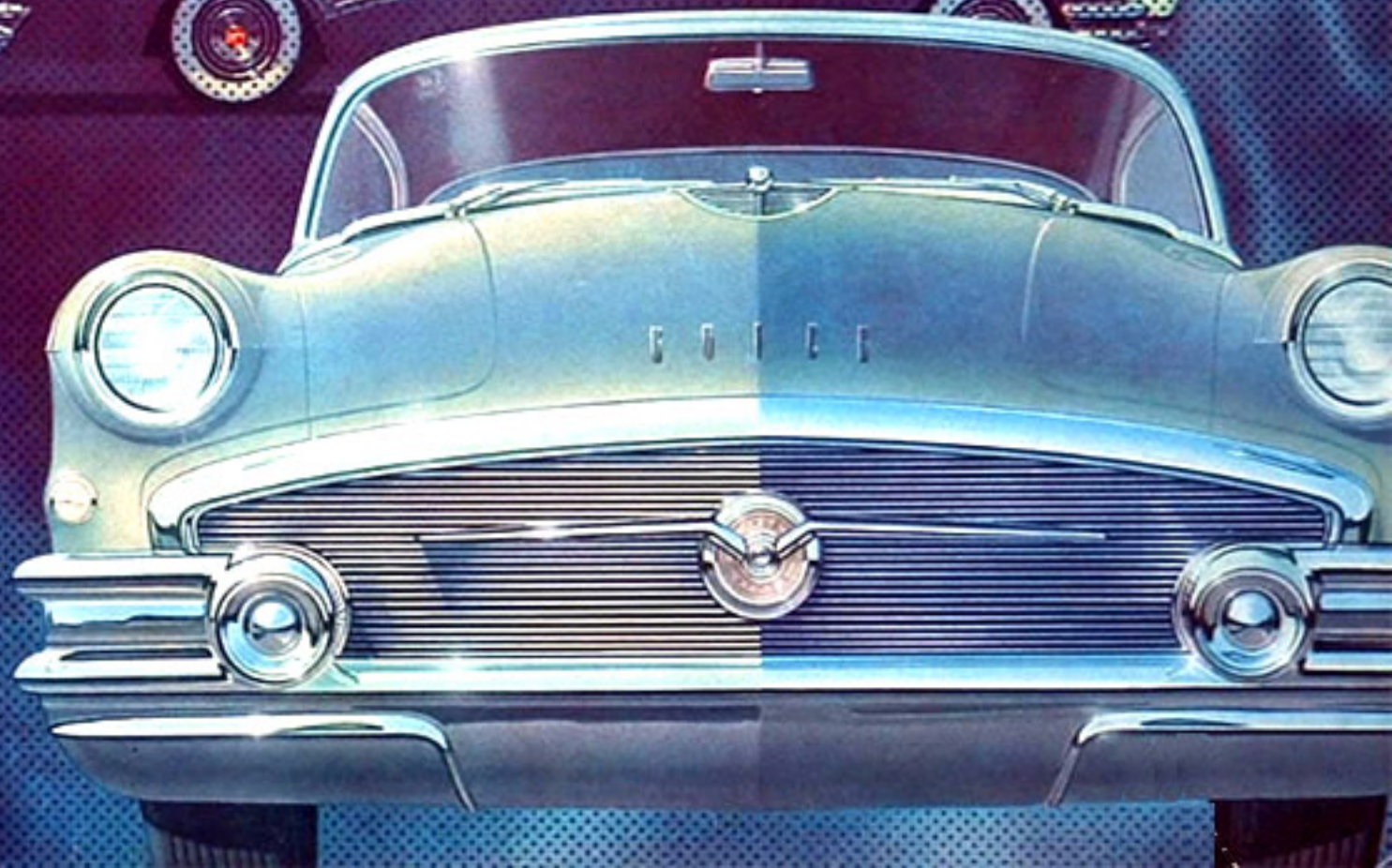
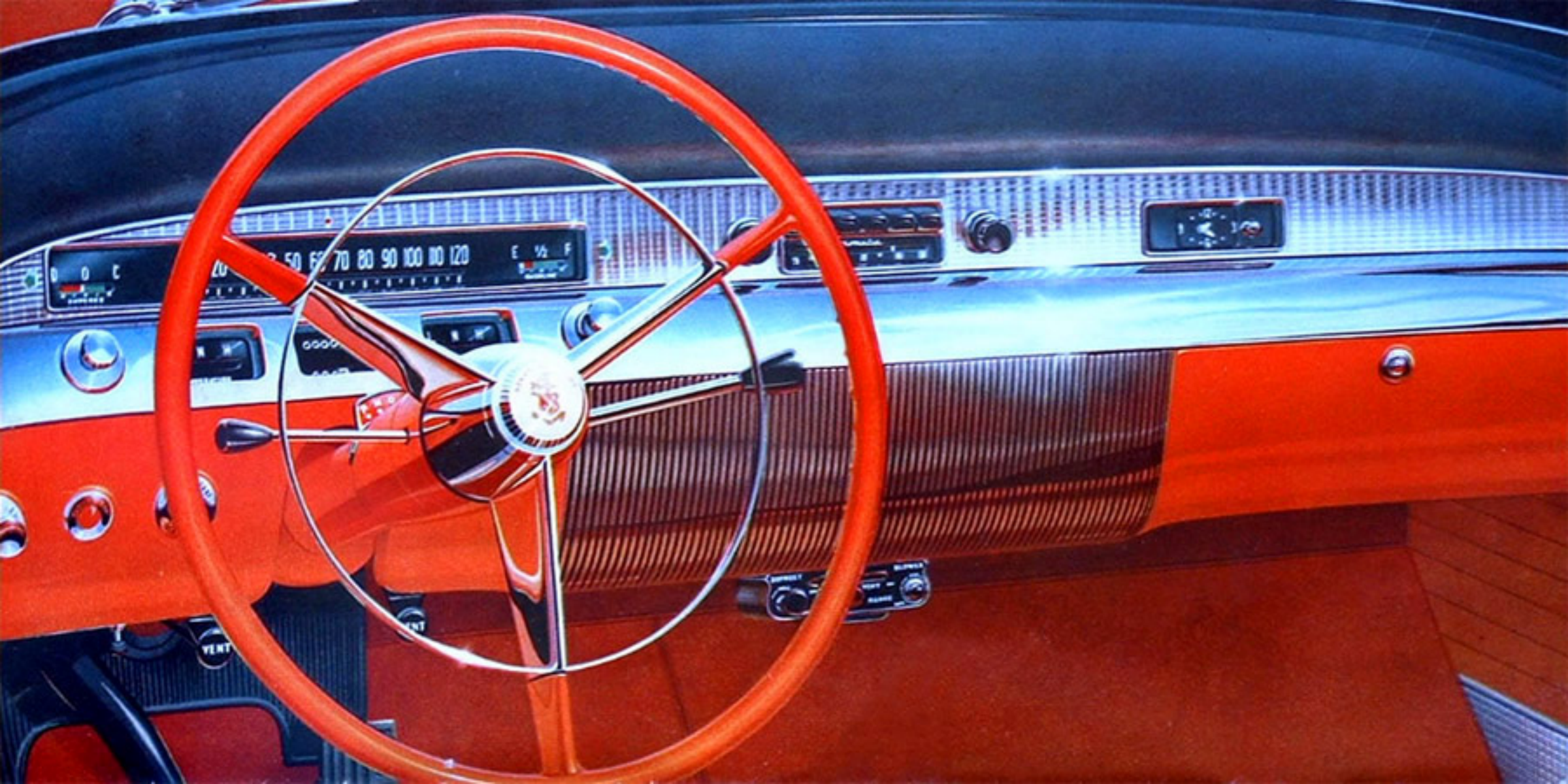


1956 BUICK

carries the banner forward







POWER BRAKE

This is the start of a Great New Excitement in Car Travel

You swing the door open and your eyes tell you swiftly of the great new things that have happened to Buick in 1956.

Of a new instrument panel smartly designed, newly functional. Of color-harmonized new

interiors. Of sweep-ahead styling, as it's viewed from inside or out.

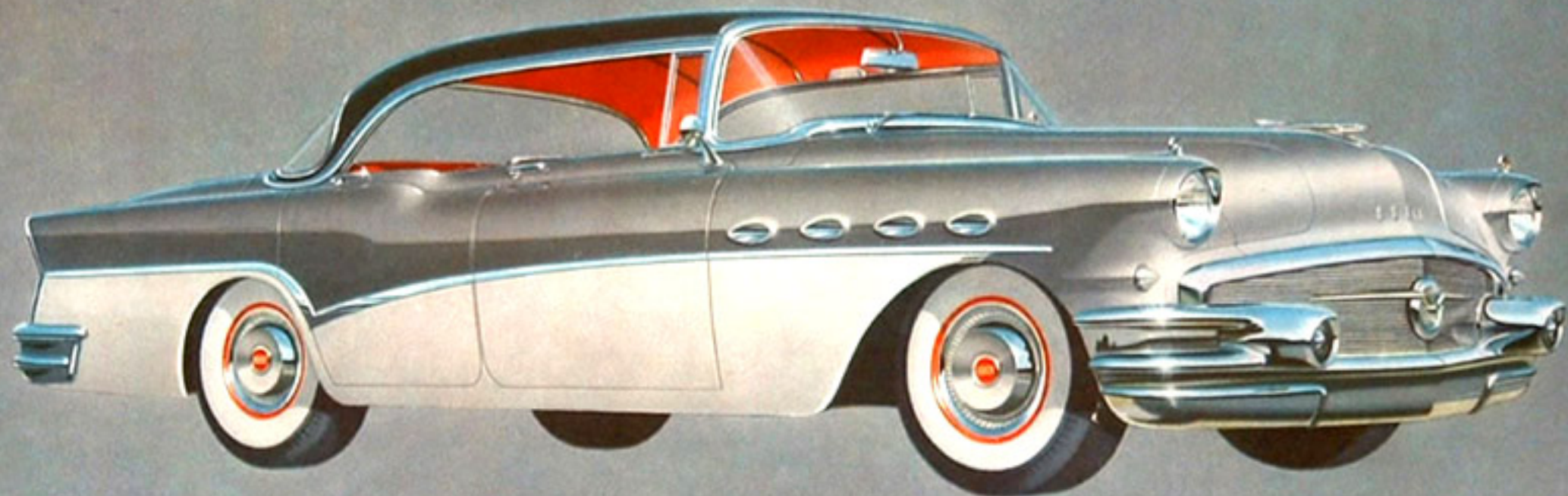
Underway, your senses tell you a great deal more. Of soaring new power. Of a new Dynaflo. Of a wondrous new ride.

So study these Buick buys for 1956. Select the one best fitted to your taste and means. Then sample its motion.

