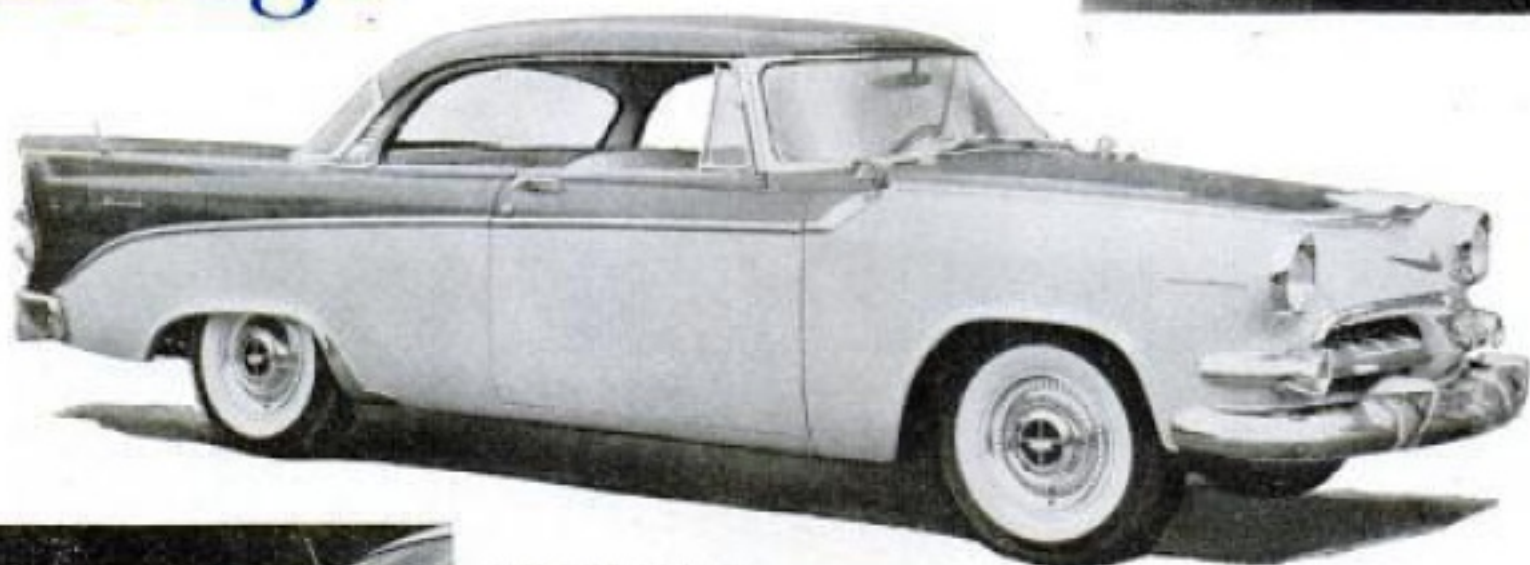
Interior:  
Firedome V8: 436.4 inches, 3rd roomiest of 10 in Class B  
Fireflite V8: 436.4 inches, 4th roomiest of 9 in Class C  
Exterior:  
Firedome V8: 296.2 inches, largest of 11 in Class B  
Fireflite V8: 296.2 inches, 2nd largest of 9 in Class C  
Power factor:  
Firedome V8: 16.8 pounds, 13th best of 25 in Class B  
Fireflite V8: 15.7 pounds, 5th best of 13 in Class C





With jutting rear fenders and an emphatic color sweep along the side, Dodge looks like an airplane. And it almost went like one on the Utah salt flats when it covered the flying mile at a record 114.05 m. p. h.

## Dodge



### SpecRating

Interior: 432.6 inches, 4th roomiest of 10 in Class B

Exterior: 286.6 inches, 5th largest of 11 in Class B

Power factors:

Super Royal V8 with pack: 15.2 pounds, best of 25 in Class B

Custom Royal V8 with pack: 15.4 pounds, 2nd best of 25 in Class B

Super Royal V8: 16.1 pounds, 6th best of 25 in Class B

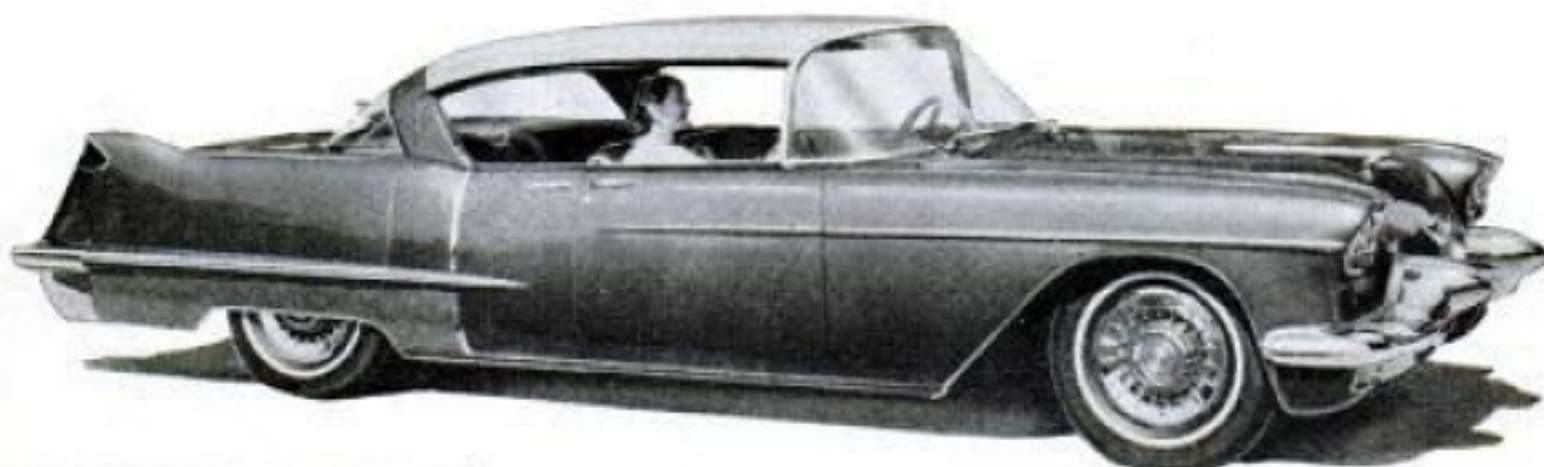
Custom Royal V8: 16.3 pounds, 8th best of 25 in Class B

