



Cadillac PRESENTS ITS GREATEST ENGINEERING ACHIEVEMENT
IN 45 YEARS

This modern, compact engine is designed to take full advantage of the improved fuels now becoming available. It offers increased power with greater economy.

Note the simplicity and clean-cut appearance of this completely new V-8 design. The valve-in-head mechanism is designed for quiet efficiency.

IN KEEPING with its 45-year tradition of seeking always for the ultimate—Cadillac presents, this year, a new motor car engine, totally new in design and performance—the highest development yet attained in automotive power plants . . . This new engine is designed to give exceptionally high power output; strikingly better road performance; smoother, quieter operation; longer life; and increased fuel economy . . . The new 160 horsepower Cadillac power plant is a compact, V-type, 8-cylinder engine—of valve-in-head design, with relatively large bore and short stroke. Basically, this new, simpler, lighter engine is designed to take full advantage of the higher octane fuels which are expected in the years immediately ahead . . . After years of research in the laboratory and on the road, Cadillac presents this basic achievement in better motor-ing as a worthy successor to the finest performing motor car engine in the world. A few minutes—with your own foot on the accelerator—will prove to you that Cadillac has given the world a new standard for automotive engines.

THE MOST BEAUTIFUL

Cadillac

EVER BUILT



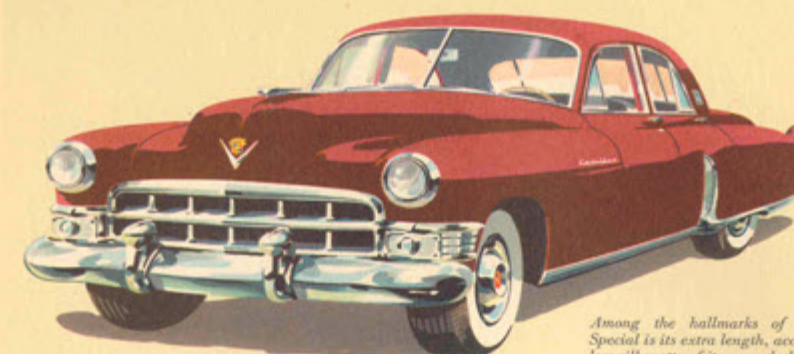
THE 1949 Cadillac is truly a motor car apart from all others. For once again Cadillac has given the world a new standard of automobile beauty . . . The new Cadillac brings important refinements to an already famous design. It combines, even more than before, the most eloquent external beauty with the finest interior comfort, convenience and luxury . . . Whenever you see a new Cadillac flash by on the highway you will be impressed by its fleet grace—the smooth flow of body lines into the graceful upward sweep of the rear fenders. You will notice, too, the new massive beauty of the front grille work. . . . Inside the car, other important refinements have been added—the newly designed instrument panel, for example, with its beautiful, practical arrangement of controls . . . As always, one glance is enough to know that Cadillac is supreme among motor cars—this year, more than ever, Cadillac supremacy is something you should experience for yourself.



THE SUPERB CADILLAC-FLEETWOOD SIXTY SPECIAL

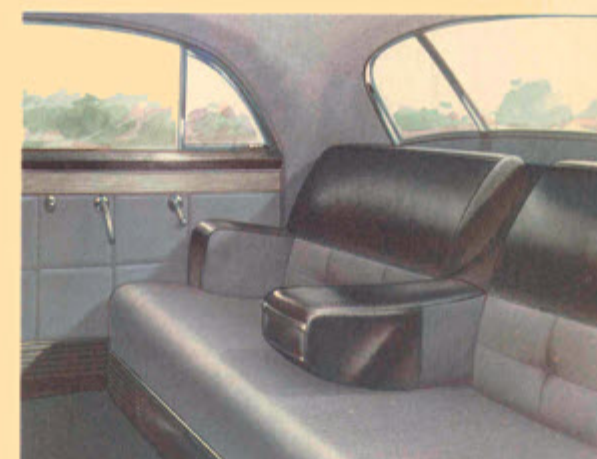


"SUPERB" is the only proper word for this magnificent automobile—the crowning achievement of Cadillac for 1949. The new Series Sixty Special offers, literally, everything desirable in a motor car—striking beauty of line, custom-styled coachcraft by Fleetwood, performance in the finest Cadillac tradition. . . . The Cadillac Sixty Special Touring Sedan gives you extra length—226 inches overall—more luxurious riding comfort and appointments. It is, truly, the one motor car for those whose choice is unrestricted.



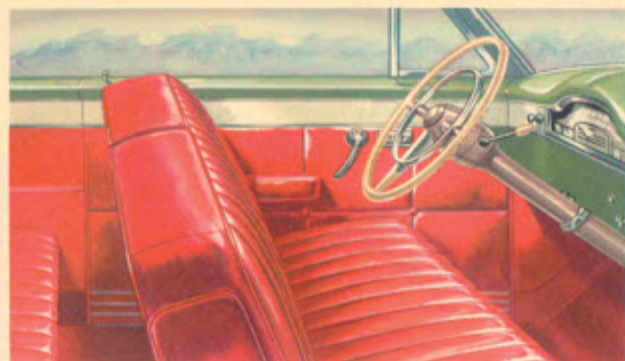
Among the hallmarks of the Cadillac Sixty Special is its extra length, accentuated by the long, low silhouette of its rear deck, which blends beautifully into the graceful, flowing fender line.

Every possible passenger comfort and convenience has been anticipated in the beautiful interiors of the Cadillac Sixty Special. Windows and front seat adjustment are hydraulically operated in this model. Leather and cloth or all cloth upholstery is optional.

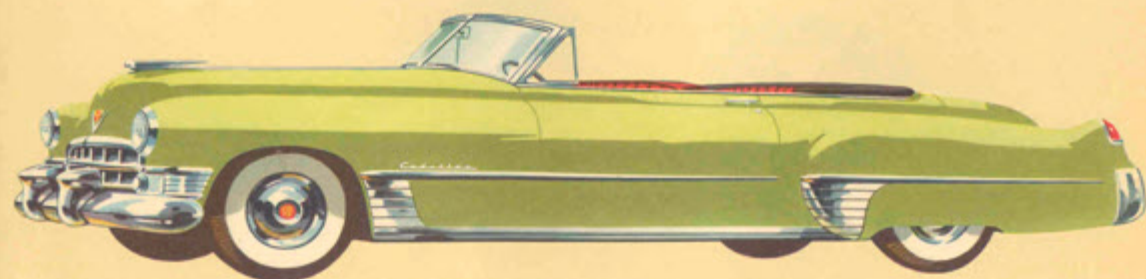


THE BRILLIANT CADILLAC
SERIES SIXTY-TWO

These distinctive automobiles are the most popular in the Cadillac line—because they are a fine blend of typical Cadillac luxury and motoring practicality. Series Sixty-Two includes three body styles—a smart Convertible, a five-passenger Touring Sedan and a Club Coupe. Each is distinguished by beautiful Fisher coachcraft, handsome interiors designed and styled by Fleetwood, and, of course—performance of the brilliant Cadillac order.



