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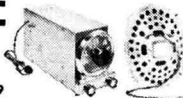
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over '55, particularly thru the 20 to 30 mph speeds.

Unchanged in chassis design or suspension, the Ambassador continues to awe onlookers with what seems like excessive heel-over in tight turns; but as we reported in last year's test, the feeling within the car is quite different. The car remains fairly hard steering, even with a power boost, but its ability to turn quickly offsets "whole-hand" (vs. "fingertip") steering.

Here, as in the Statesman, chassis is unchanged for '56. Brakes, still considerably larger than on the lighter (by 400 to 650 pounds) Statesman, were not reworked. Suspension and driveline setup, like the Statesman's, use the '55 pattern.

Body dimensions are the same as on the '55s. Models offered are 3 V8s, the Custom Country Club (2-door hardtop), Custom 4-door sedan, and Super 4-door sedan, and the 6-cylinder Super 4-door.

DETAILS OF BOTH CARS

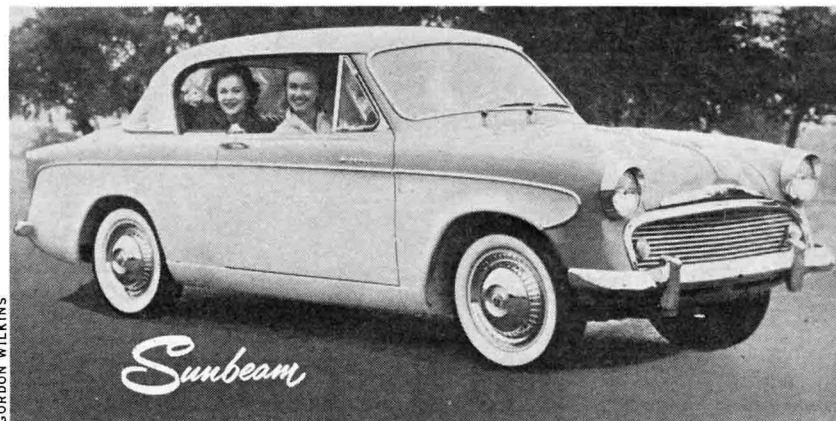
Interiors feature new colors and upholstery materials. Custom Ambassadors are available with leather (genuine, of course) trim and nylon "silver-leaf" cloth (an extra-cost option in Supers). An added feature in Customs is an aluminum trim insert extending across the dashboard.

And best of all, the well-liked features that have made Nash the comfortable, family-sized long-distance traveler are again offered in the '56 line.

Best of all are the proved features: MT's favorite, reclining seats and the twin-bed setup, can be had in both Ambassador and Statesman. The non-spilling "fishnet" catch-all above the sun visors is still there, as are the dual radio speakers at each end of the instrument panel. Nash's excellent heating system is again offered separately, or as a low-cost package with refrigerated air conditioning.

—Jim Lodge

B R I G H T E R



GORDON WILKINS

Sunbeam

TOP PRIORITY FOR EXPORT is the way we would classify Sunbeam's new hardtop. (It's known more sedately at home as the "Rapier saloon.") Powered by what is basically the newest Hillman Minx overhead-valve engine, the Rapier gets more go from higher compression, a Stromberg down-draft carburetor, new manifolding, modest porting, and tubular pushrods. All this brings it up to 62 horsepower. A heavier clutch deals with the extra torque, and a Humber Hawk gearbox has the 1st new-type Laycock-de Normanville overdrive, operating on 3rd

and 4th. The unit body-frame is all-real-leather trimmed, with such lush touches as a padded dash, folding rear-seat armrest, washable headliner, and a tachometer. Two-tone colors are standard. Intended as a 4-seater only, the Rapier has a very deep drive-shaft tunnel, heavy doorsills and a step-down interior. Another departure from old-line British practice is the engine mounting, with the front 2-cylinders outside the wheelbase. Sunbeam's return to the smaller-car field looks hopeful, we'd say, if this is an indication of what they'll offer.