For this is a great new excitement in car travel

-and the best Buick yet

1956 **ROADMASTER** CUSTOM BUILT BY BUICK



ROADMASTER 6-PASSENGER 4-DOOR RIVIERA, MODEL 73, 127-IN. WHEELBASE, 255 HORSEPOWER

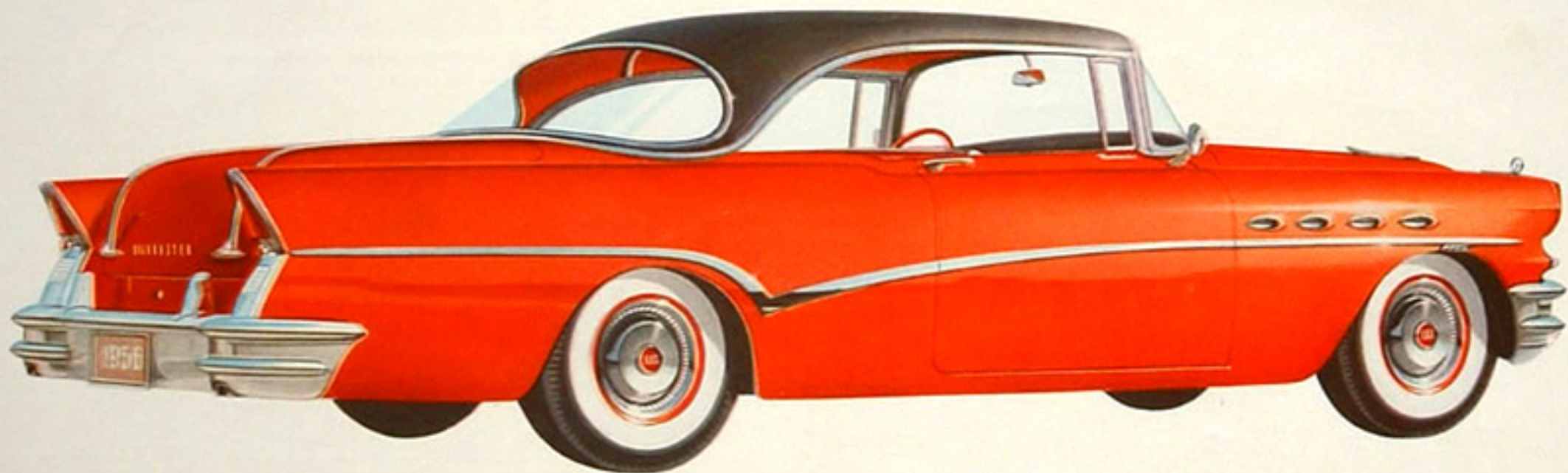
For the luxury-car-minded...
master work of Buick building...
master worth in fine cars

This is fine car motoring beyond the usual—for it starts with the advances that only the volume manufacture of all Buicks can provide — and moves on to its own pinnacle.

This is fashion distinctive and distinguished throughout a thoroughbred Series—in a suave new 4-Door Riviera—2-Door Riviera—Sedan and Convertible.

This is master power and performance—this is luxurious ride and powered handling—each impossible to compare with what's gone before—because each sets a new measure of fine car excellence in 1956.

This is ROADMASTER, leader of fine cars—and priced as the greatest value in the fine car field.



ROADMASTER 6-PASSENGER 2-DOOR RIVIERA, MODEL 76R, 127-IN. WHEELBASE, 255 HORSEPOWER

1956 **ROADMASTER** CUSTOM BUILT BY BUICK



ROADMASTER 6-PASSENGER 4-DOOR SEDAN, MODEL 72, 127-IN. WHEELBASE, 288 HORSEPOWER

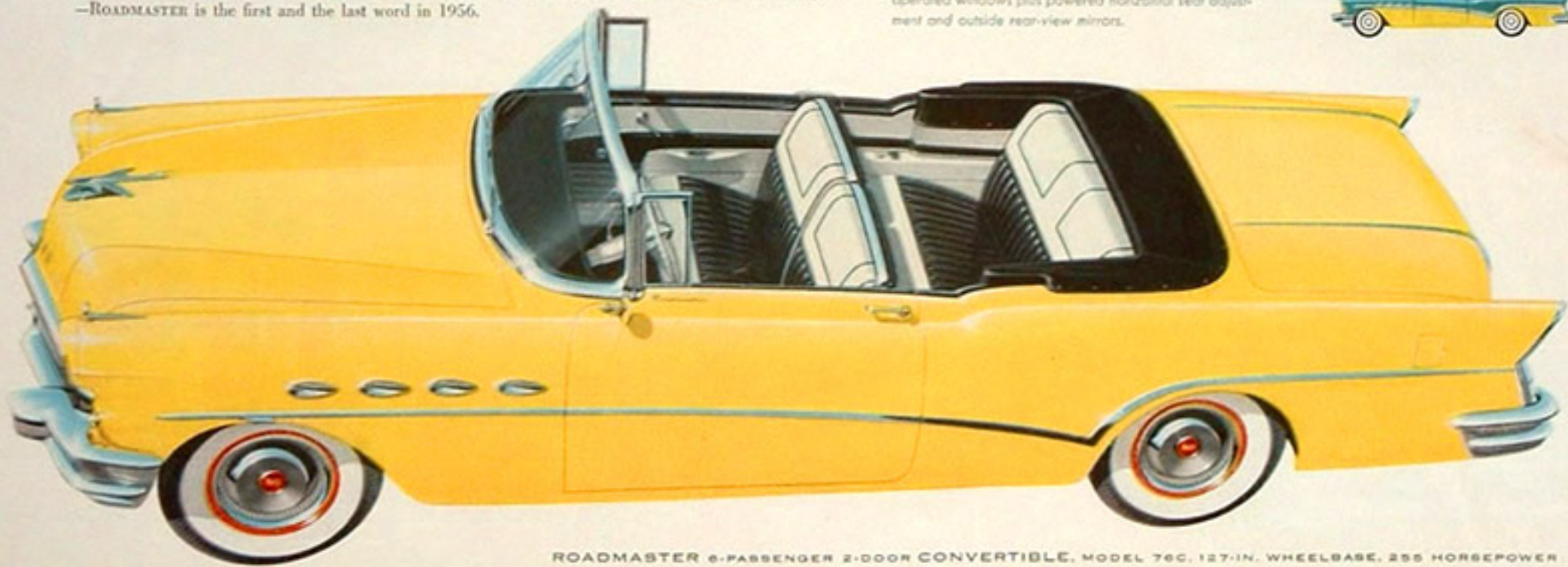
You will find the custom look of each ROADMASTER is further enhanced with twin front fender bombsights—limited edition paint treatment—and inside, a truly exclusive selection of fabrics and trim.

And of special note this year is the ROADMASTER's new glareproof instrument panel cover—beautifully tailored cordaveen on a soft foam rubber cushion.

Performance here is top of the line, too. For ROADMASTER power this year reaches a new high of 255. Getaway is tremendously stepped up and gas economy increased with a new Variable Pitch Dynaflo.

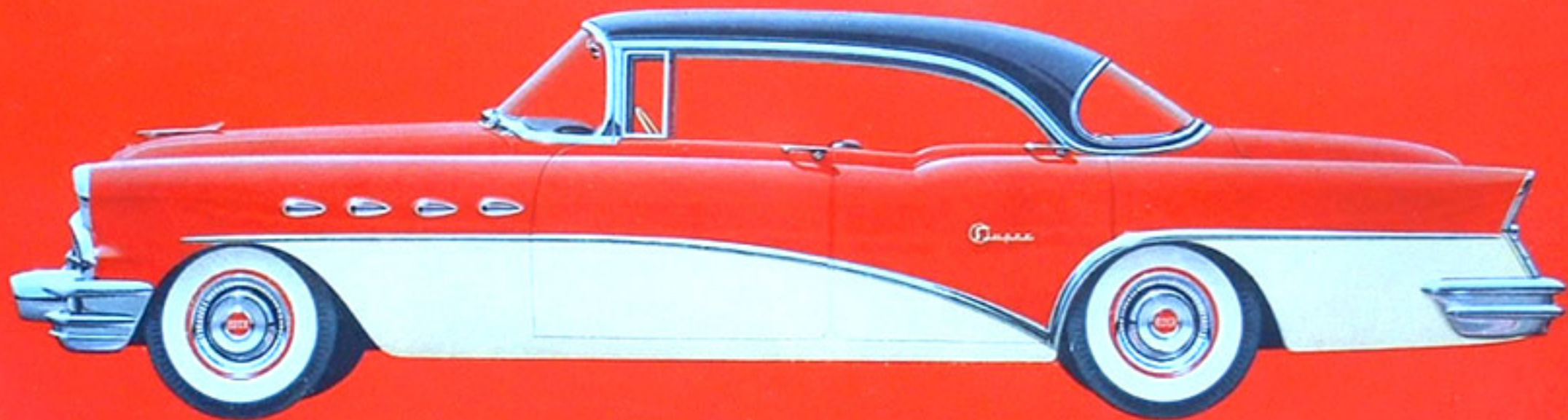
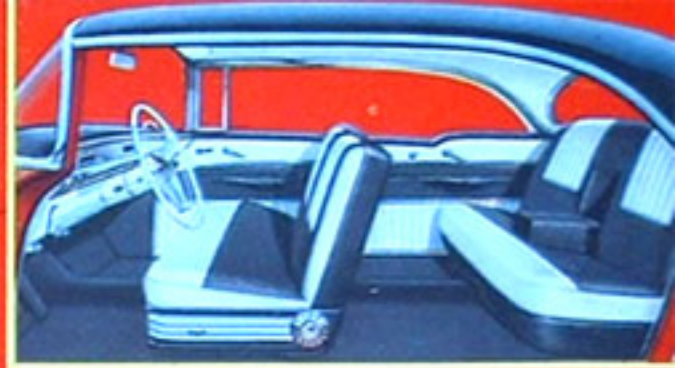
Beyond this, you'll find a new Safety Power Steering, dual exhausts and a full score of other features that come with ROADMASTER ownership, and without extra cost. By every token of pleasure a fine car can give—ROADMASTER is the first and the last word in 1956.

Additional ROADMASTER features for 1956 included as standard equipments: Variable Pitch Dynaflo, Dual Exhausts, 4-Barrel Airpower Carburetor, Buick Safety Power Steering, automatic windshield washer, Wide-angle windshield wiper, back-up lights, glareproof rear-view mirror, parking brake warning light, electric clock, de luxe wheel covers, double-depth foam rubber seat cushions, foam rubber backed carpeting, foam rubber backed instrument panel cover and the new sealed beam headlights. In Convertible and Rivieras, electrically operated windows plus powered horizontal seat adjustment and outside rear-view mirrors.



ROADMASTER 6-PASSENGER 2-DOOR CONVERTIBLE, MODEL 76C, 127-IN. WHEELBASE, 255 HORSEPOWER

BUICK **SUPER** FOR 1956



SUPER 4-PASSENGER 4-DOOR RIVIERA, MODEL 55, 127-IN. WHEELBASE, 225 HORSEPOWER

Superb value in power,
ride, and roominess

You will find that in pure spaciousness and great performance, the 1956 SUPER is the big buy of the middle price range. Four models bear this abundantly sized Series' name—a new 4-Door Riviera—a 2-Door Riviera, a Sedan and Convertible.