The Cadillac Convertible—available only in Series Sixty-Two—may be had with either black or tan top. Top, windows and front seat adjustment are hydraulically operated. The interiors are upholstered in leather—available in any one of five attractive colors.



THE STANDARD OF THE WORLD

SUPERLATIVE STYLE IN EVERY LINE...
THE SERIES SIXTY-TWO SEDAN
AND CLUB COUPE

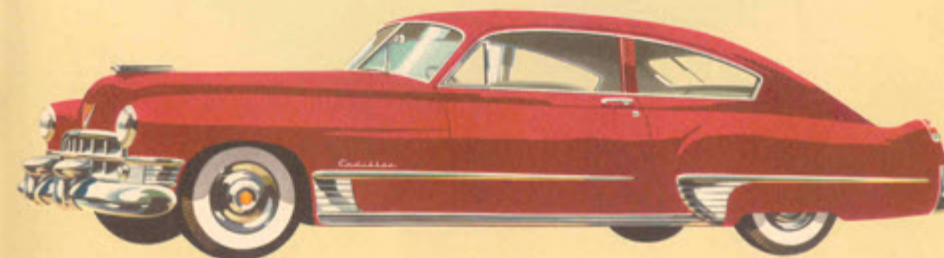
The two closed models in Cadillac Series Sixty-Two—the Touring Sedan and Club Coupe—are available in a full range of colors and optional upholstery combinations. Distinguishing marks of these famous Cadillac models are the sparkling touches of chrome which highlight their exteriors. Inside, of course, you will find the good taste, comfort and convenience which are synonymous with the word Cadillac.



The Series Sixty-Two Touring Sedan



Interiors of the Series Sixty-Two closed models, designed by Fleetwood, offer new selections of Broadcloth and Bedford Cord. The trim motif is horizontal in feeling—with every possible touch of smartness, convenience and comfort. Both coupe and sedan have center arm rests.

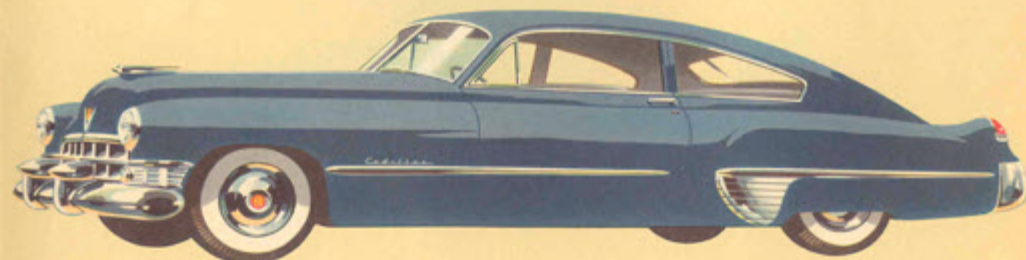


The Series Sixty-Two Club Coupe

THE SMART CADILLAC SERIES SIXTY-ONE



THE popular Series Sixty-One—offering two body styles, a Four-Door Sedan or Coupe—is the lowest priced Cadillac for 1949. All the superb performance, beauty and convenience of Cadillac have been built into these great motor cars and made available at moderate cost. Both body types are in the characteristic Cadillac style—interior and exterior. Both cars, of course, are powered by the magnificent new Cadillac engine.



The Series Sixty-One Coupe



Smartly tailored interiors feature rich DuPonts Cord upholstery on seats and seat-backs. A wide, comfortable center arm rest is provided in sedan models. Interiors are styled by Fleetwood.



The Series Sixty-One Touring Sedan

THE LUXURIOUS CADILLAC SERIES SEVENTY-FIVE



DIGNITY, distinguished appearance and appointments, luxury in every detail—these are the hallmarks of the magnificent Cadillac-Fleetwood Series Seventy-Five. Here is a motor car created especially for an exacting clientele whose requirements can be satisfied by no other automobile. The Cadillac-Fleetwood Series Seventy-Five is constructed with but one idea in mind—to create the most luxurious automobile it is practical to produce.



Series Seventy-Five, five-passenger sedan is replete with interior features contributing to luxury and convenience. Standard equipment in this series includes hydraulic window lifts and seat adjustment, folding foot rest, arm rest pockets, dome, corner and door-actuated floor lights.



Series Seventy-Five, seven-passenger sedan interiors are similar to the five-passenger model but also include two comfortable folding seats. Sling-type arm rests are an added feature. Available as a limousine with hydraulically operated glass partition and leather upholstery in the front compartment.



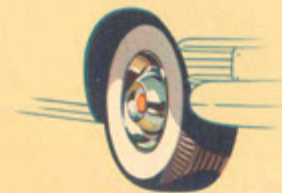
The Cadillac-Fleetwood Series Seventy-Five Seven-Passenger Sedan

COMFORT • CONVENIENCE
BEAUTY • SAFETY IN THE
CADILLAC TRADITION

At right is shown the front compartment and attractive new instrument panel of the new series "60 Special." Hydra-Matic Drive, here illustrated, radio and optional heating and ventilating systems are available on all models at extra cost.



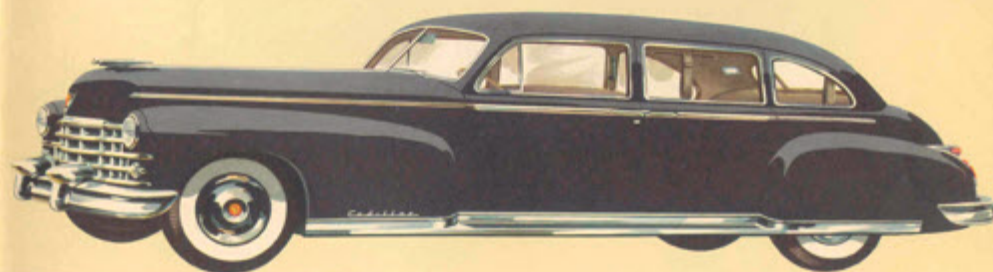
All series "60 Special," "62" and "61" Cadillac cars come equipped with 8.25" low pressure tires on 6" rims. These tires "absorb" road shock, adding to riding comfort.



