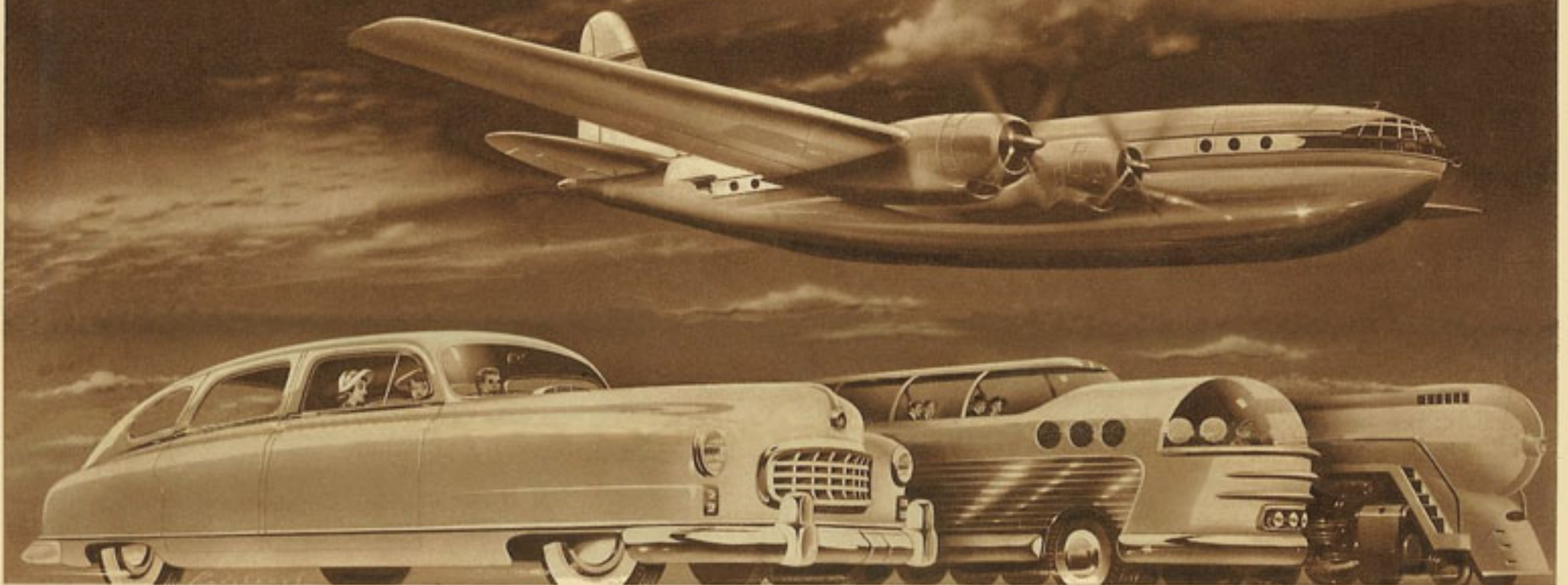


AIRFLYTE CONSTRUCTION

BRINGS YOU THE WORLD'S MOST MODERN CARS!



THE 1950 NASH AIRFLYTES ARE HERE!



SL for 5063-2510

- Offering Hydra-Matic Drive!
- New Super Power engines!
- Sky-Lounge safety interiors with twin beds!
- Up to 30% more miles per gallon than other big cars!
- World's smoothest ride!
- And 23 more great new improvements!

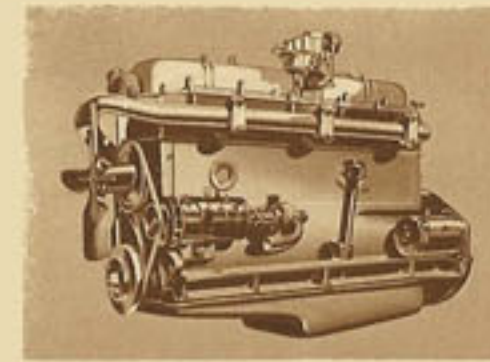
AIRFLYTE CONSTRUCTION



HYDRA-MATIC DRIVE! Now in the Nash Ambassador you can have the best-liked, best-proved of all automatic transmissions—Hydra-Matic Drive. The clutch pedal is gone. You drive all day over hills and through traffic and never shift a gear. And there's a Nash exclusive—easy Selecto-Lift Starting! Just lift the selector lever and go!



