

## DEBUT for the '49 NASH



By Wayne Whittaker

AS THE POSTWAR PARADE of U. S. automobiles swings along the boulevards, country highways and Main Streets late this fall, there's a newcomer getting a cheer from the crowds. It is the five-foot-two 1949 Nash, a wallflower of last season, but now all dolled up in a postwar design and getting lots of admiring whistles.

The whistles are followed by some laments that the automotive glamour girls all look too much alike. Did all the automobile-body designers go to the same school? Or was there a government decree that all postwar cars must be wide, low, fenderless and with straight-flowing lines?

Well, Nash has gone one step beyond the rest in the general campaign to make an automobile look like a Great Lakes cabin cruiser. Its fenderless steel siding completely encloses the front wheels. Maybe this is the automotive version of the "new look." To make the long-skirt enclosure of the front wheels possible, the front tread was narrowed by  $2\frac{1}{2}$  inches.

The forward fenders, by the way, are bolted on—which mechanics will be happy to hear. Along with the grille, the fenders can be removed in about an hour for major engine repairs.

Strictly postwar in design, the streamlined Nash is first with fenders enclosing the front wheels

Below: A—Air intake. B—Defrosting motor and blower. C—Cover plate for fresh-air filter. D—Air intake to carburetor redesigned to get under low hood. E—Oil filter is in front of the carburetor air cleaner. F—Battery in fan blast. G—Grille allows ample air flow





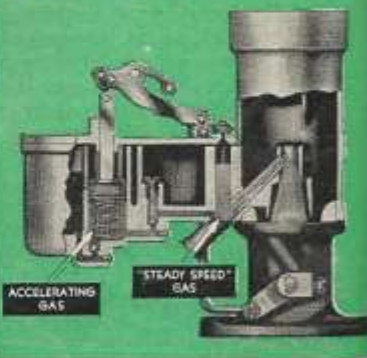
The '49 Nash is wide and low (62 inches) with good visibility. Air vent below windshield is always open

The beautiful '49 Nash is following the trend of Studebaker, Kaiser-Frazer, Hudson and Ford. This will probably start an argument with Nash engineers, who point out that the new Nash Ambassador and "600" models are so drastically changed that all body dies and major assembly-line equipment used in turning out the old models had to be scrapped. But who's comparing the car to a '48 Nash?

After the first approving look at the newest postwar beauty, Mr. and Mrs. Public want to know in the same breath if it has an automatic transmission. The answer is—not yet. Nash has been experimenting with various types of automatic transmissions—in fact tests are now being conducted on 100 cars—but no transmission has been found to satisfy the three-fold Nash requirements. Their engineers insist on a



Left, mounted on massive steering column is cockpit-type instrument group. Below, pickup pump on carburetor acts to smooth fuel flow with engine demand





Nash body built as single unit including frame is dropped on what remains of chassis on test assembly line

transmission that will be inexpensive (probably less than \$100), fully automatic, and economical in operation.

That last factor—economy—is high on the Nash list of “musts” and something very close to the heart of George Mason, president of the company. For years Nash has stressed the economy of operation of the “600”—more than 25 miles to the gallon of gasoline at average highway speeds.

That proud boast—which test drivers vouch for—is made again this year for the '49 models.

“We could up that mileage figure a bit and still be safe,” said one of the engineers, “with our new Uniflo-jet carburetor. In road tests the new carburetor gives from 1½ to 2½ miles per hour better fuel economy up to 50 miles an hour.”

This new carburetor, developed by Nash, has a special feed system which smooths out the fuel delivery when you “step on it.” The accelerator pump discharges extra gasoline into the passages between the main jet and the high-speed nozzle. This eliminates the abrupt shot of extra gasoline through a separate nozzle and conserves fuel without sacrificing performance.

As in the cases of Hudson and Studebaker, the Nash engines in both new models have been “improved” rather than redesigned. The six-cylinder engines which have proved their worth are the Ambassador's overhead-valve 112-horsepower engine and the “600's” L-head type 82-horsepower engine. The “600” has a

A handy feature on the '49 Nash is this magazine or map rack on back of front seat. It's about 2½" deep





Divided front seat drops back to form single or "twin" bed arrangement without disturbing the luggage space

heavier crankshaft with additional counterweighting to provide smoother operation. The Ambassador crankshaft still has seven bearings—more than any other U. S. car now in production. Incidentally, a shaft of this type was found necessary in the super-high-compression Kettering engine now being tested by General Motors.

Other engineering changes include oil-saving four-ring pistons for the "600" and torque-tube drive for both models. The Ambassador formerly had the Hotchkiss drive but switched to the torque tube in the '49 in order to use coil springs at the rear as well as in front. Now both models have coil springs all around.