To BUILD the finest motor car it is practicable to produce has always been Cadillac's primary objective. This applies not only to basic design, but to the thorough engineering of all secondary features contributing to comfort, convenience, safety and refinement. Thus, complete satisfaction contributes measurably to innate pride of Cadillac ownership. Many features, including low-pressure tires and large, clear-vision glass area, are in-built into every series "60 Special," "62" and "61" Cadillac car. Others, such as Hydra-Matic Drive, Cadillac's heating and ventilating systems are optional, at extra cost, on all models according to owner preference. But, regardless of which Cadillac you choose, or the equipment you select, you are assured that your 1949 Cadillac will come to you as the finest car you ever owned.



Series Seventy-Five, seven-passenger sedan interiors are similar to the five-passenger model but also include two comfortable folding seats. Sling-type arm rests are an added feature. Available as a limousine with hydraulically operated glass partition and leather upholstery in the front compartment.



The Cadillac-Fleetwood Series Seventy-Five Seven-Passenger Sedan

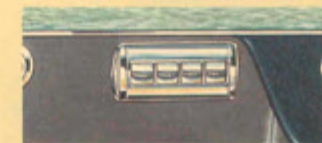


Illustrated here is the clear vision of the series "62" sedan. Nearly 3500 square inches of safety glass, including large curved glass windshield and rear window make the Cadillac a safer and more desirable motor car to own and drive.

This all-weather heating and ventilating system includes one heater-defroster and two underseat heating units for the even distribution of heat. Windshield defroster ducts extend across both front door windows to provide clear side vision.



Hydraulic window lifts are standard on the series "60 Special," the "62" Convertible and the series "75" sedans. Optional, at extra cost, on other Series 62 models.



OPTIONAL* NEW CAR EQUIPMENT

YOUR NEW Cadillac will come to you equipped just as you order it.

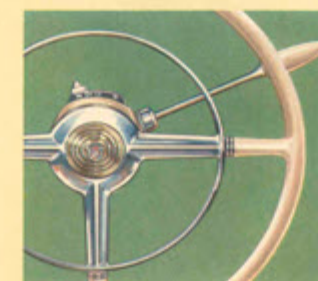
Available for Factory Installation: Hydra-Matic Drive - Automatic Heating & Defrosting - Heater Defroster units - Radio - Rear Compartment Radio (Series 75 only) - Special Steering Wheel Chrome Wheel Discs - Trim Rings - Glass Proof Mirror - Back-up Lights - Windshield Washers - Fog Lights. Available for Dealer Installation: Rear Compartment Radio Speaker - Spotlight and Rear View Mirror - Flotwood Robe - Seat Covers - License Frames - Outside Mirror

*See Extra Costs.

Cadillac ENGINEERING LEADERSHIP

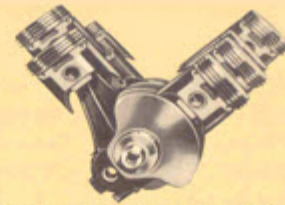


EFFORTLESS DRIVING WITH GM HYDRA-MATIC DRIVE

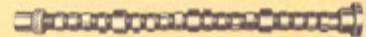


FROM the moment you touch your foot to the accelerator of a Cadillac with GM Hydra-Matic Drive, until you apply your brakes to stop, everything except steering is fully automatic! You need have no thought of clutch or gear operation—for there is no clutch pedal, no gearshift lever. With a gentle touch, you simply set the Hydra-Matic control lever to "Drive" position (D) and there it remains for all normal driving—in and out of traffic or rolling over the highways. To reverse you merely move the lever to the indicated position (R) and press the accelerator. "Low" (L) position is used only for extra engine braking power on steep hills or, on those very rare driving occasions when continuous heavy pulling is essential.

AMERICA'S NEWEST,
FINEST
MOTOR CAR ENGINE



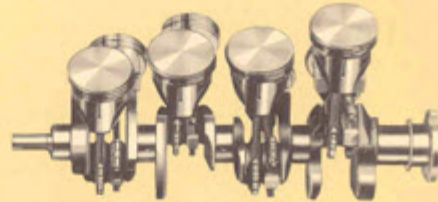
Piston skirts are shaped to nest between crankshaft counterweights resulting in compact design giving reduced weight, lower reciprocating forces, and less rotating inertia.



Five-bearing crankshaft and crankshaft materially reduce weight yet greatly increase rigidity of these units in operation.



The amazingly quiet, efficient operation of Cadillac's new valve-in-head mechanism is the result of the scientific design of simplified, light-weight parts actuated by hydraulic valve lifters.



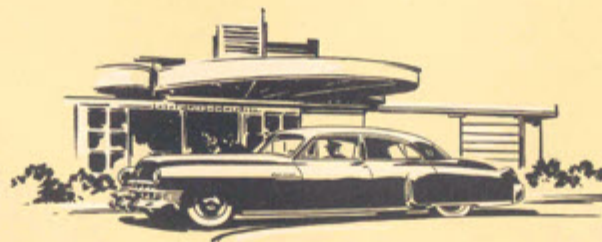
THE NEW 1949 Cadillac engine is a revelation in automotive design and efficiency. Among its advances is the new Cadillac valve-in-head combustion chamber design which assures controlled burning of the compressed gas to create a smooth power thrust, and which permits the use of higher compression ratios without restricting the flow of the gases in and out of the cylinder. A larger cylinder bore and shorter piston stroke combination increases thermal efficiency by exposing 12% less cylinder bore area to flame losses—resulting in markedly lower heat loss, greater cooling efficiency. Piston velocity has been reduced 20% by the shorter stroke, reducing friction power losses—at 4000 RPM the pistons travel at 2400 feet per minute as against 3000 feet per minute in previous engines. Thus, high mechanical and thermal efficiency contribute materially to increased performance at all speeds and to greater economy.



Cadillac

FOR 1949

THE WORLD'S MOST DISTINGUISHED MOTOR CAR



Cadillac



It is almost impossible for a person who has owned and driven a Cadillac to find complete satisfaction at the wheel of any other motor car. A Cadillac is one of the most difficult material possessions in the world for which to find a completely acceptable substitute.