NEW! AIRLINER RECLINING SEAT! Your airliner seat (optional, extra cost) offers five comfortable positions. There's a curved, undivided windshield, exclusive in Nash on all models. The new exclusive glove-locker pulls out instead of spills out. And all dials are clustered in the Nash Uniscope for safety and convenience.



NEW! SUPER POWER ENGINES! Now 7.3 to 1 compression in the Nash Ambassador—and 7.0 to 1 compression in the new Nash Statesman. Peak performance with regular gasoline—flashing new power coupled with famous Nash economy. In both Nash "powerhouses", you get the amazing smoothness and efficiency of Uniflo Jet Carburetion.



NEW! DISTINCTIVE INTERIORS! See the newest in color harmonies created exclusively for the 1950 Nash Airflytes—eleven distinctive combinations of interior colors and fabrics. Note the new, bigger, wider rear window—"vision unlimited" in every direction. Look at the room—head-room, leg-room, elbow-room to spare! It's a big, big car!



★ EXCLUSIVE WITH NASH ★



*NOW—ONE SINGLE WELDED UNIT—
GREATER SAFETY—LESS WEIGHT!*

GREATEST CAR FEATURE IN 40 YEARS



Separate Body and Frame Construction Is Ended!

• Different from all others, in Nash the entire frame and body, roof, rear fenders and pillars are here welded into one solid, massive unit. Because it is free from the drag of useless weight you get finer performance, spectacular economy. Because it is one, welded unit, body maintenance costs are lower. Airflyte Construction was originated by Nash and can be had in no other car at any price. It is the modern method of building a stronger, safer car—free of useless weight.



Twice as Rigid! Twice the Torsional Strength!

• The "twist test" proves that Airflyte Construction is twice as resistant to twisting forces—1½ to 2½ times as rigid as conventional cars. You enjoy new stability on the highway . . . a far smoother, quieter ride with the full benefits of soft coil springing on all four wheels. Drive a 1950 Nash Airflyte over any kind of road. You will discover new safety and roadability . . . new riding comfort possible only with Airflyte Construction, and available only in Nash!



Lifetime Tightness . . . No Body Rattles or Squeaks . . . Girder Protection Above and Around You!

• Above you see the new, modern way to build an automobile—the way of the streamlined train, modern buses and the airliner—the Nash way! Here is the end of rattles and squeaks—no joints to loosen. Here is permanent new-car tightness—permanent new-car quiet. Here is the great safety of girders protecting the passenger compartment in front, at sides, above and to the rear. See how the roof of the Airflyte adds strength and protection where it is most needed.



Far and Away, America's Most Scientific Aerodynamic Design!

• Yes! Actual wind tunnel tests of all leading body designs at speeds from 30 miles per hour upward, prove that the Nash Airflyte splits the air with 20% less wind-drag than the average of all other modern cars. Here's aerodynamic design and streamlined efficiency that pays off in extra performance . . . increased economy (more than 25 miles to the gallon of gasoline at average highway speed in the new Nash Statesman) . . . in better stability on the highway . . . in far less wind-noise . . . in a new feel of sky-borne fleetness. Talk about streamlining—talk about Nash!



TWIN BEDS! Think of the wonderful convenience of Twin Beds! Think of having a day-time couch for napping while someone else drives. Twin Beds are standard on all 2-door models, optional at extra cost on 4-door models. Special mattresses and window screens are available.



WORLD'S SMOOTHEST RIDE! Something wonderful happens when you drive the 1950 Airflytes. Bumps simply melt away under the soft cushioning of equal-action coil springs on all four wheels—springs tuned in the rhythm most restful to the human body. There's new steadiness—comfort!



IMPROVED WEATHER EYE! The world's best automobile heating and ventilating system—is better than ever for 1950. New super blower brings even more clean, "conditioned" air—filtered, dehumidified—warmed as you like it—automatically. Drive at zero without coat or gloves.



NEW! SEAL-FLEX OIL RINGS! Now your new Nash engine offers amazing new oil economy to make Nash the world's most economical big car. New Seal-Flex Oil Rings mean twice as many thousand miles of new-car performance, new-car feel, new-car economy of oil.

