

# NASH

## AMBASSADOR V-8

*A new V-8 engine has been added to the host of features that make Nash a genuinely different car*

THE NASH has always been noted for comfort, reliability and some "different" touches unobtainable on most other cars. The 1955 Ambassador V-8 retains all these features and adds one that will be new to most loyal Nash followers—performance that is far better than that of any Nash in the past.

From the outside the two major changes from 1954 are the grille-mounted headlights and the wraparound windshield, which Nash claims is the largest in the industry. The headlight treatment is derived from the Nash-Healy and looks good.

To go with its fine performance the Nash also offers good handling qualities. With power steering it has a steering ratio of 22.2:1 and goes lock to lock in four turns. Steering is light and easy yet retains a remarkable degree of road feel, more so than in many of its competitors. Turning circle radius is about 44 feet and, while this is about par for the course with its competition, at least one member of the test crew felt that surgery on the front fender cutouts would help a lot.

The coil springs all around on the Nash do permit quite a bit of roll on fast tight turns. Neither driver nor passengers are thrown around uncomfortably at anything approaching normal speeds, however. Even on hard turns during our test-

SPECIFICATIONS	
Engine type	<u>OHV V-8</u>
Displacement	<u>320</u> cubic inches
BHP	<u>208</u> @ <u>4200</u> rpm
Compression ratio	<u>7.8-10-1</u>
Bore	<u>3 13/16</u> Stroke <u>3 1/2</u>
Torque	<u>300</u> ft.-lbs. @ <u>2600</u> rpm
Transmission	<u>TWIN-ULTRAMATIC</u>
Rear axle ratio	<u>3.54</u>
Wheelbase	<u>121.25</u> inches
Dry weight	<u>3795</u> lbs.
Turning circle	<u>44</u> feet
Steering lock-to-lock	<u>4</u> turns

PRICES	
Car	<u>\$2695</u>
Transmission	<u>\$199</u>
Radio	<u>\$93</u>
Heater	<u>\$77</u>
Power Steering	<u>\$107</u>
Power Brakes	<u>\$39</u>
Air Conditioning	<u>\$395</u>

ing the car appeared to be leaning over far more to observers than was apparent inside. And since the Nash was designed to give a soft comfortable ride under normal conditions, not to be driven at speed thru road race courses, it shouldn't be expected to corner like a Ferrari—nor should it be asked to.

The Nash rode uncommonly well over very rough gravel roads—which were in very poor shape due to spring thaw and

heaving, incidentally. This will be important to a lot of potential Nash owners because it has traditionally appealed to many sportsmen who use it for hunting and fishing expeditions. They will also be happy to know it retains ample road clearance—eight inches at the rear axle. Although we drove it thru some very soggy territory and over some deeply rutted back roads, it didn't hang up once.

It's in the accessories and unique features department that Nash has always been outstanding. This year is no exception. Although the Michigan weather was a little chilly to make use of the Weather Eye air conditioning system necessary, it has proved its worth well in the past. In fact, many consider it the finest automobile air conditioning system available. The heater still is one of the best, has an excellent defrosting system also, which is a terrific asset in cold climates.

One of the accessories which really impressed the test crew was the radio with its dual speaker setup. The crew includes a couple of hi-fi fans and they listen with a very critical ear. "Great!" was their opinion of this Nash feature.

The Nash twin bed setup is well-known, partly because of the many jokes about this idea. However, jokes or not, it's a good idea. Turning the Nash into a temporary boudoir is quick and easy: takes



Front end has normal dive under hard braking, but held a straight line. Note how the headlights are now inboard in grille.

only a minute or two. And this deal can be a real money-saving feature on a long trip. It's also one of the things that have made the car a natural for sportsmen, as mentioned earlier. One Nash-owner who does a lot of hunting and fishing and likes to be right on hand when the season opens. He drives up to a spot he's picked out earlier, drops the seat down, inflates the air mattress Nash sells as an accessory and—if it's warm—slips special screens into the windows so he can get the breeze without bugs. He figures he's saved enough in motel fees to buy a new rifle and some fishing gear in the past few years!

The reclining seat feature is another the Nash owners swear by—especially on long trips when two people are sharing the driving. One can relax or sleep so he can be well-rested when his turn at the wheel comes up.