Coronet V8: 18.3 pounds, 17th best of 25 in Class B

Coronet 6: 25.4 pounds, 23rd best of 25 in Class B

Now a "mere" souped-up Cadillac with fins (right, bottom), soon the very elegant Eldorado Brougham (center) will vie with the swank Continental

## Eldorado



### SpecRating

Interior: 424.9 inches, roomiest of 5 in Class E

Exterior: 302.2 inches, largest of 6 in Class E

Power factor: 15.3 pounds, 6th best of 10 in Class E





Styling changes on the Ford are minor. Emphasis this year is on safety (door latches, concave steering wheel, interior padding, seat belts) and increased performance from its big 292-cubic-inch V8 engine

## Ford



### SpecRating

Interior: 420.7 inches, 4th roomiest of 5 in Class A

Exterior: 274.4 inches, 2nd largest of 5 in Class A

Power factor:

Fairlane V8 with pack: 16.3 pounds, 3rd best of 16 in Class A

Fairlane V8: 16.5 pounds, 4th best of 16 in Class A

Customline V8: 18.7 pounds, 9th best of 16 in Class A

Mainline 6: 22.8 pounds, 12th best of 16 in Class A



Even in the all-new front grille, Hudson stresses the "V" of its styling theme. It will bring out its own American Motors V8 shortly—specifications are as yet undisclosed. Its V8 engines now come from Packard

## Hudson



### SpecRating

Interior:

All 6s: 440.9 inches, roomiest of 10 in Class B

Hornet V8: 440.9 inches, roomiest of 9 in Class C

Exterior:

All 6s: 287.3 inches, 3rd largest of 11 in Class B

Hornet V8: 287.3 inches, 6th largest of 9 in Class C

Power factor:

Hornet V8: 17.6 pounds, 13th best of 13 in Class C

Hornet 6 with pack: 20.2 pounds, 18th best of 25 in Class B

Wasp 6: 27.3 pounds, 23th best of 25 in Class B





Longer by five inches than in 1955, the Imperial, Chrysler's prestige car, retains its distinctive taillights atop larger rear fenders. Sales in 1955 totaled about 12,000. Sights are set on selling 16,000 this year

## Imperial



### SpecRating

#### Interior:

Imperial V8: 433.9 inches, 5th roomiest of 9 in Class D

Crown Imperial V8: 433.1 inches, 6th roomiest of 9 in Class D

#### Exterior:

Imperial V8: 308.4 inches, 3rd largest of 10 in Class D

Crown Imperial V8: 322.7 inches, largest of 10 in Class D

#### Power factor:

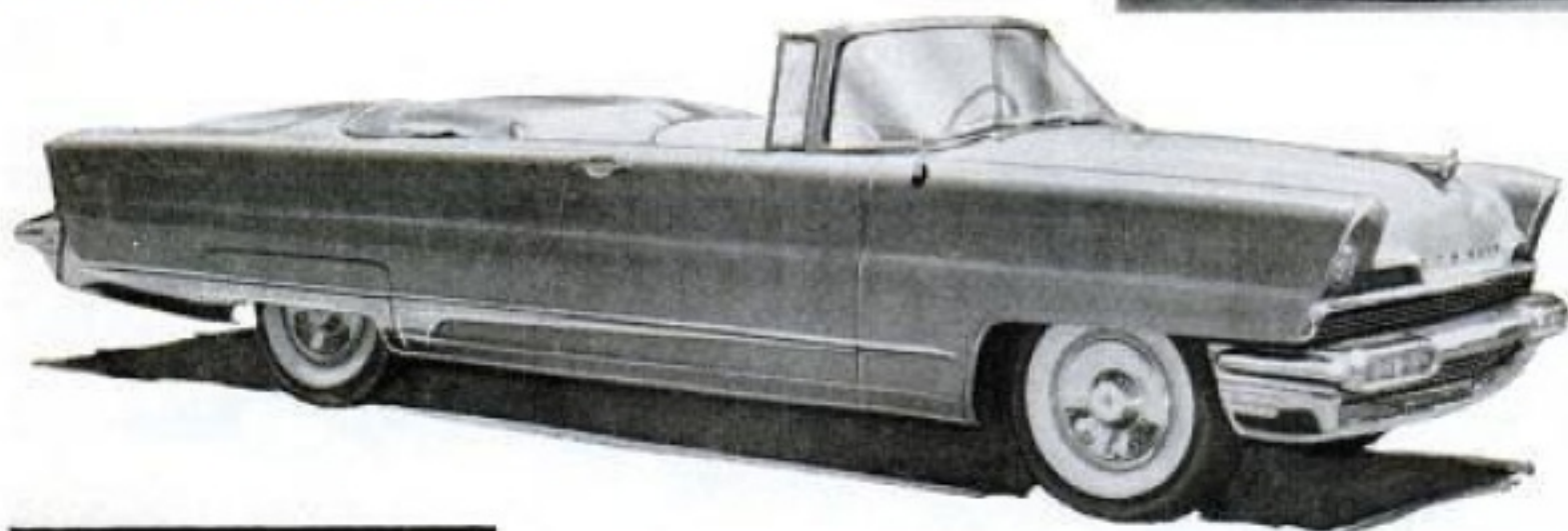
Imperial V8: 16.2 pounds, 7th best of 10 in Class D