• **TAKE IT** where the road is a rubble of ruts and bumps . . . where the curves snap back in hair-pin turns and the hills leap up to the clouds. There's where you'll learn the new difference in automobiles—*Airflyte Construction*. Here is roadability undreamt of in yesterday's cars—the anchored-to-the-road feel . . . the hushed, rattle-free quiet . . . the solid strength and safety only Airflyte Construction makes possible.

You slip through the air with 20% less wind-resistance than the average car of current design . . . with less wind roar, less fuel cost, less fatigue. Check your gas. You're realizing economy never possible before—more than 25 miles to a gallon at average highway speed, in a big, six-passenger Nash Statesman Airflyte. And there's blazing new engine power to match! New Super Power engines for 1950—and a new

Seal-Flex oil ring that means new engine "feel" and economy for twice as many miles. And now, too, in the Nash Ambassador Airflyte—you can have famous Hydra-Matic Drive that ends clutch pedal and manual gear-shifting for good! Here's the efficiency . . . here's the performance . . . here's the value and beauty only Airflyte Construction can offer. Come in—see and drive the world's most modern cars—the 1950 Nash Airflytes.

MORE THAN 25 MILES TO THE GALLON

At Average Highway Speeds—
FOR THE BIG NEW

Nash Statesman



The 1950 Nash Statesman 2-door Sedan



The 1950 Nash Statesman 4-door Sedan



The 1950 Nash Statesman Club Coupe

FACTS ABOUT THE 1950 NASH STATESMAN

ENGINE—I-head; Bore 3 1/4"; stroke 4"; displacement 184 cu. in.; taxable h.p. 23.44; brake h.p. 82 @ 3800 rpm; compression ratio 7.0:1; Iso-thermal sealed-in intake manifold; Uniflo-Jet carburetion; oil-saving 4-ring aluminum alloy pistons, with Seal-Flex lower rings, replaceable steel-backed bearings at both main and connecting rods; full length water jackets; four main bearing counterweighted crankshaft; pressure type engine lubrication; oil capacity, 5 quarts; fuel capacity, 20 gallons; cooling system capacity (with Weather Eye) 15 quarts.

RUNNING GEAR—112 in. wheelbase; coil springs on all four wheels; independent suspension of parallel arm type at front; Torque tube drive; body held in alignment with axle by track bar, rubber mounted at connections with body and axle. Torque tube encloses and shields propeller shaft and single universal joint. Two-shoe Self-Centering hydraulic brakes; Turning radius, 20'2". Warner Automatic Overdrive (optional, extra.); 6.40 x 15 Super Cushion tires. Overall length, 201 inches. 90 amp. hr. 13-plate battery under hood. Front and rear tires easy to remove with bumper jack.

BODY—Girder-Built Airflyte Construction—body and frame one integral unit. Thoroughly insulated and soundproofed. Body and fenders Bonderized to prevent rust. Finished in high gloss Permalux enamel. Interior width at front seat 63 inches. Interior width at rear seat 61 inches. Length of passenger compartment 112 inches. Overall width, 77 1/2 inches. Height (loaded) 61 1/4 inches. One-piece curved windshield

... no center post to block visibility. Front ventilators, larger rear window curved for better aerodynamics. Trunk capacity—28.5 cu. ft.

WEATHER EYE CONDITIONED AIR SYSTEM (extra)—Fresh air thermostatically controlled heater. Blower fans, electrically driven, for extra air flow if needed at idle or low car speeds and for quick defrosting.

TWIN CONVERTIBLE BEDS—Standard on all 2-door models. Optional, extra, on 4-door Super models. Mattresses and screens available at extra cost. New Airliner Reclining Seat optional, at extra cost, on all divided seat models.