In each, styling takes its theme from the sky-borne.

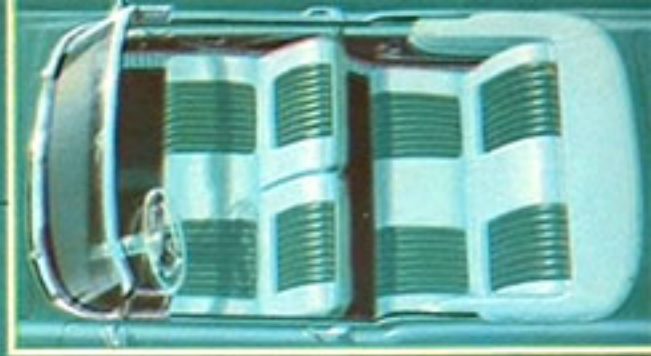
In each, power advances to a new high of 255. Performance keeps stride with the new pickup and gas savings of Variable Pitch Dynaflo—now yours in the SUPER Series at no extra cost.

And the ride of these wide-gaited beauties is the finest ever, with the new deep oil-cushioning of the direct-acting rear shock absorbers, a new over-all riding smoothness, and a more responsive Safety Power Steering.



SUPER 6-PASSENGER 2-DOOR RIVIERA, MODEL 56R, 127-IN. WHEELBASE, 255 HORSEPOWER

BUICK **SUPER** FOR 1956



SUPER 6-PASSENGER 2-DOOR CONVERTIBLE, MODEL 56C, 127-IN. WHEELBASE, 255 HORSEPOWER

Spaciousness is certainly the byword for SUPER.

Hiproom in this new Sedan, for example, measures 64.9 inches across the front seat . . . 65.7 inches across the back. And headroom, legroom and shoulder-room are just as generously proportioned.

And matching the roominess of SUPER interiors is the beauty of the rich new color-harmonized cordaveen and patterned nylon upholsteries.

With its many luxurious features in room and ride—beauty and comfort—handling and performance—the Buick SUPER is the sparkling standout of medium price cars.

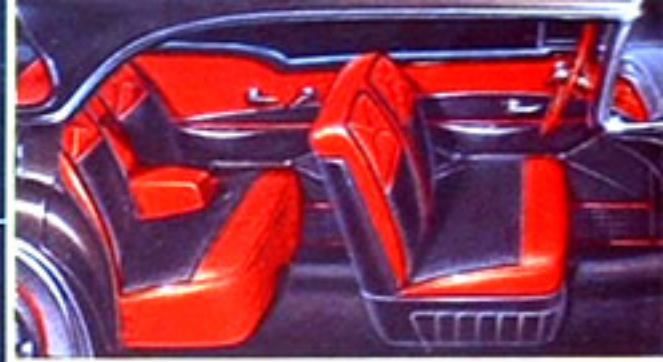
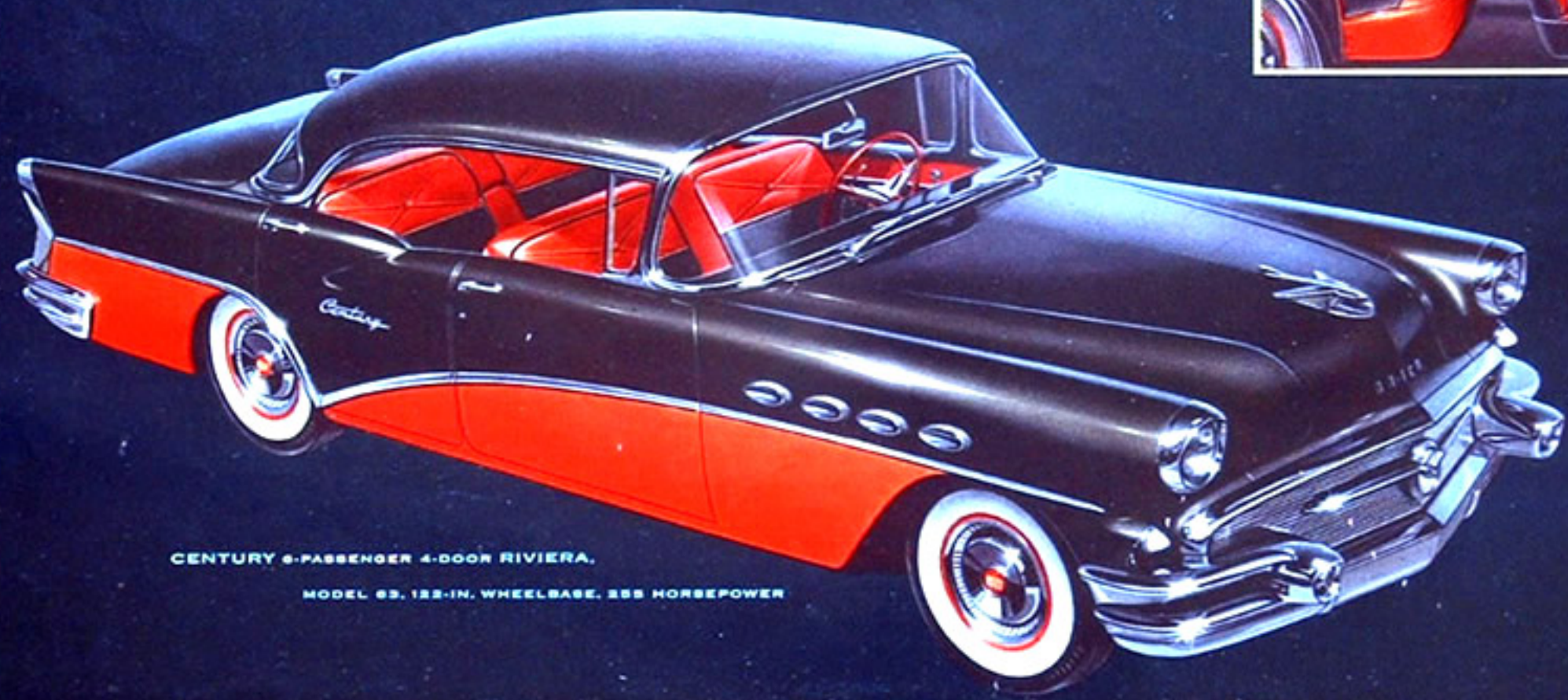
Additional SUPER Features for 1956

included as standard equipments: Variable Pitch Dynaflow, Buick Safety Power Steering, 4-Barrel Airpower Carburetor, foam rubber seat cushions, automatic trunk light, electric clock and the new sealed beam headlights. In Convertible, electrically operated windows plus powered horizontal seat adjustment and outside rear-view mirrors.



SUPER 6-PASSENGER 4-DOOR SEDAN, MODEL 52, 127-IN. WHEELBASE, 255 HORSEPOWER

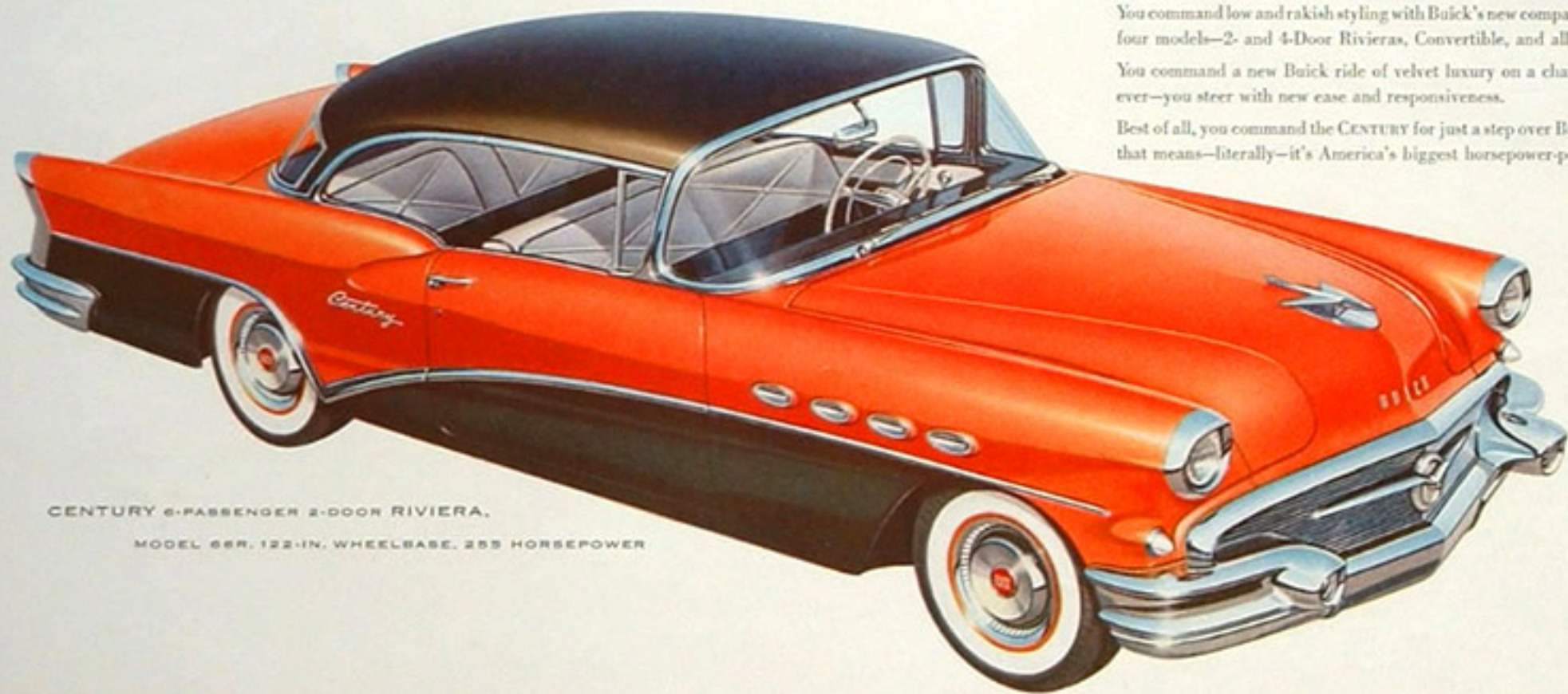
BUICK CENTURY FOR 1956



CENTURY 6-PASSENGER 4-DOOR RIVIERA.

MODEL 63, 122-IN. WHEELBASE, 255 HORSEPOWER

For the performance-minded...
America's biggest horsepower-per-dollar buy



CENTURY 6-PASSENGER 2-DOOR RIVIERA.

MODEL 66R. 122-IN. WHEELBASE. 255 HORSEPOWER

Drive the 1956 CENTURY and you command thrills that set the pulse of even sports-car enthusiasts to pounding.

You command 255 horsepower, Buick's mightiest engine, built to Buick's compact and agile 122-inch wheelbase.