Crown Imperial V8: 18.4 pounds, 10th best of 10 in Class D

One of the few all-new cars in 1956, the Lincoln is longer, lower and lusher. Horizontal lines, in front and rear, make it appear even lower than it is. The Premiere is the name of the top-price model in the line



## Lincoln



### SpecRating

Interior: 429.4 inches, 8th roomiest of 9 in Class D

Exterior: 302.7 inches, 5th largest of 10 in Class D

#### Power factor:

Capri V8: 15.0 pounds, 3rd best of 10 in Class D

Premiere V8: 15.3 pounds, 4th best of 10 in Class D





Mercury is introducing a new body style in midseason. It is the four-door hardtop model shown below. Also new this year is the Medalist, left, an austere, two-door sedan priced to compete with the low-price field

## Mercury



### SpecRating

Interior: Montclair V8: 416.7 inches, 9th roomiest of 9 in Class C  
 Other models: 421.0 inches, 9th roomiest of 10 in Class B  
 Exterior: Montclair V8: 282.8 inches, 8th largest of 9 in Class C  
 Other models: 282.2 inches, 6th largest of 11 in Class B  
 Power factor:  
 Montclair with pack: 15.7 pounds, 6th best of 13 in Class C  
 Montclair V8: 16.9 pounds, 9th best of 13 in Class C  
 Monterey V8: 16.8 pounds, 11th best of 25 in Class B  
 Custom V8 with pack: 15.7 pounds, 4th best of 25 in Class B



Nash has given its front end a sharper look by enlarging and slanting the parking lights. Headlights are inboard again. Taillights are larger. Still available is the convenient around-town two-seater, the Metropolitan, left

## Nash



### SpecRating

Interior: 440.9 inches, roomiest of 10 in Class B  
 Ambassador V8: 440.9 inches, roomiest of 9 in Class C  
 Exterior: Ambassador 6: 287.3 inches, 3rd largest of 11 in Class B  
 Statesman: 280.3 inches, 10th largest of 11 in Class B  
 Ambassador V8: 287.3 inches, 6th largest of 9 in Class C  
 Power factor: Statesman 6: 24.4 pounds, 20th best of 25 in Class B  
 Ambassador 6 with pack: 24.6 pounds, 21st best of 25  
 Ambassador 6: 26.4 pounds, 24th best of 25  
 Ambassador V8: 17.4 pounds, 12th best of 13 in Class C





Top gainer in sales of the GM family, Oldsmobile continues its simple grille treatments in 1956. New is the re-engineered Hydra-Matic transmission, which combines four-speed performance with smoothness

## Oldsmobile



### SpecRating

Interior: 88 V8: 426.6 inches, 5th roomiest of 10 in Class B  
 Super 88 V8: 424.7 inches, 7th roomiest of 10 in Class B  
 98 V8: 424.9 inches, 7th roomiest of 9 in Class C  
 Exterior:  
 88 and Super 88 V8: 281.9 inches, 7th largest of 11 in Class B  
 98 V8: 290.9 inches, 5th largest of 9 in Class C  
 Power factor: 88 V8: 16.4 pounds, 9th best of 25 in Class B  
 Super 88 V8: 16.2 pounds, 7th best of 25 in Class B  
 98 V8: 16.9 pounds, 10th best of 13 in Class C

Packard has some important firsts this year. It offers a 10:1 compression ratio, a figure engineers have been aiming at for years. It also has a nonslip differential to keep you from getting stuck when one wheel is on ice

## Packard



### SpecRating

Interior: 432.5 inches, 7th roomiest of 9 in Class D  
 Exterior: 296.5 inches, 7th largest of 10 in Class D  
 Power factor: 14.7 pounds, 2nd best of 10 in Class D





Hoping to continue its spectacular sales rise of 1955, Plymouth has restyled its rear fenders to give them an aerodynamic look. Also has a push-button transmission control and a dash-mounted long-playing phonograph

## Plymouth



### SpecRating

Interior: 431.0 inches, roomiest of 5 in Class A

Exterior: 279.4 inches, largest of 5 in Class A

Power factor:

Belvedere V8 with pack: 16.6 pounds, 5th best of 16 in Class A

Belvedere V8: 17.8 pounds, 6th best of 16 in Class A

Savoy V8: 18.2 pounds, 7th best of 16 in Class A

Plaza 6: 25.1 pounds, 15th best of 16 in Class A



Along with other General Motors cars, Pontiac has a four-door hardtop sedan. It still retains its trademark, the Silver Streaks that run down the hood. This year they are recessed so they are flush with the surface