CADILLAC MOTOR CAR DIVISION ★ GENERAL MOTORS CORPORATION

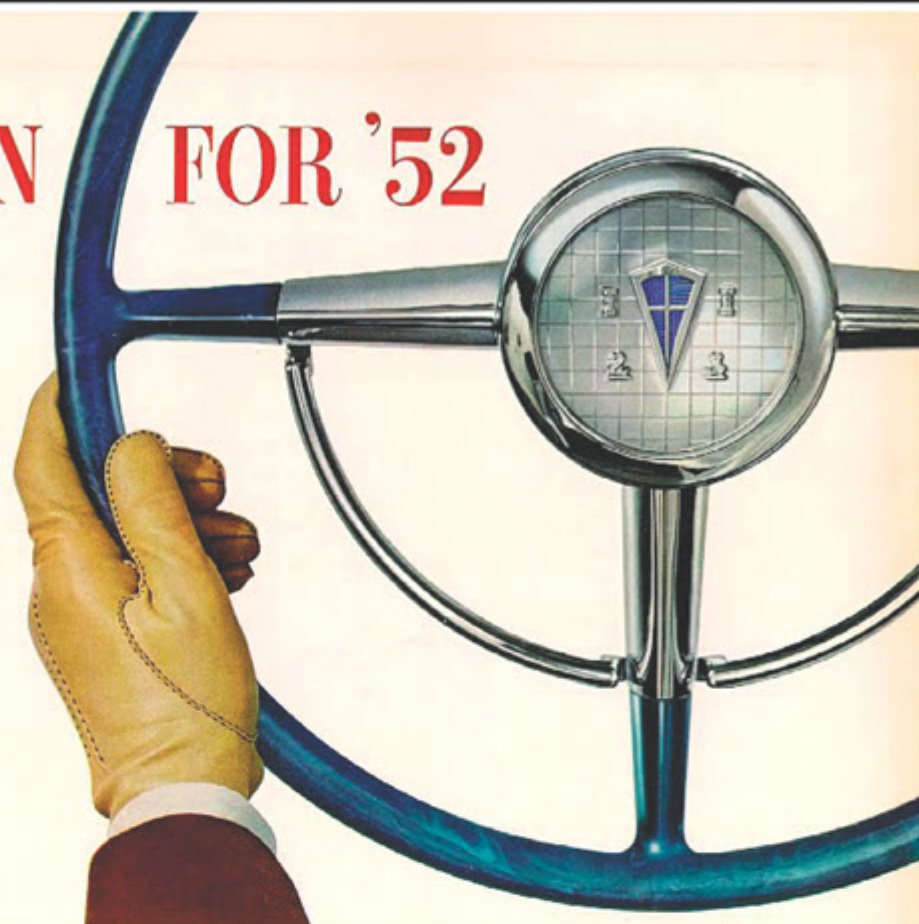
HUDSON FOR '52

A Fabulous new HUDSON HORNET

Luxurious new COMMODORE
EIGHT and SIX

The Spectacular new HUDSON WASP

Thrifty and handsome new
PACEMAKER



WHEREVER YOU GO...

Friendly Service at the Hudson Sign

At home or away, a Hudson owner is never far from an efficient Hudson dealer or distributor service establishment.

Since the founding of the Hudson Motor Car Company 42 years ago, each Hudson retailer has been required to maintain a modern service department, staffed with trained Hudson mechanics, equipped with proper tools. Each dealer carries at all times a well-balanced stock of genuine Hudson parts. Master parts stocks are also carried at centrally located Zone Office and Distributor Parts Depots.

Today Hudson service stations are strategically located from coast to coast and from Canada to Mexico, ready to serve you. At any time, call on the most convenient Hudson dealer. You will be treated as a friend, for he and his service manager are pledged to give courteous, economical and efficient service for your Hudson.

Presenting the most brilliant array of new cars in Hudson history

A fabulous new HUDSON HORNET

A new, lower-priced running mate, the sensational HUDSON WASP

The luxurious new COMMODORE EIGHT and SIX

The thrifty and handsome new PACEMAKER

By every known measurement of motor-car merit, these new Hudsons are outstanding. In appearance they are breathtaking—presenting the sleek, low-built streamlining that has long been the goal of automotive designers. With the introduction of new Hudson-Aire Styling, this mark of modern beauty reaches its fullest expression.

Long famous for stellar performance, Hudson offers for '52 high-compression engines of advanced design, packed with exclusive features and high-quality materials found in no

other car. Hydra-Matic Drive is available for all models (extra-cost option) to make driving effortless. In the vital matter of safety, Hudson gives protection for you and your family unapproached by other cars.

And, too, every Hudson brings you the most room for passenger comfort—a stable, gliding ride you must experience to fully believe. On the facing page you will find described Hudson's great basic advance in motor-car design, which makes these marvels possible.

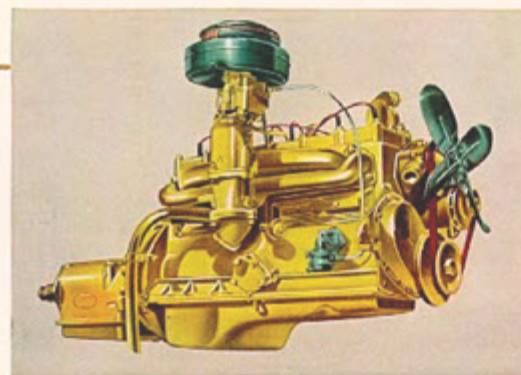


The fabulous HUDSON HORNET reaches new heights
of beauty and luxury with new Hudson-Aire Styling



Unquestioned ruler of the road, the fabulous Hudson Hornet appears in an inspired new design that provides a longer, lower, richer look for this National Stock Car Champion. New front-end styling is massive but graceful. A sturdy functional

rib-rail in unbroken line from front to rear accentuates the clean streamlining—while gleaming trim around windshield and all windows adds a fresh note of airiness and luxury to this most famous member of the Hudson family.



Miracle H-Power from the H-115 engine!

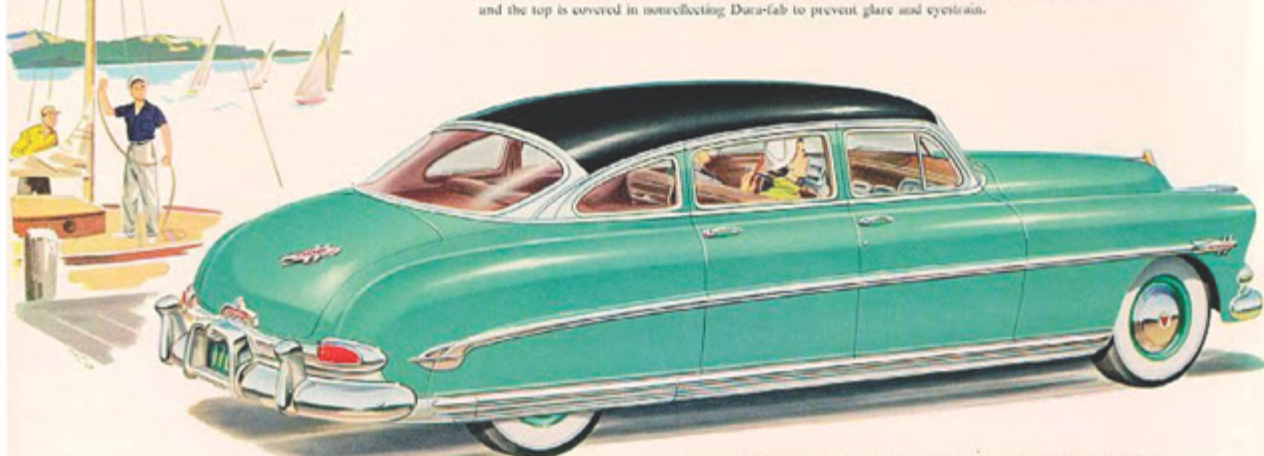
Here's the high-compression engine that has brought the Hudson Hornet victory after victory in stock car competition. It is a masterpiece of advanced engineering for amazing get-up-and-go, greatest durability, minimum upkeep. The chrome-alloy cylinder block, exclusive with all Hudson engines, outwears blocks of ordinary metal by thousands of miles. Super Power-Dome cylinder head gets more power from every drop of gasoline, and premium fuels are not required. Try Miracle H-Power for smooth, super-quiet operation—and power to spare.