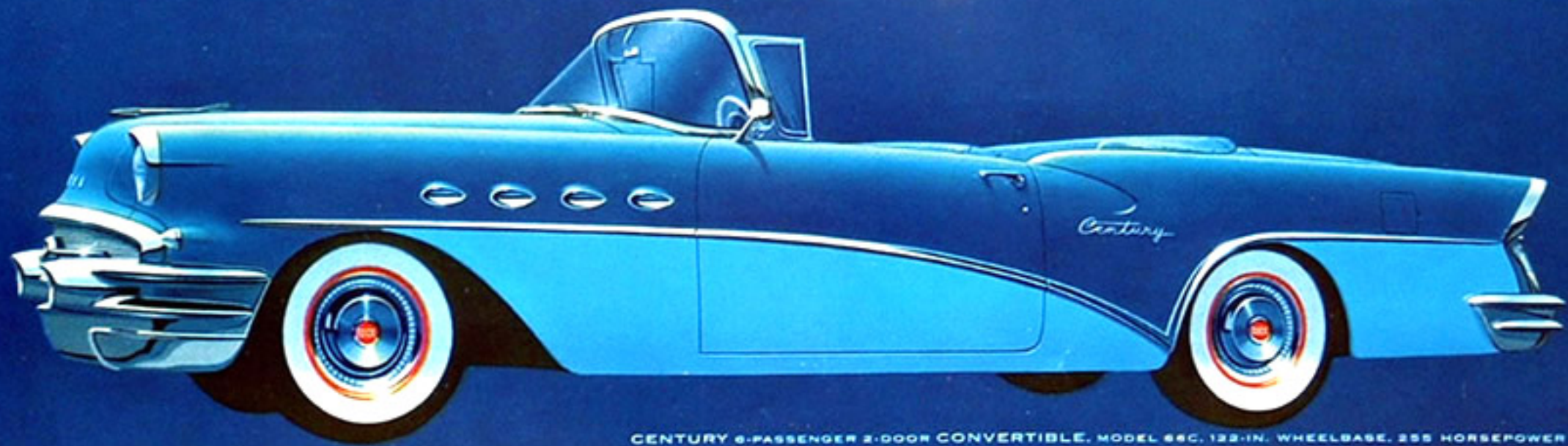
You command the dazzling new pickup and gas savings of Variable Pitch Dynaflo, now in every CENTURY at no extra cost.

You command low and rakish styling with Buick's new compatible color schemes in all four models—2- and 4-Door Rivierras, Convertible, and all-steel Estate Wagon.

You command a new Buick ride of velvet luxury on a chassis made stronger than ever—you steer with new ease and responsiveness.

Best of all, you command the CENTURY for just a step over Buick's lowest prices. And that means—literally—it's America's biggest horsepower-per-dollar buy, bar none.

BUICK CENTURY FOR 1956



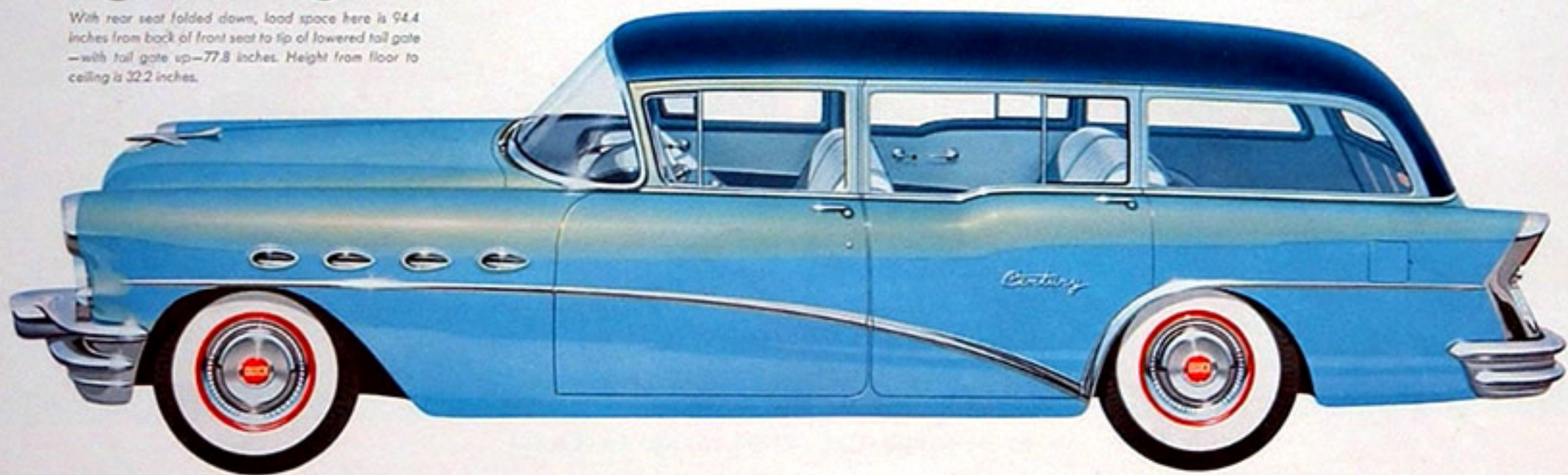
CENTURY 6-PASSENGER 2-DOOR CONVERTIBLE, MODEL 66C, 122-IN. WHEELBASE, 255 HORSEPOWER



With rear seat folded down, load space here is 94.4 inches from back of front seat to tip of lowered tail gate —with tail gate up—77.8 inches. Height from floor to ceiling is 32.2 inches.

In the 1956 CENTURY edition of the Buick Estate Wagon, custom quality goes all the way. You get a big all-steel body so roomy it can handle practically any assignment you give it —so beautiful it turns heads wherever you go. You get 255 horsepower on a nimble 122-inch wheelbase. You get a custom-finished interior in your choice of five colors—and fully carpeted floors front and rear. And for a modest extra price, you get Buick's convenient 1/3 and 2/3 split rear seat so you can carry passengers and cargo at the same time.

Additional CENTURY Features for 1956 included as standard equipment: Variable Pitch Dynaflow, 4-Barrel Airpower Carburetor, foam rubber seat cushions, automatic trunk light, electric clock, rear license plate frame and the new sealed beam headlights. In Convertible, electrically operated windows and horizontal front seat adjustment, plus outside rear-view mirrors.



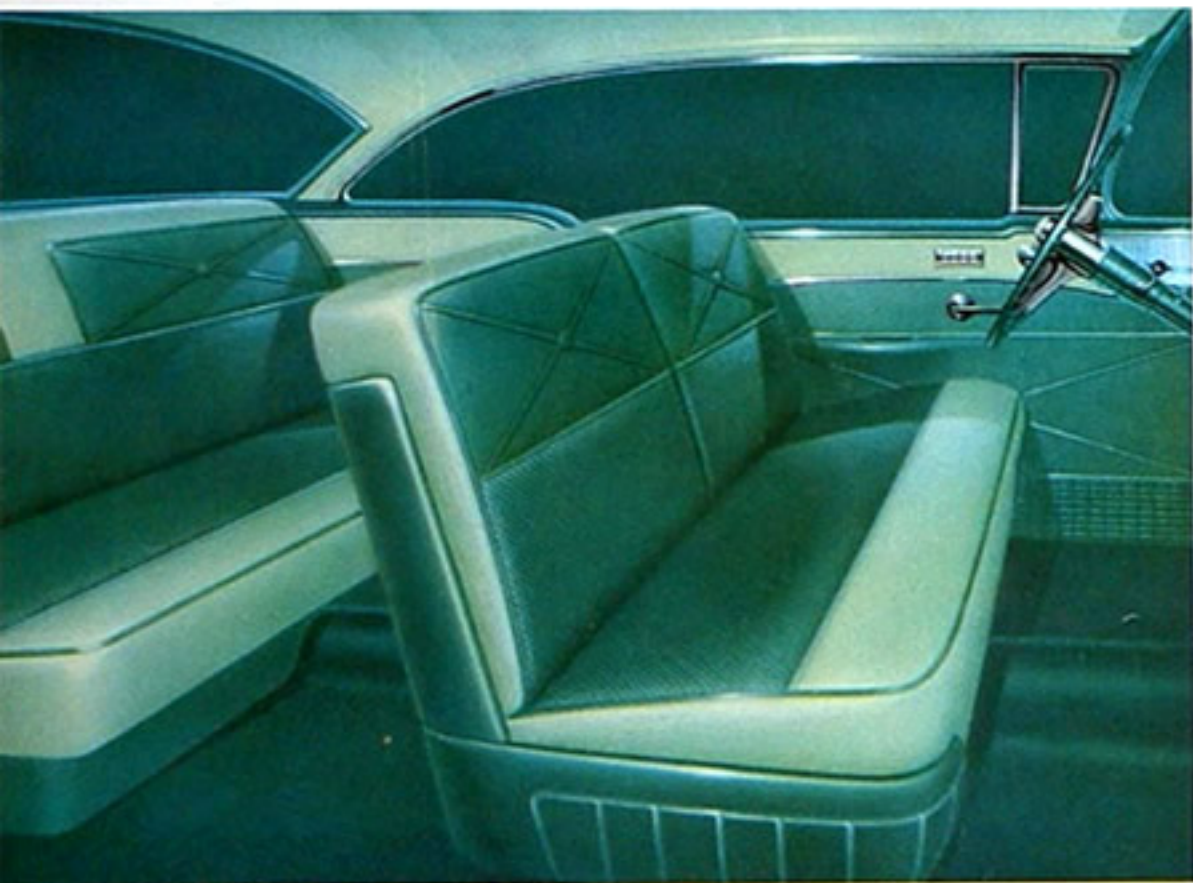
CENTURY 6-PASSENGER 4-DOOR ESTATE WAGON, MODEL 69, 122-IN. WHEELBASE, 255 HORSEPOWER

From Series to Series...

Buick interiors set a new measure of beauty and craftsmanship



In the ROADMASTER Rivas and Sedan—rich nylon fabrics in custom-designed patterns—with tailored cordaveen seat bolsters and instrument panel cover to match—create an air of regal splendor. In the Convertible, you select from four different hues of soft, supple leather.