The Nash not only goes well, but is pretty good in the brakes department. As the accompanying charts show, "panic" stops from 30, 45 and 60 mph resulted in extremely good stopping distances for a car of this size. Brake lining area is 192.06 inches. From 30 and 45 mph, stops were made in a straight line but from 60 there was a bit of squirrelling. We did manage to induce some brake fade after a series of some 15 or 20 stops from about 45 mph.

For acceleration runs, several methods were used. We tried starting in low, shifting to "dart" gear in the drive range and

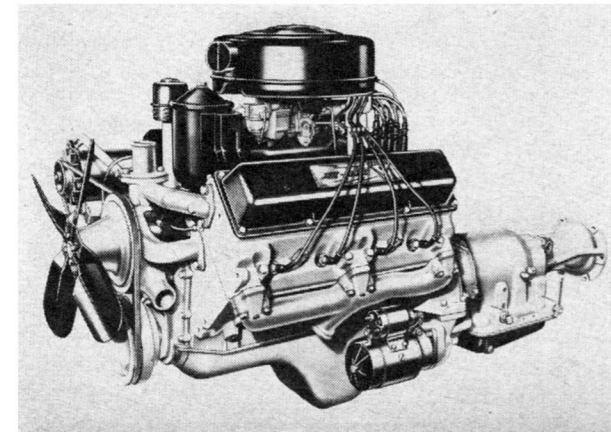
then to drive "high." We found that starting in "dart" and going into "high" at about 55 mph was most effective, however. The advantage of taking off in low range was cancelled out by the time it took to get into the next drive ranges. The car we used in the test had 3,287 miles on it when the test started. (We added about 600 to that total.) It had been in steady use by Nash officials and was in the same state of tuning that the car of any average Nash owner with that many miles would be. It's very possible that performance figures shown here could be bettered by a car that had just been specially tuned.

The car used for the test was a Custom V-8 with power steering, power windows. This model also has a standard equipment tinted plastic visors, center arm rest in rear seat, continental tire, and a handy netting package container up over the visors. These are optional items on the Super V-8 series.

This new Nash is all that its forerunners were with new and better performance. It will undoubtedly appeal to Nash's faithful followers and should win some new friends because of the extra dividend.

The added "go" makes it an even better all-round family car than it's been in the past. The men in the family will like the added zip. The ladies will go for the comfort, power features and attractive interiors. Almost everyone will like the roominess and reliability. ●

Successor to a long line of sixes, the V-8 is pretty hefty, leaves little room to spare in the engine compartment.



Nash heels as driver bends it into a hard corner. Unit frame design makes car exceptionally rattle-free, gives it good safety rating.



### MOTOR LIFE ROAD TEST

CAR TESTED: 1955 NASH  
AMBASSADOR CUSTOM V-8

#### TEST CONDITIONS

Altitude 575 feet  
Temperature 36 degrees  
Wind GUSTY 15-20 mph  
Gasoline STANDARD PREMIUM

#### ACCELERATION AND TOP SPEED

MPH	0-30	0-45	0-60	30-50	40-60
Seconds	<u>4.2</u>	<u>7.9</u>	<u>13</u>	<u>5.2</u>	<u>6.1</u>

Standing 1/4 mile 18.6 seconds  
Fastest one-way run 108.1 mph  
Top speed avg. 4 runs 103.9 mph

#### SPEEDOMETER CORRECTIONS

Car Speedometer	Actual Speeds
20	<u>19.1</u>
30	<u>28.9</u>
40	<u>37.4</u>
50	<u>46.7</u>
60	<u>55.1</u>
70	<u>63.5</u>
80	<u>72.3</u>
90	<u>81.0</u>
100	<u>-</u>

#### BRAKING DISTANCE

MPH	Stopping Distance
30	<u>38</u> feet
45	<u>74</u> feet
60	<u>176</u> feet

#### FUEL CONSUMPTION

MPH	Average
30	<u>20.1</u> mpg
45	<u>18</u> mpg
60	<u>17</u> mpg

REMARKS: ALL SPEEDS ACTUAL.  
PAVEMENT - DRY.