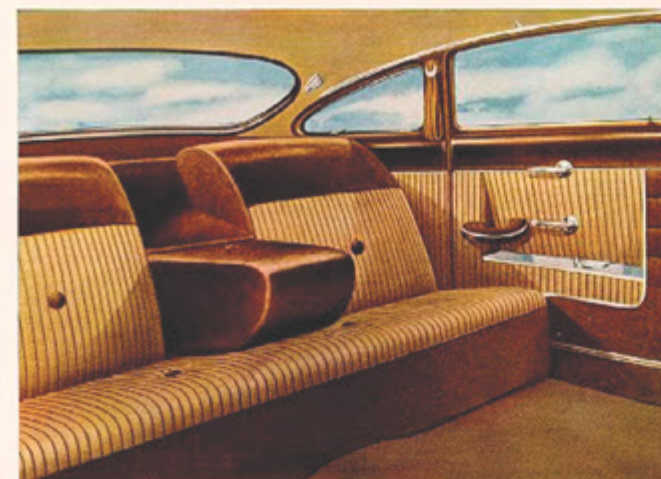
Hudson Hornet Club Coupe—124 inch wheelbase, as in all Hudson Hornet models. White sidewall tires optional at extra cost as available.



Easy-to-read, indirectly lighted instruments are framed in a brilliant setting and positioned for instant reading. Slim, three-spoke wheel; color harmonizes with interior. Dash is gently curved, and the top is covered in nonreflecting Dura-fab to prevent glare and eyestrain.



A new beauty note with a large, new wrap-around rear window with wide, sparkling trimline; provides tremendous visibility and distinguishes the new Hudson Hornet for '32.



Upholstery for the Hudson Hornet is beautiful nylon, the most durable and luxurious fabric money can buy. Its exclusive three-dimensional weave prevents slipping, clinging to clothes, makes it easy to clean. Trim is Dura-fab, Hudson's wonder material that won't crack, chip or peel, and wipes clean with a damp cloth. Custom appointments include thick pile carpeting, front and rear, and giant 16" rear seat center arm rest, except in Convertible Brougham.

All doors are equipped with automatic courtesy lights. Door and window controls are placed in exclusive recessed panels, where they are instantly ready but never in your way. Front ventilating wings are crank-operated for positive con-

trol. Safety door locks make it impossible to lock yourself out, while interior locking knob prevents unintentional opening of door from inside or undesired opening from outside while you are in the car.

Back of front seat is beautifully tailored with hand grips at both ends, a robe cord covered in Dura-fab and a generous magazine pocket. Super-sized assist straps are located on pillar ahead of rear quarter window, and coat hanger hooks are provided over rear doors.

Here in the Hudson Hornet you will find a combination of superb styling, luxurious comfort and spacious room that is absolutely unmatched in any other motor car.

The Hudson Hornet Series

These fabulous motor cars are readily identified by the low-mounted gold and chrome hood ornament and the "flying H" on fenders and rear deck.



FOUR DOOR SEDAN



CLUB COUPE



HOLLYWOOD (HARDTOP) CONVERTIBLE



CONVERTIBLE BROUGHAM

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)

The luxurious COMMODORE EIGHT with Hudson-Aire styling

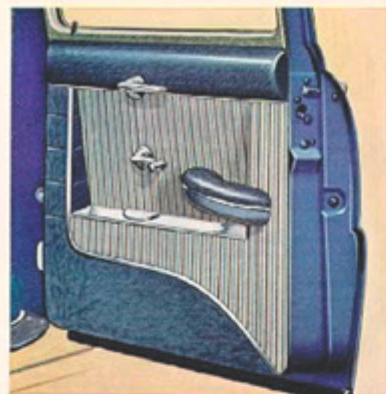
to delight the most discriminating...powered by the smooth, high-compression Super-Eight engine



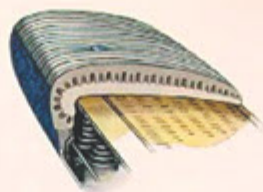
Hudson-Aire Styling features tremendous visibility, front, sides and rear, in all models. The Commodore Eight Sedan (above) has greatly expanded glass area as do all new Hudsons. New Solex® tinted glass is available on all models to shield out day

or night glare. Exterior styling and trim of the luxurious Commodore Eight follow the accentuated low-built beauty of the Hudson Hornet. See page 21 for specifications of the high-output, high-compression Super-Eight engine.

*Optional at extra cost.



Inside of door is custom-tailored in nylon and Dura-fab for lasting beauty. Door and window controls, ash receiver and arm rest are nested in recessed panels. This Hudson exclusive greatly increases elbowroom. Front door ventilating wings are crank-operated for positive control.



Foam rubber seat cushions are standard equipment in the Commodore Eight and Hudson Hornet. No other material can offer equal comfort or wearing qualities.



This gleaming badge, positioned on front fenders and rear deck, identifies the stunning Commodore Eight series.

Convenient, easy-to-reach rear-seat shelf for packages, purses, what-have-you is covered in leather-grain for interior harmony. Depth of shelf shows that rear seat is forward of rear window so that passengers are not bothered by sun on bright days. Sedan, Club Coupe and Hollywood have 16" rear-seat arm rest.



The Commodore Eight Series

That much-desired wider, lower look that so sets every Hudson apart from the crowd is expressed to perfection in these luxurious cars.