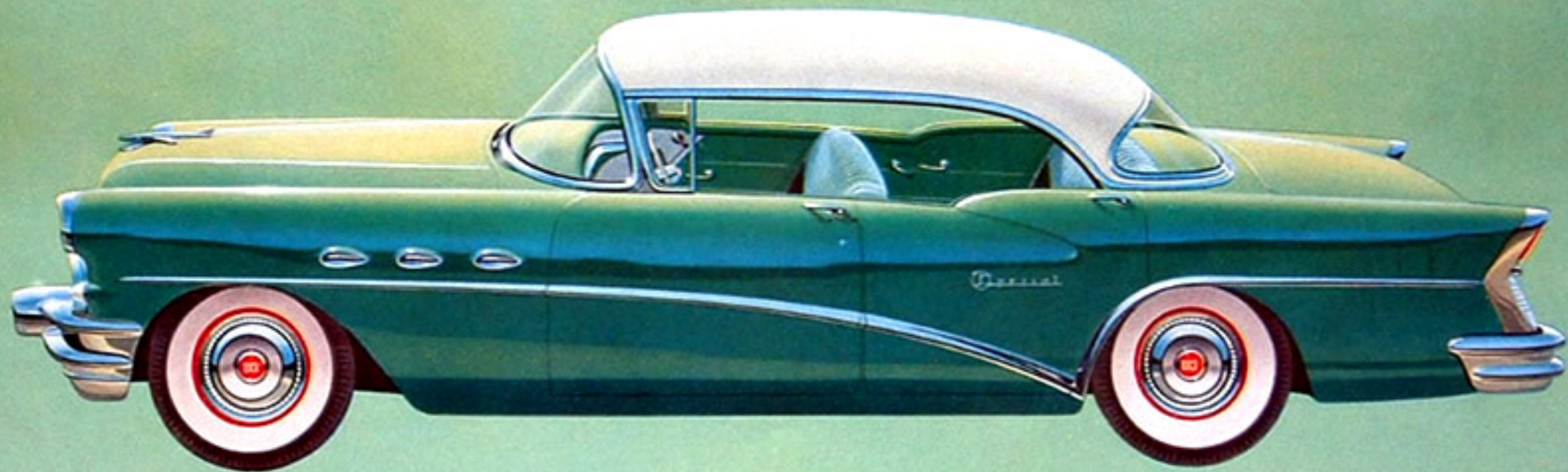
In the CENTURY—bold beauty matches flashing performance. For here you have four tri-tone trims in the 4-Door Riviera, three tri-tones plus three dual-tone all-cordaveen interiors for the 2-Door Riviera. And you choose from four colors of genuine leather for the Convertible.

In the SUPER—interiors are as stunning as they are spacious in their individualized fabric and trim. Three color combinations of nylon and cordaveen (in addition to three custom interiors), await your choice in the Sedan, four in the Rivas, and four all-cordaveen selections in the Convertible.



In the SPECIAL—The 2-Door Riviera offers three custom trims in all cordaveen, like the one shown here, at slight extra cost. Three truly beautiful color combinations are offered for the first time at no extra cost in this budget-priced Series. The Convertible offers four all-cordaveen interiors: red, two-tone blue, two-tone green, and black and ivory.

BUICK **SPECIAL** FOR 1956



SPECIAL 6-PASSENGER 4-DOOR RIVIERA, MODEL 43, 122-IN. WHEELBASE, 220 HORSEPOWER

For the budget-minded...

220 horsepower and sweep-ahead styling

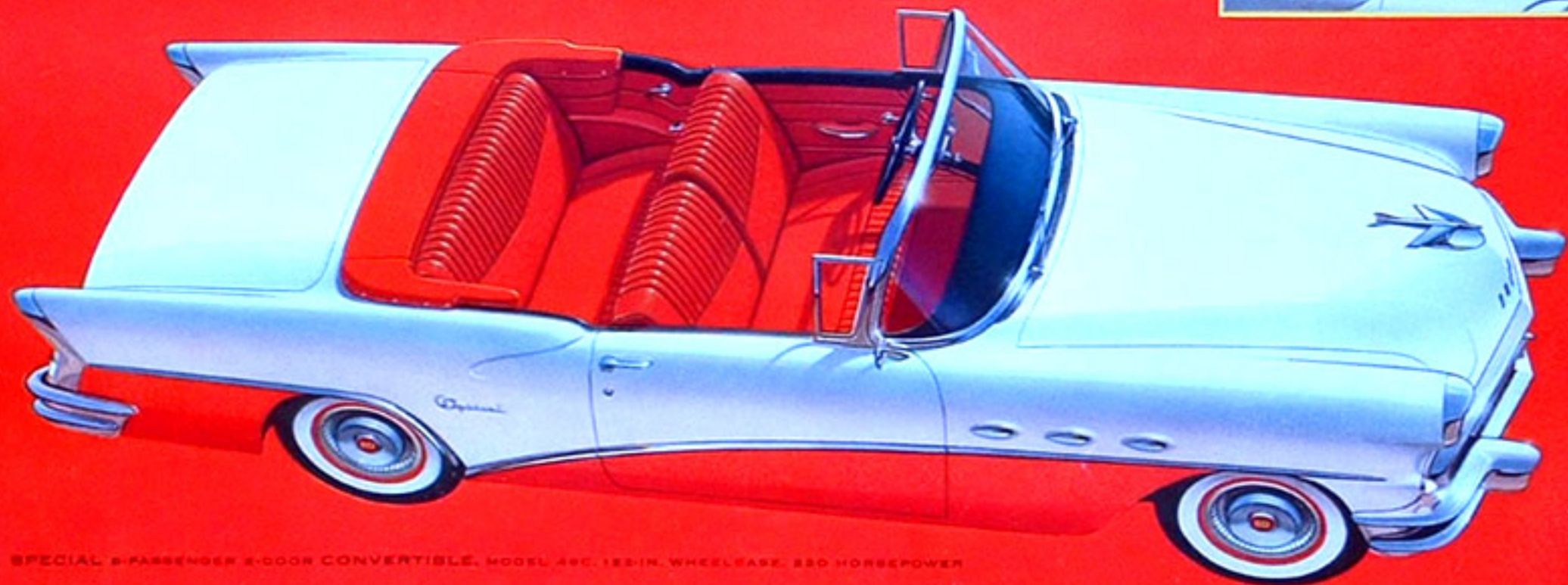
in this low-priced beauty

You see here solid proof that a small price need not buy a small car. For the SPECIAL Series is big Buick value at its best *but at a price in line with that of the well-known smaller cars.* It's beautifully big in style with all the 1956 Buick glamor notes of "flying V" grille—rakish rear fenders—rear fender cutouts—new instrument panel—all-new interiors. It's luxuriously big in ride with a host of new Buick ride features in 1956. And above all, the SPECIAL is tremendously big in performance this year—with 220 horsepower ready and waiting to serve you.



SPECIAL 6-PASSENGER 2-DOOR RIVIERA, MODEL 46R, 122-IN. WHEELBASE, 220 HORSEPOWER

BUICK **SPECIAL** FOR 1956



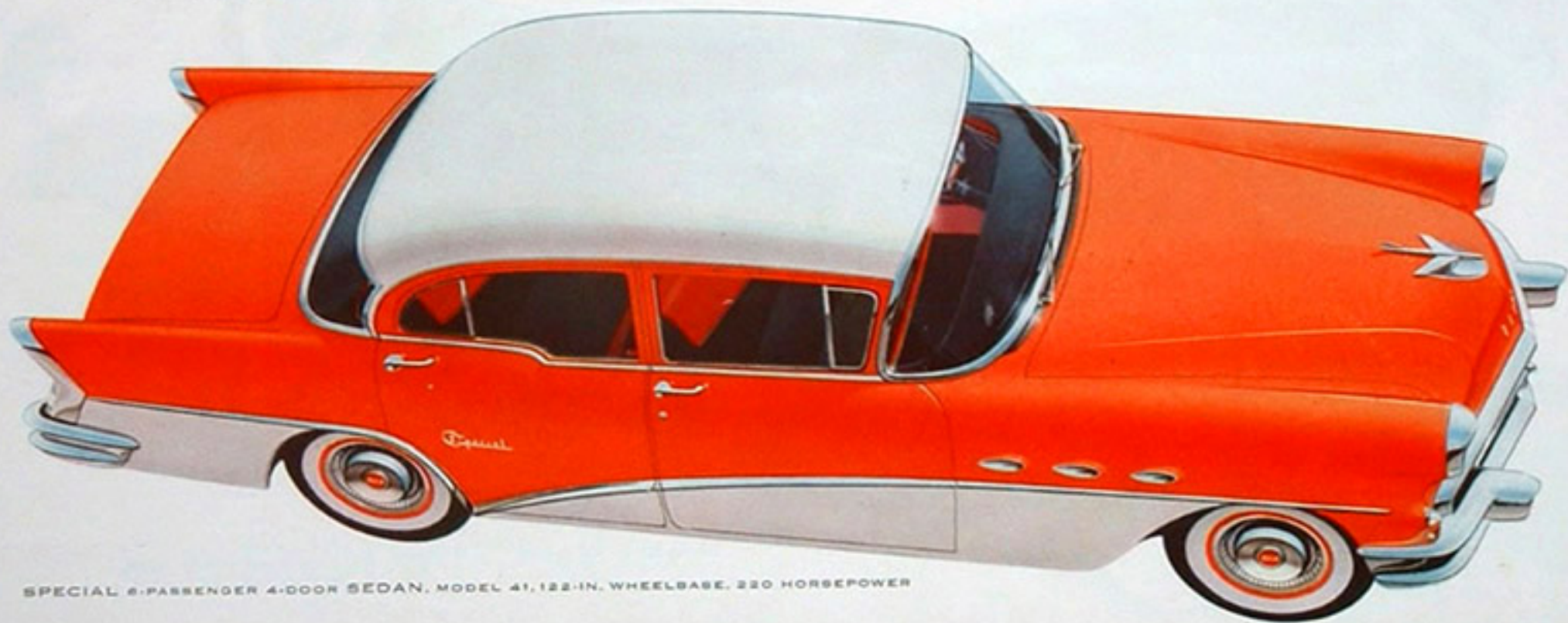
SPECIAL 6-PASSENGER 2-DOOR CONVERTIBLE, MODEL 490, 123-IN. WHEELBASE, 230 HORSEPOWER

In all 1956 SPECIALS—Sedans, Rivieras, Convertible and new low-price Estate Wagon, you enjoy a brand-new experience in big car ride. A ride oil-cushioned with Buick's new direct-acting rear shock absorbers—made even easier handling with Buick's new steering linkage—made even safer with bigger brakes, a more rugged frame, a stronger rear-end assembly.

In each model, you have your choice of Buick's many fine options, such as Variable Pitch Dynaflow, Power Brakes, improved Safety Power Steering and the new Buick 4-Season Airconditioner.