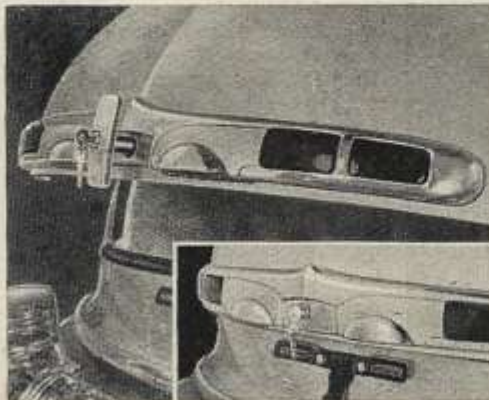
On the Nash proving grounds near Bur-

lington, Wis., the '49 Nash received grueling tests long before it was introduced to the public. As you slip behind the wheel of a shiny new sedan, the first thing you notice is the absence of instruments on the conventional panel. These instruments are grouped directly in front of the driver on what is called the Uniscope, mounted on the steering column. Here are the speedometer, oil, fuel and temperature gauges. What, no ammeter? In place of the ammeter, which Nash engineers say is the least needed and least used of all panel instruments, is a dot which glows when the battery is discharging.

If you are accustomed to glancing at a large speedometer, you will find yourself squinting at the small Uniscope. Perhaps familiarity with it will make its use easier. The "dashboard" is vacant, except for radio; the designers considered padding this panel as a safety feature to protect the vulnerable passenger beside the driver, but the extra cost was deemed greater than the public would pay.

In regard to visibility, the Nash is excellent to the front with the single-paned curved windshield that pushes the posts back. There are still blind spots at either side of the rear windows, although the distance between each rear and side window

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Rear lights are mounted in the trunk lid which has trick lock. Tamperproof handle springs out to open

unexplored. As knowledge of the upper atmosphere increases, the forecasters' requirements change. More study is constantly being directed toward factors such as atmospheric electricity, radiation and ozone measurements, water-drop size and pollen count.

Some of these factors may hold the key to virtually exact weather forecasting, or even to the control of weather, as some confidently believe. But the first big step has been taken now and the USAF's "commuter runs" over the pole are taking the mystery out of arctic weather.

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has been decreased three inches on the '49.

To start a Nash you step on the clutch. This long-time Nash safety feature has been retained in the '49. It's impossible to start this car in gear. As the motor begins to purr and you move down the bumpy road toward the high-speed track, you are impressed with the comfortable ride.

The Ambassador we tested advanced from 0 to 30 m.p.h. in 6 seconds; 0 to 40, 10

#### NASH SPECIFICATIONS

	Ambassador	'400'
Engine.....	6 cyl. over-head valve	6-cyl. L-head
Horsepower.....	112	82
Wheelbase.....	121"	112"
Over-all length.....	208-9/16"	199-9/16"
Height.....	62"	62"
Brakes.....	Hydraulic	Hydraulic
Springs.....	Coil (front and rear)	
Drive.....	Torque tube	
Width of front seat....	5' 3"	5' 3"
Width of rear seat....	5' 1"	5' 1"
Tires (super-cushion)...	7:10x15	6:40x15
Luggage compartment...	28 cubic feet	
Models.....	4-door sedan, 2-door sedan, brougham	

seconds; 0 to 50, 14 seconds; 0 to 60, 20 seconds. Tests starting at 10 m.p.h. with the Ambassador resulted as follows: 10 to 30, 7 seconds; 10 to 40, 12 seconds; 10 to 50, 15 seconds; 10 to 60, 22 seconds.

The new Nash holds the road firmly on curves. This is due to better suspension, redistribution of weight and lowered center of gravity. The car stands only 62 inches high—six inches lower than the '48 Nash and only two inches taller than the new

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low-slung Hudson. It has ample headroom.

Former Nash owners will be pleased to discover that the Weather Eye ventilation system has been retained with some improvements. The Weather Eye supplies a continuous flow of fresh filtered air. Improvements include better heating at low speeds, a main circulation fan and a more effective water shedder. The vent on top of the hood is never closed. This vent is placed high to avoid highway fumes and dust. The position of this vent should be appreciated by one company which is being sued by the widow of a driver who was asphyxiated. He was parked, according to the suit, behind a taxi with his sedan windows closed and vent open. Exhaust from the taxi entered the low forward vent and filled the sedan with deadly fumes.

Back in the garage after the test run, enthusiastic workmen gather around to point out highlights of the new Nash. These men refute the old theory about no man being a hero to his valet. The fellows who build, service and test the '49 Nash are its biggest boosters. They point out that the '49 retains its "unitized" body construction with the frame built as an integral part of the body. Nash pioneered this type of body construction and their engineers consider the word "chassis" an antique expression.

Another Nash feature which has been improved on the '49 is the bed which is now a twin. This optional equipment, available on all two and four-door sedan models, is easily operated. Each half of the divided front seat can be dropped back, singly or together, to form sleeping space. Two single mattresses fit over the seat cushions. This arrangement provides a single bed while the car is under way.

The Nash engineers have taken a free hand with the luggage compartment. Including four cubic feet for the tire in a vertical position on the right side, the compartment affords 28 cubic feet of storage space. All the rear lights are installed in the trunk lid, a novelty with both good and bad features. When it is lifted at night the lights are hidden from an approaching car. However, a small red warning light shines inside the trunk. The ingenious tamper-proof lock on the trunk has a T-handle which fits flush with the lid. When unlocked, the handle snaps out under spring pressure.

Body styles for both models of the Nash include the four-door sedan, two-door sedan and the brougham. The brougham has two wide single seats in the rear separated by a large triangular armrest. The seats are angled slightly to face toward center.