FOUR-DOOR SEDAN



CLUB COUPE

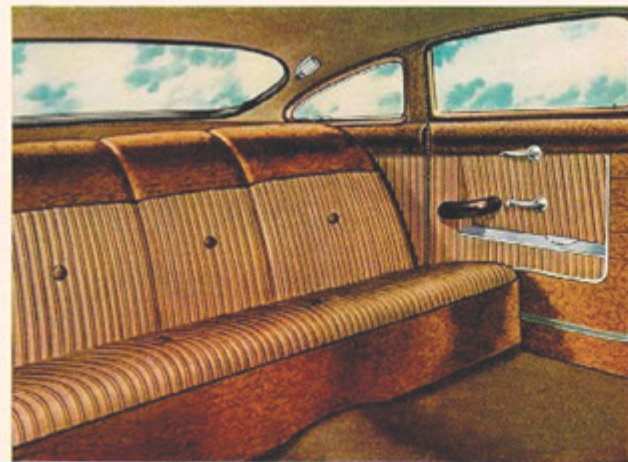


HOLLYWOOD (EXQUISITE NEW "HARDTOP" BODY STYLE)



CONVERTIBLE ROADSTER

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)



As in all Hudson series, upholstery is new and exclusive. Here, a special six-tone Bedford Cord with tan and brown stripes blends with Dura-fab of leather-grain finish. Front floor covering is a ribbed rubber mat with carpet in rear compartment. A 16" rear-seat center arm rest is augmented by arm rests at seat ends.



Treatment of front seat back furnishes extra convenience. Metal hand grips ease entrance and exit. There is a generous tailored magazine pocket and large robe cord. All doors equipped with courtesy lights.

The Commodore Six Series

Powered by the exciting H-127 engine, this group of gorgeous motor cars offers exceptional performance and rare beauty. Specifications: pages 20, 21.



FOUR-DOOR SEDAN



CLUB COUPE



HOLLYWOOD (THE BACK OF A CONVERTIBLE WITH CLOSED-CAR BODY)



CONVERTIBLE ROADSTER

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)

The brilliant **COMMODORE SIX** presents masterful power and the free-flowing beauty that only Hudson's "step-down" design can provide



Hudson's exclusive beauty stems from a new and better way to build automobiles, famed the world around as "step-down" design. (See page 3.) In the Commodore Six, and all Hudsons, you find the lowest-built, truest streamlining with the most head room in any car and full road clearance.

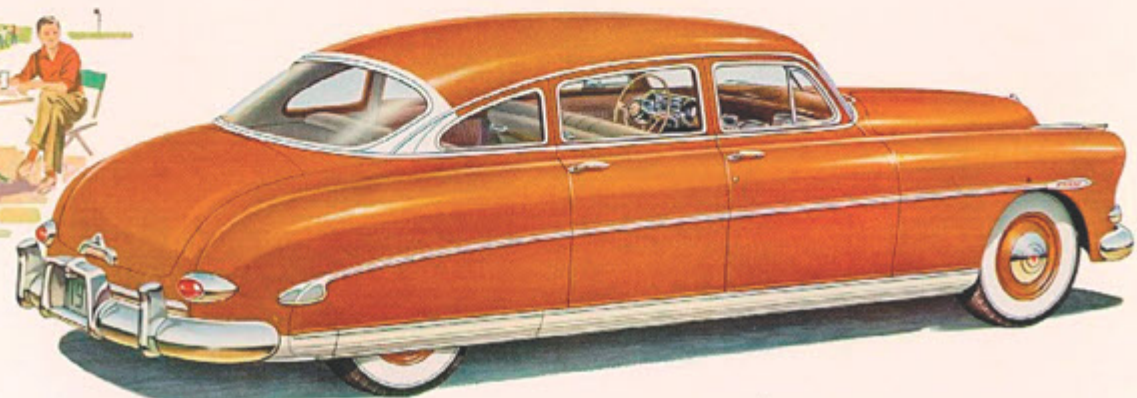
Commodore Six closed models (Club Coupe shown above), have a huge rear window and sparkling upper-body ornamentation. The new look of Hudson-Aire Styling all around is your assurance that these cars will stay young in appearance through the years ahead.

Through the years Hudson has won a reputation for fine engineering and quality manufacturing. Two parts of this reputation are probably most important to the average motorist: first, for designing and building high-compression engines that deliver flashing, eager, quiet power; secondly, for building the most durable car money can buy.

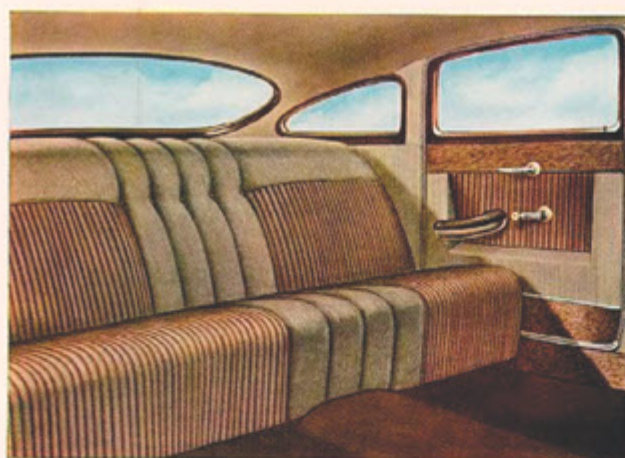
The spectacular new Hudson Wasp offers a splendid example of these qualities. The exciting H-127 engine, which powers this newest member of the Hudson line, is of the super-

efficient L-head, "In-Line" design. Equipped with Hudson's exclusive chrome-alloy cylinder block (toughest in the industry), it naturally lasts longer, runs smoother, requires less attention.

Pinned in position piston rings are another exclusive. They cannot rotate, cause irregular wear, and this saves oil. Complete electronic balancing of the engine, while running, as an assembled unit insures the smooth, quiet dependability you naturally expect from every Hudson.



Rear-bumper center guard houses license plate and concealed license light.



It's a "fashion first" interior for the Hudson Wasp. Special-weave tan cord upholstery with red and brown wide and narrow stripes is combined with Dura-fab trim at wear and scuff points. Door and window handles are chrome with plastic escutcheons. Front floor has long-wearing rubber mat and rear compartment is carpeted. All doors equipped with courtesy lights. Bright scuff plate adds to the welcome this interior extends.



The back of front seat is fitted for passenger comfort with convenient hand grips, an ash receiver, radio cord and large envelope-type magazine pocket.