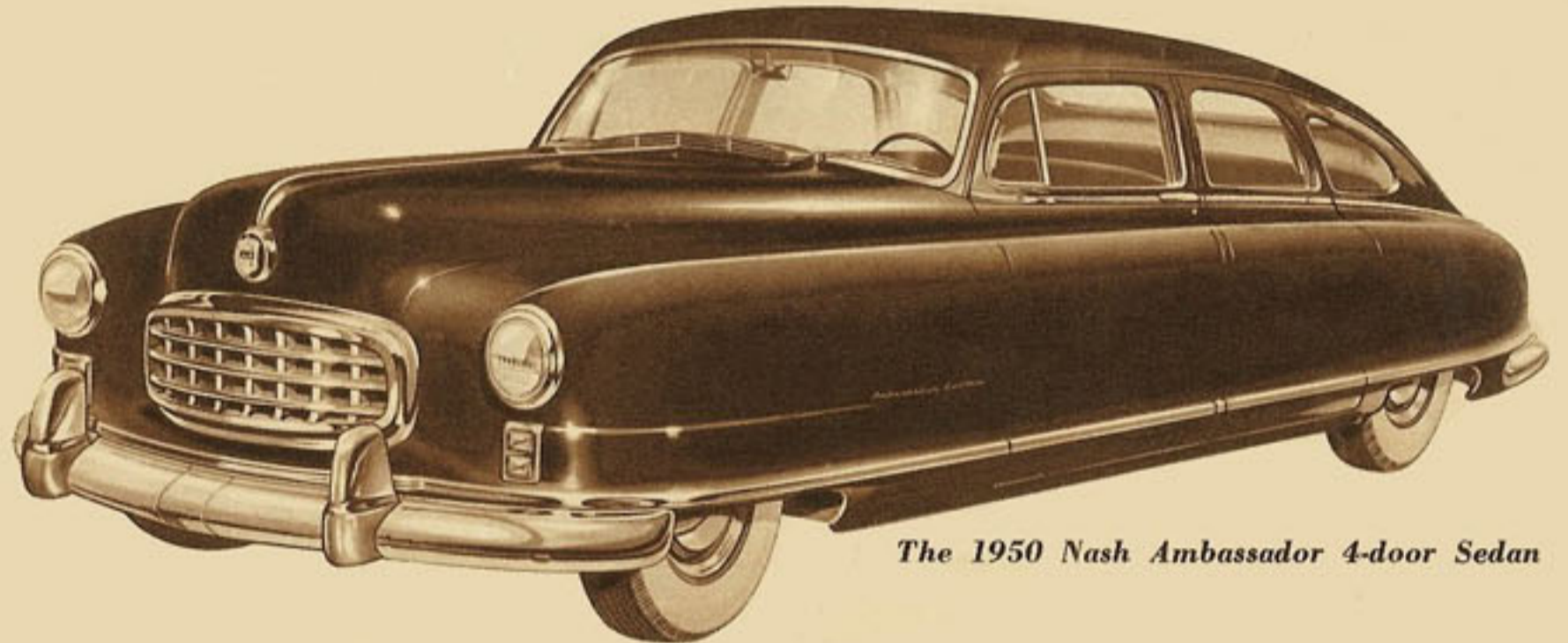
STANDARD EQUIPMENT—Hi-test safety glass, dual windshield wipers, sun visors and horns, assist cords, robe cord (four-door sedan with full front seat), instrument panel ash tray, rear seat ash tray, front floor mat, glove box door lock, No-draft ventilation, ventilating rear quarter windows on 4-door sedan, Sealed-Beam headlights, dome light, bumpers and bumper guards, spare wheel and tire.

All Nash cars come in two great lines—Super and Custom. Above equipment standard on both. Additional special equipment included with Custom models as follows:

Custom: Choice of four rich upholstery patterns, front floor carpet, electric clock, directional signals, foam cushions front and rear, courtesy lights in both front and rear compartments. Large, folding rear seat center arm rest and twin convertible beds in 4-door sedans.

NASH MOTORS, DIVISION OF NASH-KELVINATOR CORPORATION, RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME, WITHOUT NOTICE, IN SPECIFICATIONS, PRICES OF MODELS, AND ALSO TO DISCONTINUE MODELS.

THE 1950 Nash Ambassador



The 1950 Nash Ambassador 4-door Sedan

WITH *HYDRA-MATIC DRIVE *NEW TURBO HEAD ENGINE!