## Pontiac



### SpecRating

Interior: 426.4 inches, 6th roomiest of 10 in Class B

Exterior: Star Chief: 287.7 inches, 2nd largest of 11 in Class B

860, 870: 280.7 inches, 8th largest of 11 in Class B

Power factor:

Star Chief V8: 15.7 pounds, 3rd best of 25 in Class B

860 V8: 17.0 pounds, 14th best of 25 in Class B

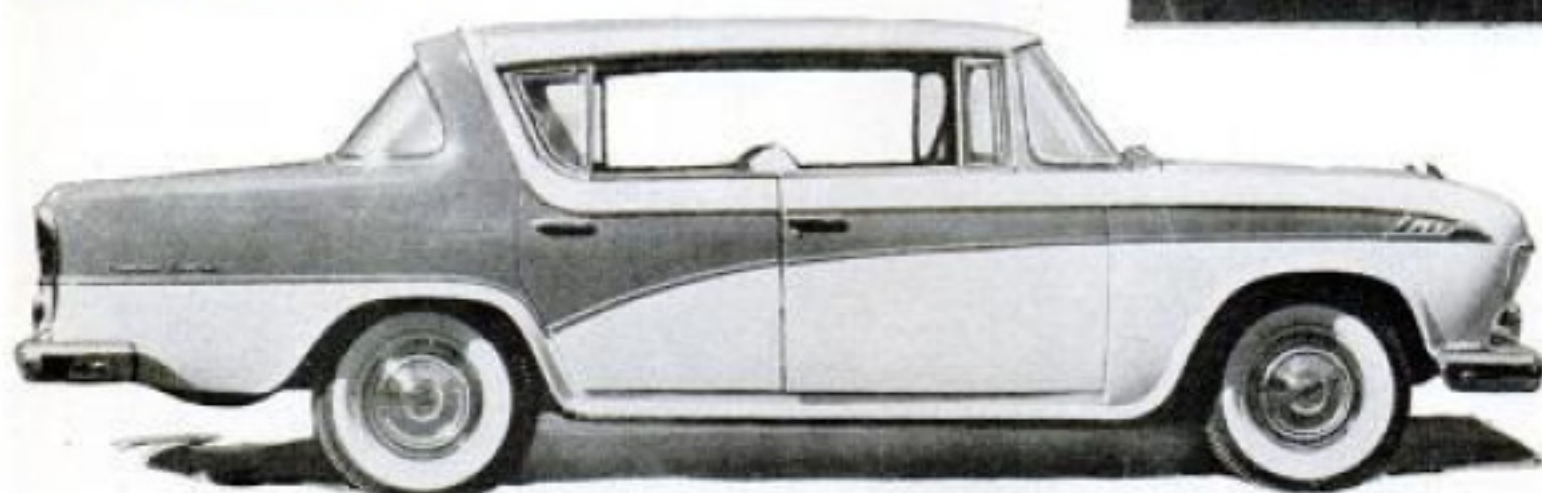
870 V8: 17.0 pounds, 15th best of 25 in Class B





Distinct and different, the all-new Rambler can be recognized at any angle from its wide-open competition-type grille to the pronounced arch over rear window. It has four coil springs and torque-tube drive this year

## Rambler



### SpecRating

Interior: 421.8 inches, 3rd roomiest of 5 in Class A  
Exterior: 262.4 inches, 5th largest of 5 in Class A  
Power factor: 23.6 pounds, 14th best of 16 in Class A

One of the big stories of the year is the speed with which Studebaker stylists reshaped the body without dropping the basic shell. New also is the President Classic, four inches longer, much lusher than the others

## Studebaker



### SpecRating

Interior:  
All except Classic: 412.9 inches, 5th roomiest of 5 in Class A  
Classic V8: 414.9 inches, 10th roomiest of 10 in Class B  
Exterior:  
All except Classic: 272.1 inches, 3rd largest of 5 in Class A  
Classic V8: 276.1 inches, 11th largest of 11 in Class B  
Power factor:  
President V8: 15.7 pounds, 2nd best of 16 in Class A  
Commander V8: 18.5 pounds, 8th best of 16 in Class A  
Champion 6: 28.1 pounds, 16th best of 16 in Class A  
Classic V8: 16.5 pounds, 10th best of 25 in Class B





First American company to offer a full line of sports-type cars, Studebaker has named its low-slung models the Hawks. Bombshell of the line is the Golden Hawk which has the second best power factor in the industry

## Studebaker Hawk



### SpecRating

Interior: 401.2 inches, 4th roomiest of 5 in Class E

Exterior: 274.3 inches, 4th largest of 6 in Class E

Power factor:

Golden Hawk V8: 12.2 pounds, 2nd best of 10 in Class E

Power Hawk V8: 18.2 pounds, 8th best of 10 in Class E

Skyhawk V8: 18.9 pounds, 9th best of 10 in Class E

Flight Hawk 6: 27.5 pounds, 10th best of 10 in Class E



After its initial success (and with 16,155 of them sold it certainly was!), Ford made only minor styling changes in the Thunderbird. Most obvious is mounting spare tire outside the trunk to increase luggage space

## Thunderbird



### SpecRating

Interior: 203.6 inches, 5th roomiest of 5 in Class E

Exterior: 256.4 inches, 5th largest of 6 in Class E

Power factor:

Handshift V8: 15.8 pounds, 7th best of 10 in Class E

Fordomatic V8: 14.6 pounds, 5th best of 10 in Class E

Note: Interior dimensions are for front seat only





# SPECIFICATIONS OF THE 1956 CARS

	RETAIL PRICE 4-DOOR SEDAN	SHIPPING WEIGHT	WHEELBASE	OVER-ALL LENGTH	OVER-ALL WIDTH	OVER-ALL HEIGHT	TURN-CIRCLE DIAMETER	DISPLACEMENT	MAXIMUM HORSEPOWER	COMPRESSION RATIO	MAXIMUM TORQUE	BORE AND STROKE	
RAMBLER Deluxe Six	\$1795	2891	108.0	191	71	58.0	38	195.6	120	7.4	170	3.125x4.25	RAMBLER Six
CHEVROLET 150 Six	\$1835	3205	115.0	198	73	60.5	41.5	235.5	140	8.0	210	3.563x3.938	CHEVROLET 150 Six
210 V8	\$2020	3190	115.0	198	73	60.5	41.5	265.0	162†	8.0	257	3.75 x 3.00	210 V8
*Bel Air V8	\$2223	3310	115.0	198	73	60.5	41.5	265.0	170†	8.0	257	3.75 x 3.00	*Bel Air V8
FORD Mainline Six	\$1858	3127	115.5	199	76	60.4	41.2	223.0	137	8.0	202	3.62 x 3.60	FORD Mainline Six
Customline V8	\$2051	3258	115.5	199	76	60.4	41.2	272.0	173†	8.0	260	3.62 x 3.30	Customline V8
*Fairlane V8	\$2322	3377	115.5	199	76	60.4	41.2	292.0	200†	8.0	285	3.75 x 3.30	*Fairlane V8
PLYMOUTH Plaza Six	\$1893	3143	115.0	205	75	60.1	41.1	230.0	125†	7.6	200	3.25 x 4.63	PLYMOUTH Plaza Six
Savoy V8	\$2095	3296	115.0	205	75	60.1	40.5	270.0	180†	8.0	260	3.63 x 3.256	Savoy V8
*Belvedere V8	\$2362	3371	115.0	205	75	60.1	40.5	277.0	187†	8.0	265	3.75 x 3.13	*Belvedere V8
STUDEBAKER Champion Six	\$1993	2834	116.5	201	71	60.0	38.5	185.6	101	7.8	152	3.00 x 4.38	STUDEBAKER Champion Six
Commander V8	\$2121	3139	116.5	201	71	60.0	39.0	259.2	170	7.8	260	3.56 x 3.25	Commander V8
*Pres. Classic V8	\$2674	3371	120.5	205	71	60.0	40.5	289.0	210	7.8	292	3.56 x 3.63	*Pres. Classic V8
Flight Hawk Six	\$1982	2780	120.5	204	70	56.3	40.5	185.6	101	7.8	152	3.00 x 4.38	Flight Hawk Six
Power Hawk V8	\$2097	3095	120.5	204	70	56.3	40.5	259.2	170	7.8	260	3.56 x 3.25	Power Hawk V8
Sky Hawk V8	\$2473	3217	120.5	204	70	56.3	40.5	289.0	210	7.8	292	3.56 x 3.63	Sky Hawk V8
Golden Hawk V8	\$3057	3360	120.5	204	70	56.3	40.5	352.0	275	9.5	380	4.00 x 3.50	Golden Hawk V8
DODGE Coronet Six	\$2229	3323	120	212	75	60.3	42.9	230.0	131	7.6	203	3.25 x 4.63	DODGE Coronet Six
Coronet V8	\$2336	3465	120	212	75	60.6	42.3	270.0	189	8.0	266	3.63 x 3.256	Coronet V8
*Custom Royal V8	\$2771	3542	120	212	75	60.8	42.3	315.0	218†	8.0	309	3.63 x 3.80	*Custom Royal V8
PONTIAC 860 V8	\$2259	3496	122	206	75	60.5	42.4	316.6	192	8.9	297	3.94 x 3.25	PONTIAC 860 V8
*870 V8	\$2579	3601	122	206	75	60.5	42.4	316.6	205	8.9	294	3.94 x 3.25	*870 V8
*Star Chief V8	\$2693	3681	124	213	75	60.5	43.0	316.6	227	8.9	312	3.94 x 3.25	*Star Chief V8
NASH Statesman Six	\$2345	3174	114.3	202	78	61.8	42.8	195.6	130	7.5	175	3.125x4.250	NASH Statesman Six
Ambassador Six	\$2644	3520	121.3	209	78	62.3	44.3	252.6	135†	7.6	220	3.50 x 4.375	Ambassador Six
*Ambassador V8	\$3394	3690	121.3	209	78	62.3	44.3	352.0	220	9.6	320	4.00 x 3.50	*Ambassador V8
MERCURY Custom V8	\$2370	3522	119	206	76	60.6	43.2	312.0	210†	8.0	312	3.80 x 3.44	MERCURY Custom V8
Monterey V8	\$2515	3536	119	206	76	60.6	43.2	312.0	210†	8.0	312	3.80 x 3.44	Monterey V8