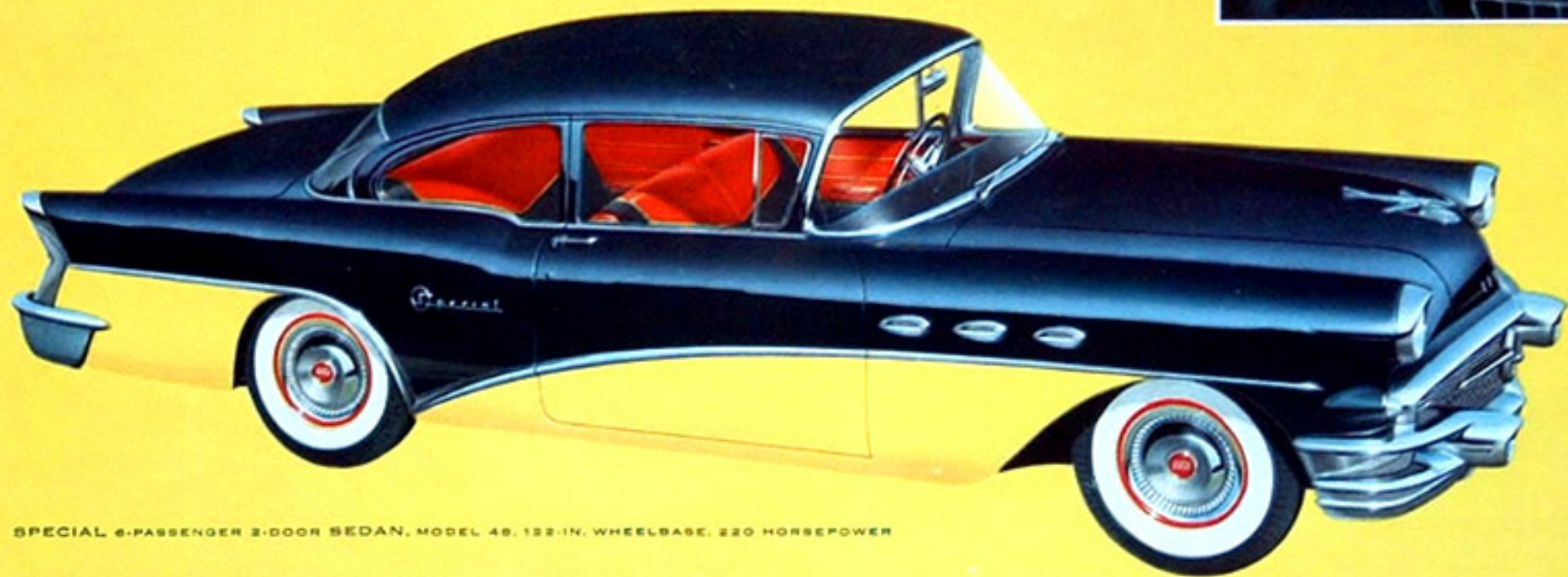
And, as you see by the panel at right, every 1956 Buick SPECIAL brings you a long list of features—wanted features which generally cost extra, if available at all, in other low-priced cars.

Additional Features in all 1956 Buicks included as standard equipment: 2- or 4-Barrel Carburetor; 322-cu. in. V8 Engine; direction signals, front and rear; side armrests, front and rear; sliding sunshades; cigarette lighter; automatic glove compartment light; map light; outside rear-view mirrors on Convertible; dual horns; oil filter-full-flow design; oil-bath air cleaner and silencer; Step-On self-locking parking brake; heavy insulation against heat and sound; Horizontal Redliner Speedometer, trip mileage indicator and the new sealed beam headlights.



SPECIAL 6-PASSENGER 4-DOOR SEDAN, MODEL 41, 122-IN. WHEELBASE, 220 HORSEPOWER

BUICK SPECIAL FOR 1956



SPECIAL 6-PASSENGER 2-DOOR SEDAN, MODEL 48, 132-IN. WHEELBASE, 220 HORSEPOWER

These two SPECIALS carry the biggest story of Buick's special price news for 1956. Above is Buick's lowest-priced car—the 2-Door Sedan. It's sweep-ahead styled, 6-passenger big, with 220 of Buick's finest horsepower.

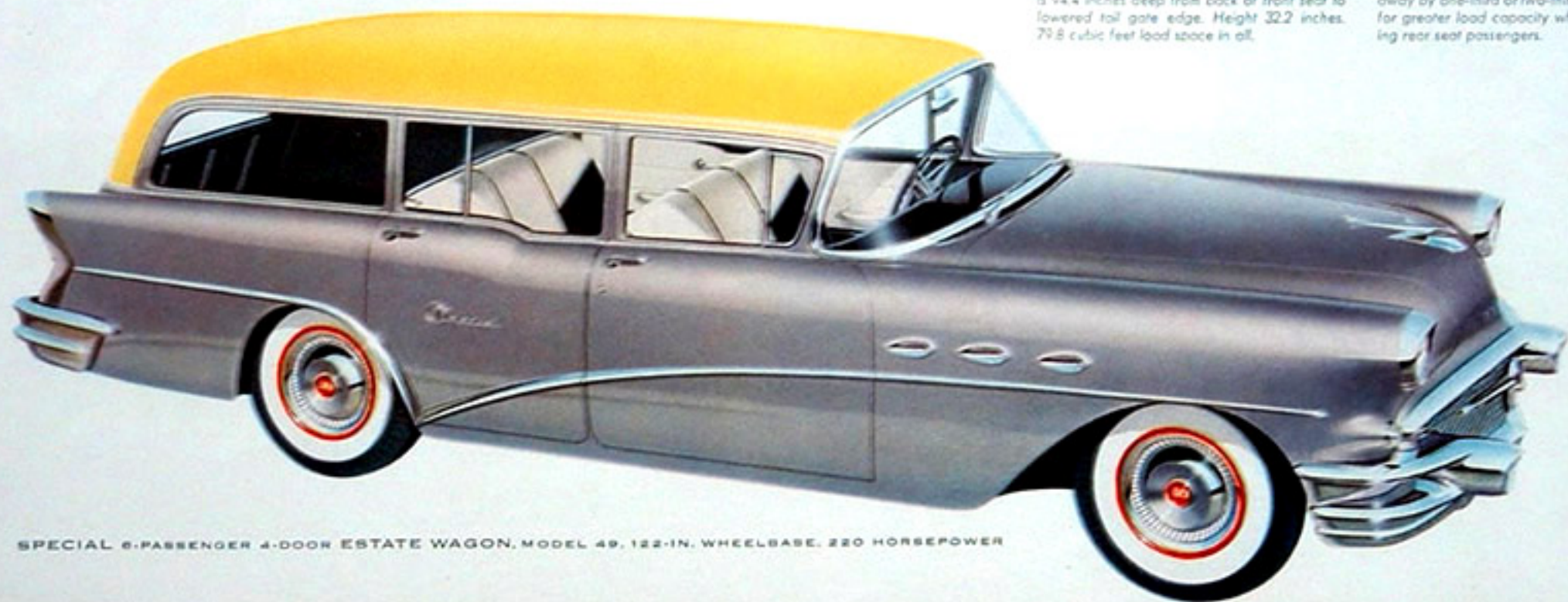
Below is Buick's swift-lined beauty for work and play—the all-steel Estate Wagon—thrillingly beautiful—mightily powered—wonderfully handy—and priced for the thrifty.

So whether your tastes run to the design of a Sedan or versatility of an Estate Wagon—you have here two good budget reasons why 1956's beacon light in low-priced cars is the Buick SPECIAL Series.

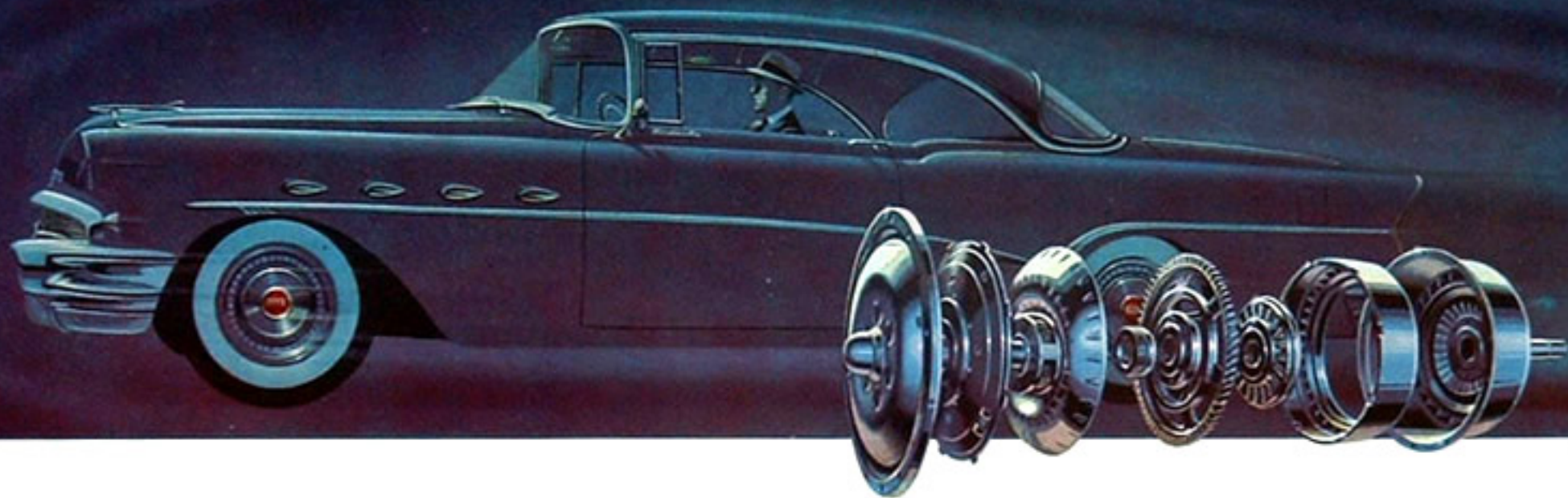


The new SPECIAL Estate Wagon puts spaciousness on a par with beauty. Rear compartment is 94.4 inches deep from back of front seat to lowered tail gate edge. Height 32.2 inches. 79.8 cubic feet load space in all.

For extra convenience, you can order this modest-priced split seat that folds away by one-third or two-third sections for greater load capacity while carrying rear seat passengers.



SPECIAL 6-PASSENGER 4-DOOR ESTATE WAGON, MODEL 49, 122-IN. WHEELBASE, 220 HORSEPOWER



Buick steps up pickup still more with a new Variable Pitch Dynaflo

Buick engineers really had to go some to top the performance of last year's Variable Pitch Dynaflo.

For this new kind of automatic transmission adapted the principle of aviation's variable pitch propeller to land travel—and it took the country by storm.

One pitch of the propeller-like blades spinning in Dynaflo oil gave dazzling take-off and passing power when needed. The other pitch gave new gas economy at cruising speed.

Now, to this spectacular transmission, Buick engineers have

added still greater pickup and gas savings in 1956.

