

Genuine 1956 factory modified SR-1

This is one of seven 1956 models painted in Aztec Copper.



In June of 1956 GM modified four stock models with Sebring style SR-1 features in anticipation of a later release as RPO's. Most noticeable were the rear brake fender scoops.



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This beauty is VIN E56S002834, the 1,834th model that year. The other three genuine SR-1 models have VIN # in this range.



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Unlike the racing version of the SR-1, this one has a full complement of knobs, gauges and accessories like the heater, parking brake alarm, windshield washers and radio. Courtesy lamps too! All the available creature comforts in a race dress.



These brake cooling duct scoops are the tell tale identifier of all these SR-1 models.



Note the drivers side brake duct and exhaust dump.



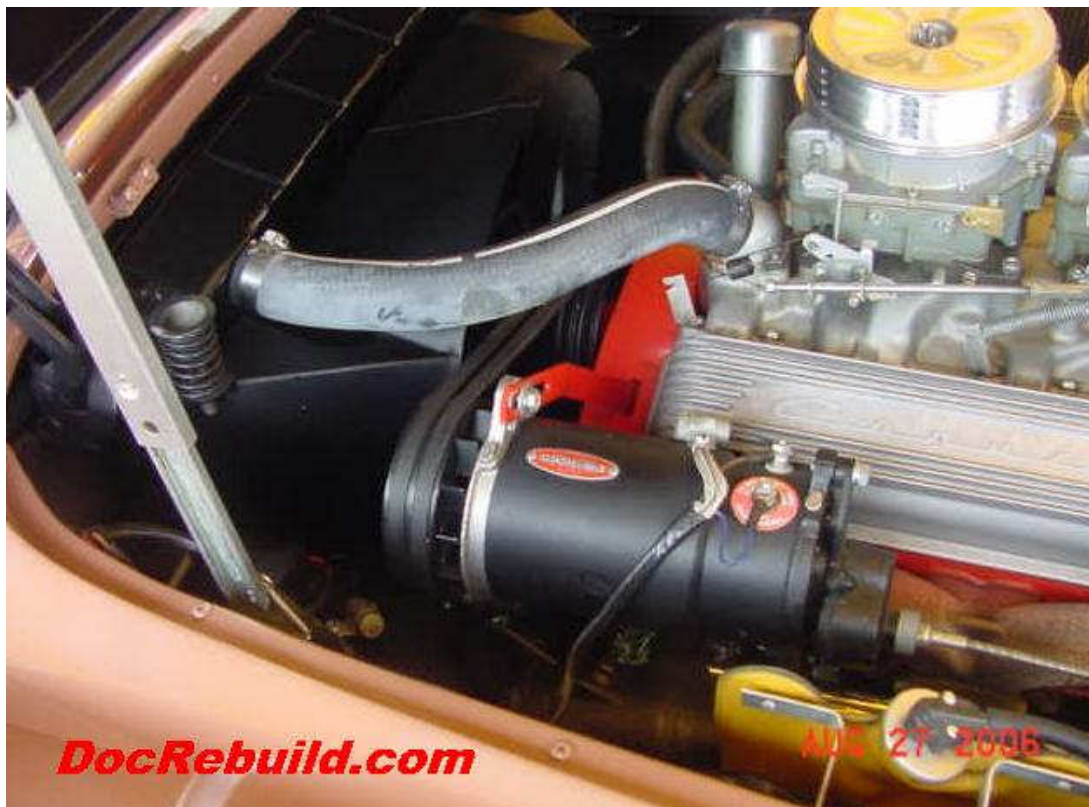
Another view of the passengers side brake duct and exhaust dump.



Note the left hand threaded spinner and number of threads visible of these Halibrand KO adaptors. I love those arrows.



This KO adaptor doesn't have many threads showing and is missing the center insert. (I should know better than to guess, as the owner **John Neas** has been kind enough to correct my inaccurate guesses on occasion.) Don't ask me what is behind that internal snap ring, I forgot. CRS.



One of the other unique features of the SR-1 models are the large diameter dual pulley

and belt arrangement for the generator. One other difference between my pedestrian 1956 and this one: my hood blocks are not painted body color. (One block is visible in the upper LH corner)



Note the windshield washer reservoir bag, ignition shielding for the radio, plus fresh air hose and heater hoses for the heater. This was a 240 HP 3 speed with performance and handling improvements.



Another view of the dual pulley and belts for the generator. A big *Thank You to John's friend* for allowing me to examine this beauty and answer my stupid questions. Previously I was fortunate to examine **John Neas** other genuine SR-1, the #7 Sebring entry.