The Hudson Wasp Series

In an exceptional range of gorgeous body styles



FOUR-DOOR SEDAN



TWO-DOOR BROUGHAM



CLUB COUPE



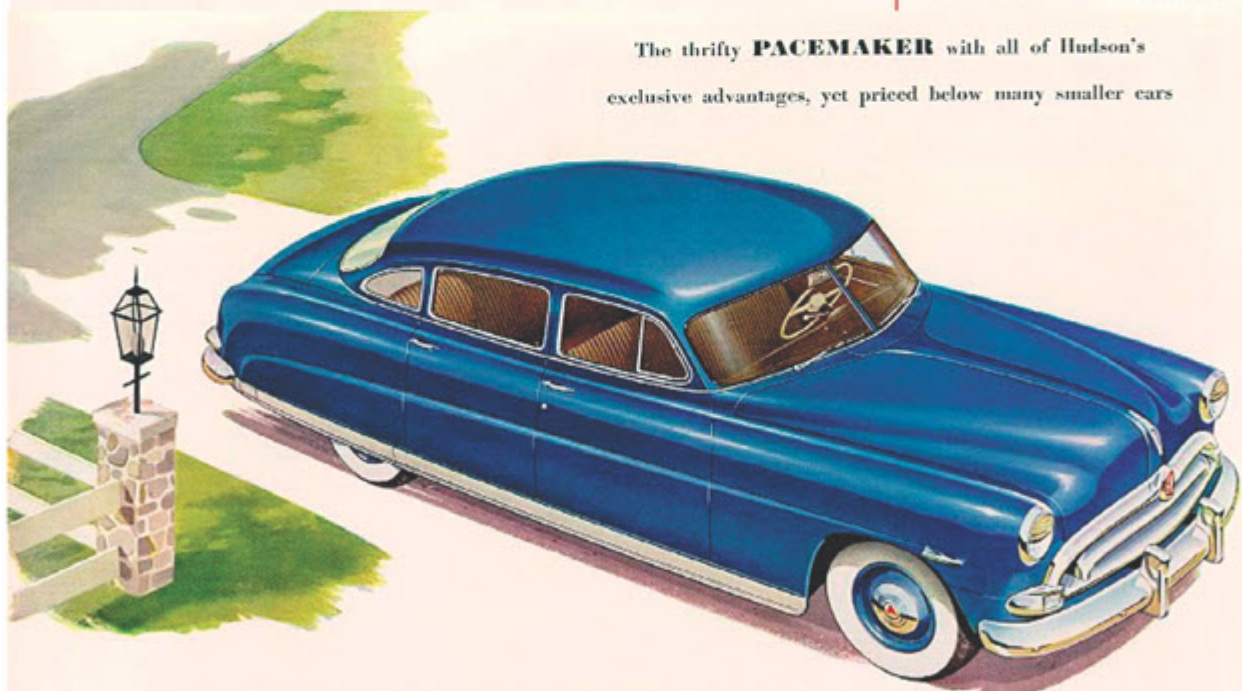
HOLLYWOOD (AMERICA'S NEWEST HARDTOP)



CONVERTIBLE BROUGHAM

Seven solid colors. Four special colors and your choice of fifteen two-tone combinations, optional at extra cost. (No two-tone available for Convertible.)

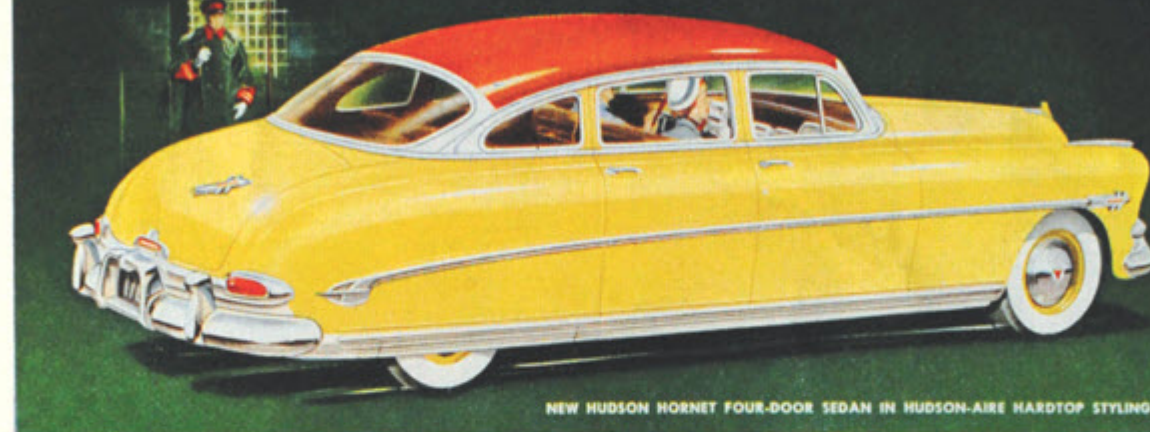
The thrifty **PACEMAKER** with all of Hudson's exclusive advantages, yet priced below many smaller cars



Among all American automobiles, only Hudson can bring you the benefits that come with a recessed floor ("step-down" design). And among all medium-priced American cars, only the Hudson Pacemaker! It is a major achievement to make the great advantages in room,

ride, safety and beauty of "step-down" design available in the Pacemaker's price class. But here these advantages are—in full measure—and when combined with the thrifty, high-compression Pacemaker engine, this car is a standout for beauty and performance in any company!

Year's most beautiful cars
powered to out-perform them all!



NEW HUDSON HORNET FOUR-DOOR SEDAN IN HUDSON-AIRE HARDTOP STYLING

See Hudson-Aire Hardtop Styling—
try championship performance in the fabulous

HUDSON HORNET

and its new, lower-priced
running mate, the spectacular

HUDSON WASP



HUDSON WASP TWO-DOOR BROUGHAM IN HUDSON-AIRE HARDTOP STYLING

ONE glance tells you Hudson has the glamor . . . a short drive proves it has no equal for performance! Inspired new Hudson-Aire Hardtop Styling—the newest look in motor cars, available for the first time at standard sedan and coupe prices—teams up with Hudson's famous high-compression power to give you a new driving thrill!

Take the wheel of the fabulous Hudson Hornet . . . sample the surging might of Miracle H-Power. Or, try the new Hudson Wasp with its power-charged H-127 engine!

See your nearby Hudson dealer today!

HYDRA-MATIC DRIVE
available for all '52 Hudsons
at extra cost.

Hudson-Aire Hardtop Styling at standard sedan and coupe prices

Four great Hudson series for '52, including the brilliant new Commodore Eight and Six—the thrifty new Pacemaker, priced from near the lowest. Every Hudson has the extra room, comfort, and safety of "step-down" design.

Standard trim and other specifications and accessories subject to change without notice.

Nash Shows You How Big a Low-Price Car can Be!