*Montclair V8	\$2935	3690	119	206	76	58.8	43.2	312.0	210†	8.0	312	3.80 x 3.44	*Montclair V8
BUICK Special V8	\$2372	3790	122	205	76	60.4	41.6	322.0	220	7.6	319	4.00 x 3.20	BUICK Special V8
*Century V8	\$2980	4000	122	205	76	59.8	41.6	322.0	255	9.5	341	4.00 x 3.20	*Century V8
*Super V8	\$3205	4200	127	214	80	62.5	43.0	322.0	255	9.5	341	4.00 x 3.20	*Super V8
*Roadmaster V8	\$3458	4280	127	214	80	62.7	43.0	322.0	255	9.5	341	4.00 x 3.20	*Roadmaster V8
HUDSON Wasp Six	\$2380	3235	114.3	202	78	61.8	39.3	202.0	120†	7.5	158	3.00 x 4.75	HUDSON Wasp Six
Hornet Six	\$2729	3505	121.3	209	78	62.3	42.6	308.0	165†	7.5	264	3.813x4.50	Hornet Six
*Hornet V8	\$3444	3804	121.3	209	78	62.3	42.6	352.0	220	9.6	320	4.00 x 3.50	*Hornet V8
OLDSMOBILE 88 V8	\$2443	3761	122.0	203	79	60.5	42.0	324.3	230	9.3	340	3.875x3.438	OLDSMOBILE 88 V8
Super 88 V8	\$2595	3897	122.0	203	79	60.5	42.0	324.3	240	9.3	350	3.875x3.438	Super 88 V8
*98 V8	\$3253	4047	126.0	212	79	60.5	43.0	324.3	240	9.3	350	3.875x3.438	*98 V8
DE SOTO Fire dome V8	\$2632	3875	126.0	218	78	60.6	43.8	330.4	230	8.5	305	3.72 x 3.80	DE SOTO Fire dome V8
*Fireline V8	\$3074	4005	126.0	218	78	60.6	43.8	330.4	255	8.5	350	3.72 x 3.80	*Fireline V8
CLIPPER Deluxe V8	\$2731	3670	122.0	215	78	62.0	43.0	352.0	240	9.5	350	4.00 x 3.50	CLIPPER Deluxe V8
Super V8	\$2866	3680	122.0	215	78	62.0	43.0	352.0	240	9.5	350	4.00 x 3.50	Super V8
*Custom V8	\$3268	4155	122.0	215	78	62.0	43.0	352.0	275	9.5	380	4.00 x 3.50	*Custom V8
CHRYSLER Windstar V8	\$2825	3900	126.0	220	79	60.6	43.8	331.0	225†	8.5	310	3.81 x 3.63	CHRYSLER Windstar V8
*New Yorker V8	\$3728	4110	126.0	221	81	60.9	43.8	354.0	280	9.0	380	3.94 x 3.63	*New Yorker V8
300B V8	N.A.	4050	126.0	223	79	58.6	43.8	354.0	N.A.	9.0	N.A.	3.94 x 3.63	300B V8
LINCOLN *Capri V8	\$4157	4289	126.0	223	80	60.2	45.5	368.0	285	9.0	402	4.00 x 3.66	LINCOLN *Capri V8
*Premiere V8	\$4546	4362	126.0	223	80	60.2	45.5	368.0	285	9.0	402	4.00 x 3.66	*Premiere V8
PACKARD *Patrician V8	\$4160	4275	127.0	219	78	62.3	45.0	374.0	290	10.0	405	4.125x3.50	PACKARD *Patrician V8
*Caribbean V8	\$5495	4355	127.0	219	78	61.7	45.0	374.0	310	10.0	405	4.125x3.50	*Caribbean V8
CADILLAC *62 V8	\$4241	4430	129.0	215	80	62.0	43.4	365.0	285	9.8	400	4.00 x 3.625	CADILLAC *62 V8
*60 Special V8	\$4992	4610	133.0	226	80	62.0	45.0	365.0	285	9.8	400	4.00 x 3.625	*60 Special V8
*75 V8	\$6558	5050	149.8	236	80	63.9	51.7	365.0	285	9.8	400	4.00 x 3.625	*75 V8
*Eldorado V8	\$6501	4665	129.0	222	80	59.8	43.4	365.0	305	9.8	400	4.00 x 3.625	*Eldorado V8
IMPERIAL *V8	\$4780	4565	133.0	230	79	61.2	45.2	354.0	280	9.0	380	3.94 x 3.63	IMPERIAL *V8
*Crown V8	\$7551	5145	149.5	244	79	61.8	52.0	354.0	280	9.0	380	3.94 x 3.63	*Crown V8
CONTINENTAL *Hardtop V8	\$9507	4825	126.0	219	78	56.0	45.3	368.0	N.A.	9.0	N.A.	4.00 x 3.66	CONTINENTAL *Hardtop V8
THUNDERBIRD Handshift V8	\$3102	3186	102.0	185	71	52.2	38.5	292.0	202	8.4	289	3.75 x 3.30	THUNDERBIRD Handshift V8
*Fordomatic V8	\$3317	3294	102.0	185	71	52.2	38.5	312.0	225	9.0	324	3.80 x 3.44	*Fordomatic V8
CORVETTE V8	N.A.	2680	102.0	168	71	51.0	36.8	265.0	225	9.3	270	3.75 x 3.00	CORVETTE V8