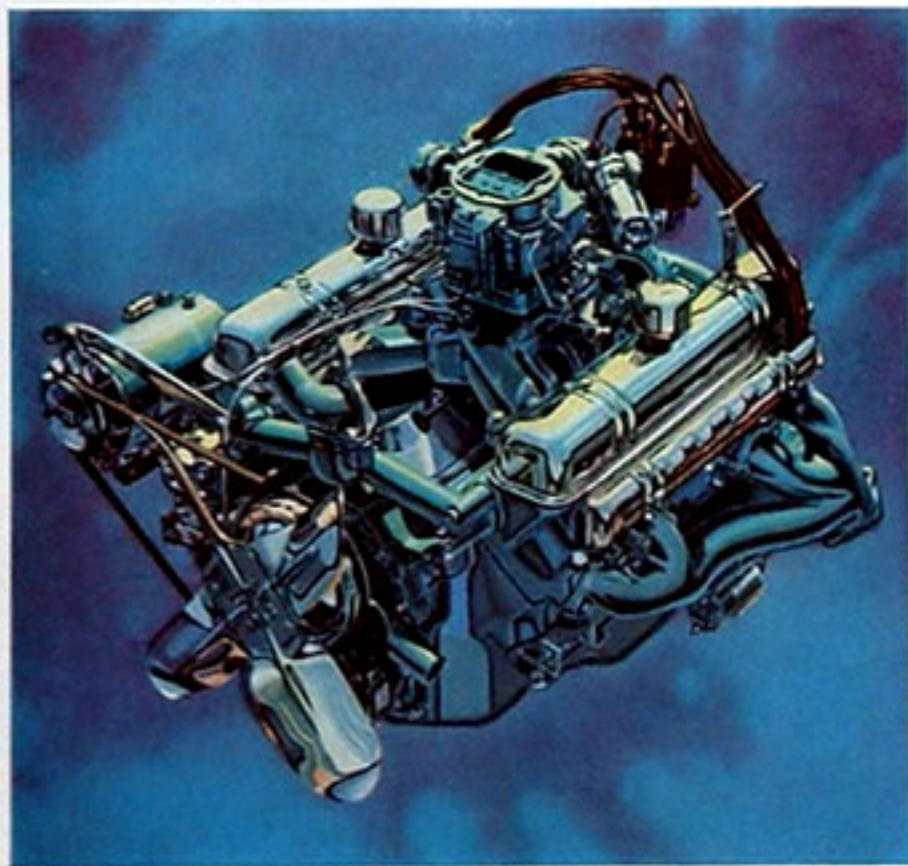
Source of this new thrill in Dynaflo is a second stator—a second set of propeller-like blades—which delivers a record power thrust to the rear wheels.

Now you nudge the pedal—and instantly you move into motion with a silken swiftness more solid than flooring the pedal would do before.

Now you get better gas mileage because you get better pickup without opening the throttle wide.

But when you do need to open the throttle to level a steep hill or to pass quickly and safely, you switch the pitch and off you go with power that sinks you in your seat.

So this new double-action take-off of Variable Pitch Dynaflo—especially as it's teamed to the 1956 Buick's increased power—is something that thrills you the first time you try it and from then on. It is the only Dynaflo Buick builds and is standard on ROADMASTER, SUPER and CENTURY Series, optional at extra cost on the SPECIAL Series.



Buick V8 power rises to great new peaks

...220 IN THE SPECIAL

...255 IN THE ROADMASTER, SUPER AND CENTURY

Heart of the great Buick performance which wings you along your way with such sparkle and dash in 1956 is a 322-cubic-inch V8 engine, Buick engineered and Buick built. The complete adaptability of this compact power plant's basic design to take on new advances, as Buick engineers perfect them, may be seen more clearly this year than ever before. For here, Buick engineers have brought new life and lift with a host of improvements. Among the more important of these you'll find—

All-Time-High Compression Ratios—9.5 to 1 in the 255-horsepower ROADMASTER, SUPER and CENTURY engines with 4-Barrel Airpower Carburetors.

8.9 to 1 in the 220-horsepower SPECIAL engine with 2-Barrel Carburetor.



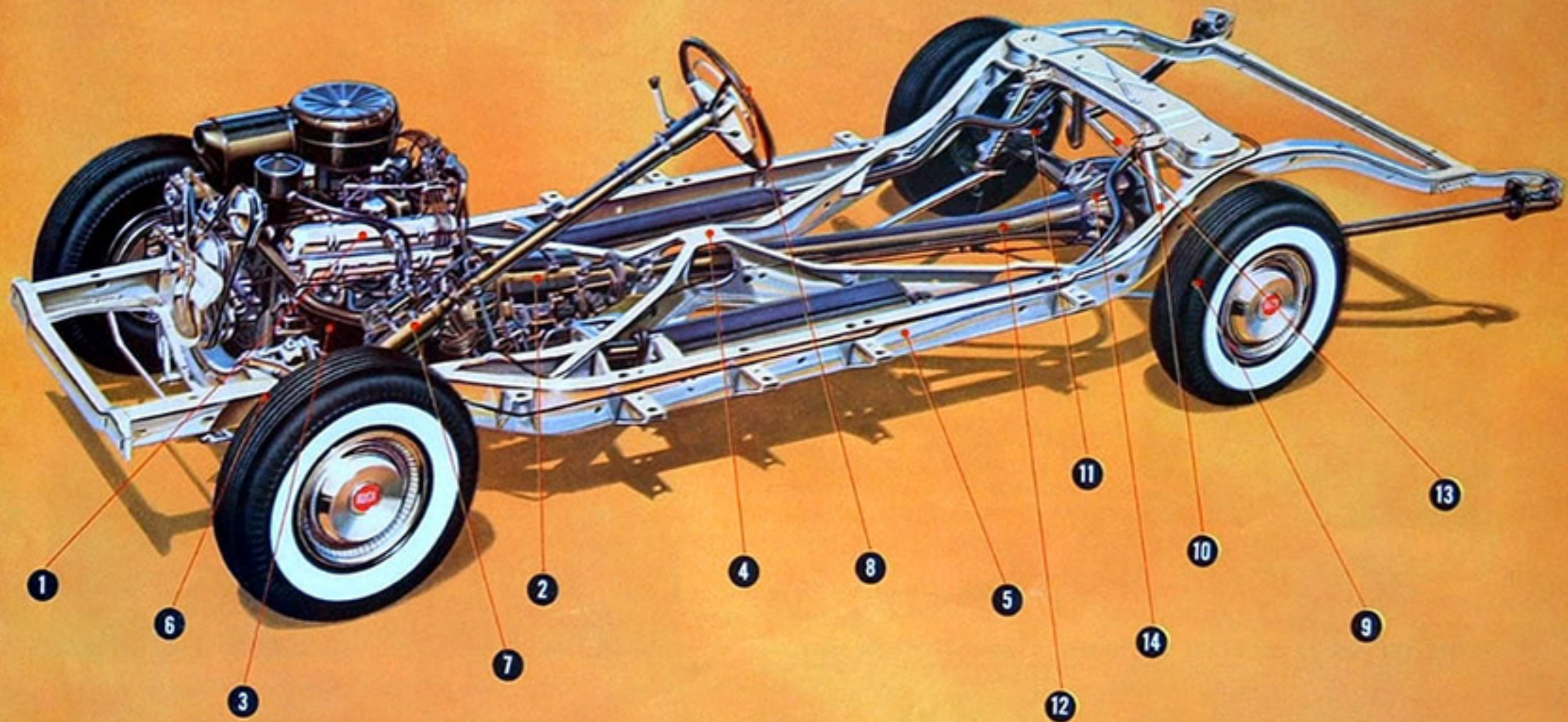
New Combustion Chamber Design—Increases flow of fuel-air mixture into cylinder and exhaust gas out of cylinder—increases power output.



New Double "Y" Exhaust Manifolds—Increase power output considerably by relieving each cylinder of its exhaust gases through separated manifold branches. New dual-exhaust system, standard on ROADMASTER and optional on other Series.

More Rugged High-Alloy Forged Steel Crankshaft and Connecting Rods

PLUS—Smoother engine warm-up with Built-in Carburetor De-icer • Powerful 12-Volt Electrical System • Buick-originated Vertical Valves • Exclusive leakproof, extra-quiet Ball Joint Exhaust System



From this solid frame...and oil-cushioned luxury...comes
BUICK'S GREAT NEW RIDE

This is the massive backbone that makes Buick's ride the envy of the industry. Everywhere you probe it, you'll find Buick's engineers have been hard at work for 1956. And when you take the wheel you will find the pay-off of this hard work is pure luxury.

For here is new handling ease—surer cornering—more responsiveness from a new Buick steering geometry. Here is a steadier ride to hold firm and true on the roughest road you travel. Here is new deep-cushioned comfort from Buick's new direct-action rear shock absorbers. In short, here is the best Buick ride yet.

- 1 *322-Cubic-Inch V8 Engine*—Light, compact, perfectly balanced with record-high horsepower and compression ratios
- 2 *New Variable Pitch Dynaflo*—Instant pickup in the economy range with liquid smoothness, dazzling breakaway in performance range
- 3 *Hi-Poised Engine Mounts*—Reduce engine vibration to minimum
- 4 *X-Braced Frame with Sturdier Front and Rear Cross Members*—For maximum frame rigidity
- 5 *New Heavier Side Rails*—In CENTURY and SPECIAL models for greater strength
- 6 *Front-End Suspension*—With vertical shock absorbers, rides bumps gently without transmitting shock to car body
- 7 *New Steering Gear Linkage and Higher Ratio*—Increases Buick's sure-footed cornering ability, makes turning easier, more responsive
- 8 *New Safety Power Steering*—More solid "feel" of the wheel, less road shock
- 9 *Larger Brakes on SPECIAL Series*—Better stopping, longer life
- 10 *New Direct-Acting Rear Shock Absorbers*—Level the ride with deep oil-cushioned luxury
- 11 *Giant Coil Springs*—On all 4 wheels for unmatched comfort
- 12 *New Full-Length Torque-Tube Design*—For smoother riding, transmits power directly to rear wheels—not through springs
- 13 *Longer Radius Rod*—Reduces lateral movement of road jolts, holds to the road better under all conditions
- 14 *New Huskier Rear Axle*—Takes the thrust of the mightiest power in Buick history with new quietness and smoothness



Deep Oil-Cushioning, Direct-Acting Rear Shock Absorbers—In all Buicks give a softer ride and better control by snubbing road jar and jounce before it's carried through to body.



Coil Springs On All 4 Wheels—Give uniform levelness for both front and rear wheels on all road surfaces.



Massive X-Braced Frame—Provides maximum rigidity at every stress point on frame.

BUICK POWER ASSISTS...headlined by a brand-new advance in power steering



In 1956, Buick engineers have brought new responsiveness, more solid "feel of the wheel" and lifetime internal lubrication to their famous Safety Power Steering system. The steering gear over-all ratio is now 19.8 to 1, for more precise control. There's greater hydraulic power which goes into action fast for

tight parking maneuvers, rounding curves, or to help guide you over rough roads, or off soft shoulders.

And most important—a Buick-developed "feed back" feature gives you a sure and solid sense of wheel command at all times. Standard on ROADMASTER and SUPER models, modest extra cost on CENTURY and SPECIAL models.



Soft but positive stopping marks Buick Power Brakes apart from other systems. And the Buick-engineered air suspension principle gives you full braking power with engine off. Available at extra cost in all Dynaflo-equipped Buicks.

With Buick's electric window lifts, you can raise and lower each window from the master panel on the driver's door—or by an

individual control under each window. Standard on ROADMASTER Rivieras and Convertible, and on the SUPER and CENTURY Convertibles. Available in all other 1956 Buicks except the SPECIAL 2-Door Sedan.



Brand-new this year is Buick's 6-way power seat. A touch of the control buttons quickly moves you back and forth—up or down—and angles the seat towards or away from

the steering wheel. Now you can position yourself at the wheel with a precision fit that's like having the seat custom-built. Optional in all 1956 Buicks except the SPECIAL 2-Door Sedan.

Buick's electric radio antenna is controlled by a lever on the driver's side of the dash panel. You raise and lower the antenna electrically from the inside without having to touch it or stop the car. Available on all Buicks.