Go Nash
and Get
this —

- ★ 25 to 30 Miles per Gallon of Gasoline!
- ★ Roomier than 1940 Cars Costing up to \$200 More!
- ★ Flashing Pickup of New "Flying Scot" Engine!
- ★ A Coil Spring Ride on All Four Wheels!
- ★ New "Unitized" Steel Body—Safer, Quieter!
- ★ Improved Weather Eye Conditioned Air System... and Convertible Bed!
- ★ Overall Savings of \$70 to \$100 each Year!

A DREAM on a drawing board has come to life. The low-price car they said you'd someday see!

An entirely new kind of car—the 1941 Nash. You've got to see it to believe it! Drive it to know!



Here at last is a big car that can give you 25 to 30 miles a gallon—under favorable driving conditions.

Even 32 miles a gallon has been recorded with Fourth Speed Forward.

Its new "Flying Scot" Engine is smooth as silk and fast as a jack-rabbit. Pick-up of 15 to 50 MPH in 12 seconds high gear!



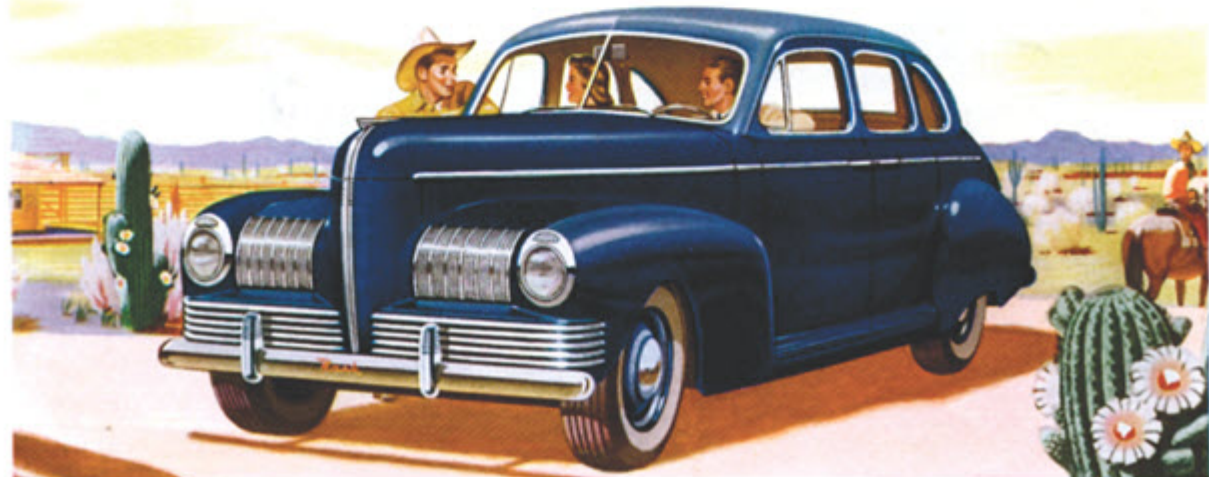
And out on the road you'll find no other low-price car ever rode or drove like it before. Nash is first in the low-price field with soft coil springs on all four wheels.

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The Nash Ambassador "600"... America's new low-price car, 6-cylinder Manifold-Sealed Engine, 195 inches over all, Six models.

The Aeropowered Nash Ambassador Six—105 HP... 6-cylinder Twin Ignition Valve-in-Head Engine, 202 inches over all, Six models.

The Aeropowered Nash Ambassador Eight—115 HP... 8-cylinder Twin Ignition Valve-in-Head Engine, 202 inches over all, Five models.

TIMING CHAINS

My Experience Is...

by Joe Rabelskie

*From 2007, a tribute to our old friend and restorer, Joe Rabelskie.



Many mechanics are intimidated by the mere thought of installing a timing chain. There is no reason for this however, as most chains are setup quite simple. There are two sprockets; each one has a mark for lining up, and a chain to connect them. So, why the hesitation? I once met someone that rebuilt an entire engine, put it back in the car, and that is where it sat with the timing cover off for months. When I saw it I asked him "What's the hold up?" His reply was "Just making sure the marks are lined up right." I looked at them and assured him that everything was fine. The next day it was running.

All one has to do is line up the marks and put the chain on. Once they are on, it is as easy as pulling a string between the middle of the crankshaft and the camshaft. If the string passes through the dots it is on. Every once in a while however, there is an exception to the rule. In the early days, some old Fords and Buicks and such found the need to put a timing mark on each sprocket and make it eleven or twelve links between marks. This still did not have to be a problem, except that many mechanics did not know that there were other ways to do it. This lead to many engines being torn back down in order to move the marks back to where they were supposed to be. Hopefully there were not bent valves in the process. As one could see, the trick was not knowing how to assemble them, but rather where the assembling marks needed to be located.



Marking Chain & Sprocket on '72 MB

Timing component manufacturers started printing catalogs with elaborate diagrams in order to accommodate the many different set-ups. As the overhead cam engines became popular, some of the catalogs became pretty thick and sometimes confusing.

I have run into several engines that simply did not have any marks to be found. The best bet, especially when working on a rare old beauty is to find TDC #1 and make marks of ones own until originals can be located.

There is a very nice rule to follow if one cannot find any marks. This just happened to us on a '72 MB 280 SE. There were no marks on the sprockets or on the chain. So, we brought the number one cylinder to TDC.



Marks Line Up Straight on a '48 Packard

Then, brought the camshaft to where the exhaust cam lobe was just going to open. With the intake and exhaust lobes equally away from the valves, we marked the chain and the sprockets. At this point it had to be on TDC #1 with the cam in position.

Once removing the sprocket, a wire was tied into the link that coincided with the mark and the sprocket was stamped with a permanent mark. And then, it was a double overhead cam V-8, so both the left and right bank had to be marked. Now, even if the chain slipped off of the crank sprocket, we could pull it up and if both of the new cam marks lined up with the coinciding links, it had to be right.

If one is going to use this method please do not get confused as to whether your engine is over head cam or overhead valve. Both of the cam lobes should be facing equally away from the valves on number one cylinder.

As far as other components go the most important thing to remember is that whether a single or double roller chain, link chain, or rubber belts the timing is much the same. It is best to remember that the different kind of chains add strength, but not necessary



Wiring Chain To Keep It In Position

power. It is necessary to keep in mind that if there are guide rails or tensioners or both, they need to be in good condition and the proper size in order to keep the parts tight and in proper working order. It is also very important to remember to change the rubber belts at the proper intervals. They seem to have built in clocks that cause them to strip out if left on even the shortest amount longer than recommended.

Timing chain installation may seem to be one of the more mystifying aspects of engine assembly, but it really does not have to. There are ways to find out or figure out the proper installation sequence. And when one finds them it can be as easy as one-two-three.