## NOTES AND EXPLANATIONS

All specifications (except Studebaker Hawks, Chrysler 300B, Packard Caribbean, Cadillac Eldorado, Continental, Thunderbird and Corvettes) are for four-door sedans. All dimensions are in inches except turn-circle diameter (feet). Prices include all charges except freight to your city, state and local taxes (federal tax is included) and optional equipment.

† Power packs: Chevrolet 205 hp., Ford 176 hp. and 202 hp., Plymouth 131 hp. and 200 hp., Dodge 230 hp., Nash 145 hp., Mercury 225 hp., Hudson 130 hp. and 175 hp., Chrysler 250 hp.

\* Price quoted includes automatic transmission.



HEADROOM	
Hudson .....	(in ) 37.5
Nash .....	37.5
Buick Roadmaster .....	37.4
Crown Imperial .....	37.0
Buick Super .....	36.6
Cadillac 75 .....	36.5
Studebaker .....	36.5
Clipper .....	36.2
Packard .....	36.2
Plymouth .....	36.1
Rambler .....	36.0
Pontiac .....	36.0

Average: 35.9 inches	
Cadillac 62, 60	35.8
Chevrolet	35.6
Buick Special	35.6
Dodge	35.5
Oldsmobile	35.5
Lincoln	35.4
Buick Century	35.3
Mercury	35.2
Chrysler	35.1
De Soto	35.1
Imperial	35.1
Ford	34.9
Mercury Montclair	33.8

Crown Imperial (in.)	36.3
Hudson	36.0
Nash	36.0
Pontiac	35.9
Buick Roadmaster	35.7
Chevrolet	35.6
Studebaker	35.5
Plymouth	35.4
Buick Super	35.2
Cadillac	35.1
Imperial	35.0
Rambler	35.0
Dodge	34.9
Packard	34.9

<b>Average: 34.8 inches</b>	
Oldsmobile 88.....	34.6
Chrysler.....	34.5
De Soto.....	34.5
Clipper.....	34.5
Buick Century.....	34.4
Lincoln.....	34.1
Buick Special.....	34.0
Ford.....	33.9
Mercury.....	33.9
Olds. Super 88, 98.....	33.8
Mercury Montclair.....	32.5

Packard	374.0
Continental	368.0
Lincoln	368.0
Cadillac	365.0
Chrysler	
New Yorker	354.0
Imperial	354.0
Clipper	352.0
Studebaker	
Golden Hawk	352.0
Hudson V8	352.0
Nash V8	352.0
Chrysler Windsor	331.0
De Soto	330.4
Oldsmobile	324.3
Buick	322.0
Pontiac	316.8

Dodge	.....	315.0
Custom Royal	.....	315.0
Mercury	.....	312.0
Thunderbird	.....	312.0
(auto. trans.)	.....	312.0
Hudson Hornet 6	.....	308.0
Ford Fairlane V8	.....	292.0
Thunderbird	.....	292.0
(handshift)	.....	292.0
Average:	290.2 cubic in.	
Stude. Pres. Classic	.....	289.0
Stude. Sky Hawk	.....	289.0
Plymouth	.....	277.0
Belvedere V8	.....	272.0
Ford Customline V8	.....	270.0
Dodge Coronet V8	.....	270.0
Plymouth Savoy V8	.....	270.0
Chevrolet V8	.....	265.0
Corvette	.....	265.0
Stude. Commander	.....	259.2
Stude. Power Hawk	.....	259.2
Nash Ambassador 6	.....	252.6
Chevrolet 6	.....	235.5
Dodge Coronet 6	.....	230.0
Plymouth 6	.....	230.0
Ford 6	.....	223.0
Hudson Wasp 6	.....	202.0
Nash Statesman 6	.....	195.6
Rambler 6	.....	195.6
Stude. Champion 6	.....	185.6
Studebaker	.....	185.6
Flight Hawk 6	.....	185.6

LEGROOM	
Chrysler .....	(in.) 45.7
De Soto .....	45.
Imperial .....	45.7
Lincoln .....	44.8
Dodge .....	44.5
Oldsmobile 88.....	44.4
Ford .....	44.3
Plymouth .....	44.0
Mercury .....	43.8
Chevrolet .....	43.7
Mercury Montclair.....	43.7
<b>Average: 43.6 inches</b>	

Cadillac 75	43.4
Pontiac	43.4
Cadillac 62, 60	43.3
Clipper	43.3
Buick Roadmaster	43.2
Buick Super	43.1
Olds, Super 88, 98	43.1
Packard	42.0
Rambler	42.0
Buick Special	42.9
Buick Century	42.8
Crown Imperial	42.5
Hudson	42.5
Nash	42.5
Studebaker	42.5

Cadillac 75.....(in.)	81.9
Crown Imperial.....	52.5
Packard.....	48.8
Cadillac 62, 60.....	46.3
Buick Roadmaster.....	46.3
Buick Super.....	45.8
Imperial.....	45.7
Dodge.....	45.0
<b>Average: 44.8 inches</b>	
Chrysler.....	44.7
De Soto.....	44.7
Clipper.....	43.8
Plymouth.....	43.6
Mercury.....	42.8

Oldsmobile 98	42.8
Chevrolet	42.6
Olds. Super 88	42.2
Oldsmobile 88	42.5
Lincoln	42.5
Pontiac	42.0
Rambler	42.0
Ford	41.9
Stude. Pres. Classic	41.0
Buick Special	40.9
Buick Century	40.6
Mercury Montclair	40.6
Hudson	40.1
Nash	40.1
Studebaker	39.9

(standard equip. only)	
Chrysler 300B	.....(est. hp.) 330
Packard Caribbean...	310
Cadillac Eldorado...	305
Packard .....	290
Cadillac .....	285
Lincoln .....	285
Chrysler New Yorker	280
Imperial .....	280
Cltpper Custom .....	275
Stude. Golden Hawk ..	275
Buick Century .....	255
Buick Super,	
Roadmaster .....	255
De Soto Fireflite .....	255
Cltpper Super, Deluxe	240

