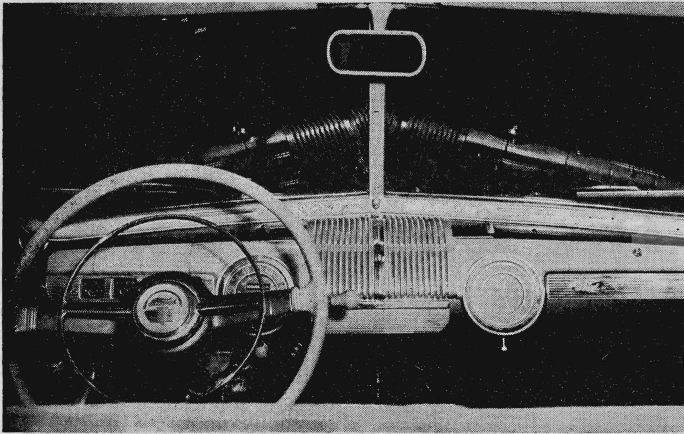


# Ford and Nash Show First New Cars



Front of the 1946 Ford, above, looks different from 1942 models due chiefly to changes in the radiator grille, parking lights, and trim.



The steering wheel and the instrument panel of the new Ford, above, also reveal a strong basic resemblance to the ones in the last prewar models. The car appearing in this and the upper photo is a pilot model built by hand, not a production job.

Restyling of the Nash "600" brings the massive-looking design shown at the right. Weight has been reduced by 500 lb. as compared to equivalent prewar models.

AS THE wraps come off the first U. S. cars built since shortly after Pearl Harbor, predictions that new models would resemble the prewar ones are borne out.

The first Fords feature different styling of basically the 1942 body design, plus a number of mechanical improvements, among them new crankshaft bearings, greater volume and pressure of engine oil, relocation of valves for better cooling, a new distributor, an oil cleaner, an oil-bath air cleaner, and modified shock absorbers and springs. Further Ford plans are unofficially reported to include manufacture of one car 15 to 20 percent under prewar Ford price levels, and of another with a five-cylinder in-line engine.

Styling and mechanical changes characterize the Nash "600", which is in the low-priced field. Elimination of the frame in favor of a combined body-and-chassis construction has reduced weight by 500 lb. and has made possible gasoline mileages of from 25 to 30 miles per gal. All wheels have individual coil-spring suspension.