The air-flow pattern of both the Perimeter Heating System and 4-Season Airconditioner travels along sides of the car—and from an outlet in the center of the instrument panel. As air diffuses over front and rear compartments, both areas are uniformly warmed or cooled.



Buick Brings New Summer-Winter Comfort To Your Driving

...with a brand-new Perimeter Heating System

...with a brand-new Buick Airconditioner

Buick engineers went all out on these two comfort "musts"—and you'll have to sample both to really appreciate them.

The New Perimeter Heating System has been developed by Buick to give faster warming and a continuous change of air. The temperature is thermostatically controlled and the freshly warmed outside air comes in through three big outlets. In addition, the new air-flow pattern blankets the sides of the car against any drafts

from open ventipane windows and warms both front and rear compartments—floor to ceiling—with complete uniformity.

The New Buick 4-Season Airconditioner is a genuine Frigidaire product built to Buick design and located up under the hood. It has a 25% greater capacity this year to keep your car delightfully cool under the hottest sun—even when you're moving at slow city traffic speeds. Dial the temperature you like best and the rest is automatic.

The air coming in is dehumidified, continuously changed and filtered to be free of dust and pollen. So you'll enjoy using this system around the year to keep your car's interior fresh and clean.

You can order both the Buick Perimeter Heating System and the Buick 4-Season Airconditioner—or you can order the Heater and Defroster System separately. Both are the finest values in summer-winter driving and the finest systems Buick has produced yet.

Driving is more fun with these Buick Factory-Installed Accessories



Easy-Eye Glass—cuts down sun, heat and glare through windshield and all windows. Available all Series.



Series 40 Accessory Group "M"—equips your SPECIAL with a handsome electric clock, full wheel covers, automatic trunk compartment light and adjustable rear license plate frame.



Buick High-Fidelity Radios—available in two price ranges. The custom-quality *Selectronic Radio* operates by both toe-button and finger-tip control. Its electronic "brain" picks up all available wave lengths unless set for strong signals only. At a lower price, Buick offers the *Sonomatic Radio*. Push-button and dial-operated, this radio is famous for its rich, full tone. Both radios available in all Series.



Windshield Washer and Wide-Angle Wiper—washer plays two strong jets of water on windshield while the new wide-angle wipers clear away film, dirt or insects. Washers turn on with the push of a button and shut off automatically. Standard on ROADMASTER, optional on other Series.



Dual Exhaust Power Kit—gives your Buick even better gas economy—delivers even more horsepower to rear wheels. Standard on ROADMASTER, available on all other Series.



Safety Group Accessories—includes this new instrument panel cover of tailored cordaveen cushioned on soft foam rubber and color-matched to interior. In addition, you get back-up lights, brake warning light (a reminder parking brake is on) and glareproof mirror. All items standard on ROADMASTER, optional on other Series.

ROADMASTER SERIES 70

BUICK VALVE-IN-HEAD V8 ENGINE—255 horsepower, compression ratio 9.5 to 1. Bore and stroke 4.0 x 3.2. Displacement 322 cubic inches. 4-barrel Airpower Carburetor. Double "Y" exhaust manifolds and dual exhaust mufflers. Maximum torque, 341 ft. lbs. at 3200 rpm. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-flow Oil Filter.

VARIABLE PITCH DYNAFLOW DRIVE—Standard. Torque converter with gears. No clutch pedal. Variable pitch stator and second stator. Maximum torque ratio at stall, 3.5 at 2000 rpm. Total oil capacity (refill) 21 pints.

WHEELBASE—127 inches on all models. Front tread, 59 inches. Rear tread, 62.2 inches. Overall car length, 216 inches.

FUEL SYSTEM—Built-in Carburetor De-icer. Automatic choke and idle control. Intake silencer and heavy-duty oil-bath air cleaner. Sintered bronze fuel filter. Fuel tank capacity, 19 gallons. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 18 quarts; 19 quarts with heater.

CENTURY SERIES 60

BUICK VALVE-IN-HEAD V8 ENGINE—255 horsepower, compression ratio 9.5 to 1. Bore and stroke 4.0 x 3.2. Displacement 322 cubic inches. 4-barrel Airpower Carburetor. Double "Y" exhaust manifolds. Maximum torque, 341 ft. lbs. at 3200 rpm. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-flow Oil Filter. Dual exhausts, optional at extra cost.

VARIABLE PITCH DYNAFLOW DRIVE—Standard. Torque converter with gears. No clutch pedal. Variable pitch stator and second stator. Maximum torque ratio at stall, 3.5 at 2000 rpm. Total oil capacity (refill) 21 pints.

WHEELBASE—122 inches on all models. Front and rear tread, 59 inches. Overall car length, 206.7 inches.

FUEL SYSTEM—Built-in Carburetor De-icer. Automatic choke and idle control. Intake silencer and heavy-duty oil-bath air cleaner. Sintered bronze fuel filter. Fuel tank capacity, 19 gallons. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 18 quarts; 19 quarts with heater.

REAR AXLE—Torque-tube drive, semi-floating rear axle with hypoid gears. Built-in oil pump lubricates bearings and differential. Gear ratio, 3.36.

SUSPENSION—Independent front suspension with ride stabilizer. Coil springs, front and rear. Rear sway control by radius rod.

STEERING—Buick Safety Power Steering standard with in-line gear. Over-all ratio 19.8 to 1.

FRAME—Double Drop, Channel X Center Cross Member, Box-Type Front Cross Member.

SHOCK ABSORBERS—Double Acting Direct Type, front and rear.

BRAKES—Four-wheel hydraulic. Cast brake drums, 12-inch diameter front and rear. Step-On Parking Brake. Power Brakes optional at extra cost.

ELECTRICAL SYSTEM—12-volt Delco-Remy. Solenoid starter. Battery mounted under hood. New-type sealed beam headlamps.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 6. Tire size, 8.00 x 15, 4-ply.

1956 Buick Specifications

REAR AXLE—Torque-tube drive, semi-floating rear axle with hypoid gears. Gear ratio, 3.36.

SUSPENSION—Independent front suspension with ride stabilizer. Coil springs, front and rear. Rear sway control by radius rod.

STEERING—Ball Bearing Worm and Nut; 29.2 to 1 over-all ratio. Buick Safety Power Steering available at extra cost.

FRAME—Double Drop, Channel X Center Cross Member, Box-Type Front Cross Member.

SHOCK ABSORBERS—Double Acting Direct Type, front and rear.

BRAKES—Four-wheel hydraulic. Cast brake drums, 12-inch diameter, front and rear. Step-On Parking Brake. Power Brakes optional at extra cost.

ELECTRICAL SYSTEM—12-volt Delco-Remy. Solenoid starter. Battery mounted under hood. New-type sealed beam headlamps.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 6. Tire size 7.60 x 15, 4-ply.

SUPER SERIES 50

BUICK VALVE-IN-HEAD V8 ENGINE—255 horsepower, compression ratio 9.5 to 1. Bore and stroke 4.0 x 3.2. Displacement 322 cubic inches. 4-barrel Airpower Carburetor. Double "Y" exhaust manifolds. Maximum torque, 341 ft. lbs. at 3200 rpm. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-flow Oil Filter. Dual exhausts, optional at extra cost.

VARIABLE PITCH DYNAFLOW DRIVE—Standard. Torque converter with gears. No clutch pedal. Variable pitch stator and second stator. Maximum torque ratio at stall, 3.5 at 2000 rpm. Total oil capacity (refill) 21 pints.

WHEELBASE—127 inches on all models. Front tread, 59 inches; rear tread, 62.2 inches. Overall car length, 216 inches.

FUEL SYSTEM—Built-in Carburetor De-icer. Automatic choke and idle control. Intake silencer and heavy-duty oil-bath air cleaner. Sintered bronze fuel filter. Fuel tank capacity, 19 gallons. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature

Control. Pressure relief valve in filler cap. Water capacity, 18 quarts; 19 quarts with heater.

REAR AXLE—Torque-tube drive, semi-floating rear axle with hypoid gears. Gear ratio, 3.36.

SUSPENSION—Independent front suspension with ride stabilizer. Coil springs, front and rear. Rear sway control by radius rod.

STEERING—Buick Safety Power Steering standard with in-line gear. Over-all ratio 19.8 to 1.

FRAME—Double Drop, Channel X Center Cross Member, Box-Type Front Cross Member.

SHOCK ABSORBERS—Double Acting Direct Type, front and rear.

BRAKES—Four-wheel hydraulic. Cast brake drums, 12-inch diameter, front and rear. Step-On Parking Brake. Power Brakes optional at extra cost.

ELECTRICAL SYSTEM—12-volt Delco-Remy. Solenoid starter. Battery mounted under hood. New-type sealed beam headlamps.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 6. Tire size 7.60 x 15, 4-ply.

SPECIAL SERIES 40

BUICK VALVE-IN-HEAD V8 ENGINE—220 horsepower, compression ratio 8.9 to 1. Bore and stroke 4.0 x 3.2. Displacement 322 cubic inches. Double "Y" exhaust manifolds. Maximum torque, 319 ft. lbs. at 2900 rpm. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-flow Oil Filter. Dual exhausts, optional at extra cost.

VARIABLE PITCH DYNAFLOW DRIVE—Optional at extra cost. Torque converter with gears. No clutch pedal. Variable pitch stator and second stator. Maximum torque ratio at stall, 3.5 at 2000 rpm. Total oil capacity (refill) 21 pints.

WHEELBASE—122 inches on all models. Front and rear tread, 59 inches. Overall car length, 206.7 inches.

FUEL SYSTEM—Thermostatic heat control, automatic choke with idle control. Built-in Carburetor De-icer. Intake silencer and oil-bath air cleaner. Sintered bronze fuel filter. Fuel tank capacity, 19 gallons.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 18 quarts; 19 quarts with heater.

CLUTCH AND TRANSMISSION—Coil springs, single dry-plate clutch. Facing area, 106.8 square inches. All-silent Synchro-Mesh Transmission, helical gears.

REAR AXLE—Torque-tube drive, semi-floating rear axle with hypoid gears. Gear ratios, 3.9 on all models. With Dynaflow Drive, 3.2 on all models.

SUSPENSION—Independent front suspension with ride stabilizer. Coil springs, front and rear. Rear sway control by radius rod.

STEERING—Ball Bearing Worm and Nut; 29.2 to 1 over-all ratio. Buick Safety Power Steering available at extra cost.

FRAME—Double Drop, Channel X Center Cross Member, Box-Type Front Cross Member.

SHOCK ABSORBERS—Double Acting Direct Type, front and rear.

BRAKES—Four-wheel hydraulic. Cast brake drums, 12-inch diameter, front and rear. Step-On Parking Brake. Power Brakes optional at extra cost on Dynaflow-equipped models.

ELECTRICAL SYSTEM—12-volt Delco-Remy. Solenoid starter. Battery mounted under hood. New-type sealed beam headlamps.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 5.50. Standard tire size, 7.10 x 15. Optional tire size, 7.60 x 15.



**When better automobiles
are built
Buick will build them**