Olds. Super 88 and 98.....	240
De Soto Fire dome.....	230
Oldsmobile 88.....	230
Pontiac Star Chief.....	227
Chrysler Windsor.....	225
Corvette.....	225
Thunderbird (auto. trans.).....	225
Hudson V8.....	220
Nash V8.....	220
Buick Special.....	220
Dodge Custom Royal.....	218
Stude. Pres. Classic.....	210
Stude. Sky Hawk.....	210
Mercury.....	210
<b>Average: 209.4 horsepower</b>	
Thunderbird (handshift).....	202
Ford Fairlane V8.....	200
Pontiac (handshift).....	192
Dodge Coronet V8.....	189
Plymouth Belv. V8.....	187
Plymouth Savoy V8.....	180
Ford V8.....	173
Stude. Commander.....	170
Stude. Power Hawk.....	170
Hudson Hornet 6.....	165
Chevrolet V8 (handshift).....	162
Chevrolet 6.....	140
Ford 6.....	137
Nash Ambassador 6.....	135
Dodge Coronet 6.....	131
Nash Statesman 6.....	130
Plymouth 6.....	125
Hudson Wasp 6.....	120
Rambler.....	120
Stude. Flight Hawk 6.....	101
Stude. Champion 6.....	101

HIPROOM	
Hudson .....	(in.) 65.0
Nash .....	65.0
Buick Roadmaster...	64.9
Buick Super.....	64.9
Cadillac 75 .....	64.4
Cadillac 62, 60 .....	64.3
Crown Imperial....	63.5
Chrysler .....	63.3
De Soto .....	63.3
Clipper .....	62.8
Packard .....	62.8
Average: 62.8 inches	

Buick Special	62.5
Buick Century	62.5
Dodge	62.
Imperial	62.5
Plymouth	62.5
Oldsmobile	62.4
Chevrolet	62.0
Pontiac	61.9
Lincoln	61.7
Mercury	60.6
Ford	60.5
Rambler	59.8
Studebaker	59.3

Buick Super....(in.)	65.7
Buick Roadmaster...	65.7
Cadillac 62, 60.....	65.2
Hudson .....	64.5
Nash .....	64.5
Chrysler .....	64.0
De Soto .....	64.0
Lincoln .....	63.8
Pontiac .....	63.1
Chevrolet .....	63.0
Dodge .....	62.8
Plymouth .....	62.8
Buick Century .....	62.6
Buick Special.....	62.4

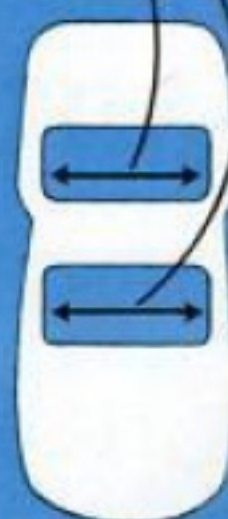
Olds, 88, Super 88...	62.4
Oldsmobile 98...	62.1
<b>Average: 62.1 inches</b>	
Clipper .....	62.0
Imperial .....	62.0
Packard .....	62.0
Mercury Montclair...	60.5
Ford .....	60.3
Mercury .....	60.3
Rambler .....	60.1
Cadillac 75 .....	59.1
Studebaker .....	59.0
Crown Imperial .....	54.4

POUNDS PER HP	
(standard equip. only)	
Corvette	11.9
Chrysler 300B test.	12.3
Stude. Golden Hawk	13.3
Packard Caribbean	14.0
Clipper Custom	14.1
Thunderbird	
(auto, trans.)	14.6
Chrysler N. Yorker	14.7
Packard	14.7
Lincoln	15.0
Cadillac Eldorado	15.3
Clipper Super,	
Deluxe	15.3
Stude. Sky Hawk	15.3
Cadillac	15.5
Buick Century	15.7

De Soto Fireflite	15.7
Pontiac Star Chief	15.7
Stude. Pres. Classic	15.7
T-Bird (handshift)	15.8
Olds. Super 88	16.2
Imperial	16.3
Dodge Custom Royal	16.4
Oldsmobile 88	16.4
Buick Super	16.5
Ford Fairlane V8	16.5
Buick Roadmaster	16.8
De Soto Firedome	16.8
Mercury	16.8
Oldsmobile 98	16.9
Buick Special	17.2
Chrysler Windsor	17.3
Hudson V8	17.3
Nash V8	17.4
Plymouth Belv. V8	17.8
Pontiac (handshift)	18.2
Plymouth Savoy V8	18.2
Stude. Power Hawk	18.2
Dodge Coronet V8	18.3
Crown Imperial	18.4
<b>Average: 18.4 pounds</b>	
Stude. Commander	18.5
Ford V8	18.6
Chev. V8 (handshift)	19.7
Hudson Hornet 6	21.2
Ford 6	22.8
Chevrolet 6	23.0
Rambler 6	23.6
Nash Statesman 6	24.4
Plymouth 6	25.1
Dodge Coronet 6	25.4
Nash Ambassador 6	26.4
Stude. Flight Hawk	27.5
Stude. Champion	28.1
Hudson Wasp 6	29.1

# The 1956 CARS

**HIPROOM**



## HEADROOM



**LEGROOM**