FACTS ABOUT THE 1950 NASH AMBASSADOR

ENGINE—Valve-in-head; Bore 3 3/4"; stroke 4 3/4"; displacement 234.8 cu. in.; tax. h.p. 27.34; brake h.p. 112 @ 3400 rpm; compression ratio 7.3:1; Iso-thermal sealed-in intake manifold; Uniflo-Jet carburetor; oil-saving 4-ring aluminum alloy pistons with Seal-Flex lower rings; replaceable steel-backed bearings at both main and connecting rods; full length water jackets; seven main bearing fully counterweighted crankshaft; full pressure engine lubrication; sealed unit water pump; fuel capacity, 20 gallons; oil capacity, 6 quarts; cooling system capacity (with Weather Eye) 18 quarts.

RUNNING GEAR—121 in. wheelbase; coil springs on all four wheels; independent suspension of parallel arm type at front. Torque tube drive; track bar; torsional stabilizer at front; Duo-Servo hydraulic brakes; Turning radius, 21'4". Warner transmission; Hydra-Matic Transmission (optional, extra.); 7.10 x 15 Super Cushion Tires; overall length, 210 inches. 105 amp. hr., 15 plate battery under hood. Front and rear tires easy to remove with bumper jack.

BODY—Girder-Built Airflyte Construction. Thoroughly insulated and soundproofed; bonderized for rust prevention. Width at front seat 63 inches, rear seat 61 inches. Length of passenger compartment 112 inches. Overall width, 77 1/2". Height (loaded) 62". One-piece windshield, no center post to block visibility. Trunk capacity—28.5 cu. ft.

WEATHER EYE CONDITIONED AIR SYSTEM (extra)—Fresh air thermostatically controlled heater. Blower fans electrically driven for extra air flow, if needed, at idle or low car speeds and for quick defrosting.

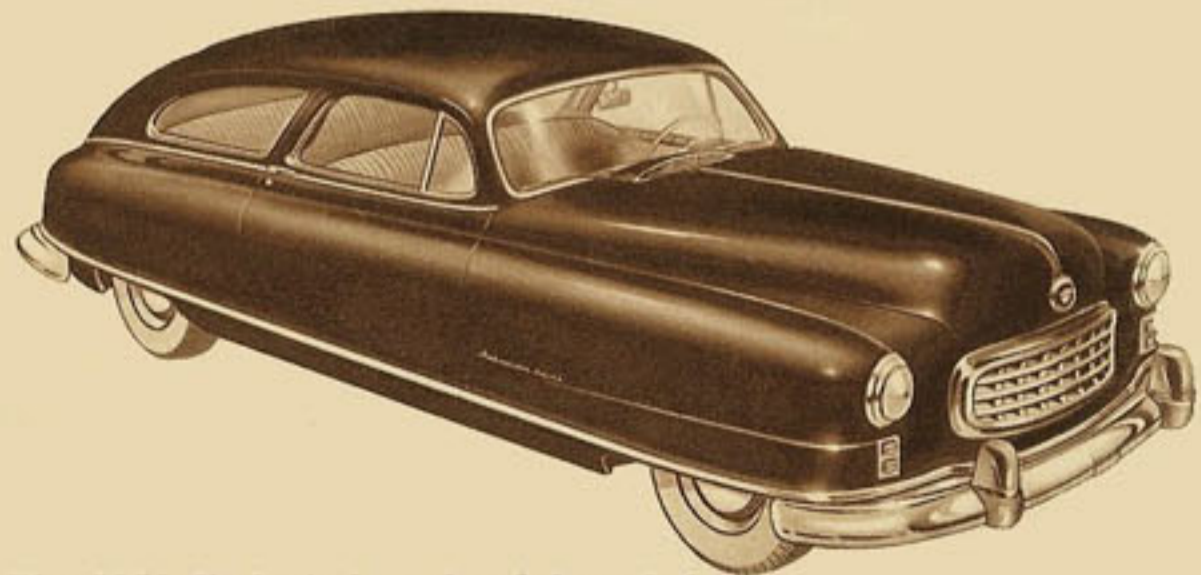
TWIN CONVERTIBLE BEDS—Standard on all 2-door models. Optional, extra, on 4-door Super models. Mattresses and screens available at extra cost. New Airliner Reclining Seat optional, at extra cost, on all divided seat models.

STANDARD EQUIPMENT—Hi-test safety glass, dual windshield wipers and sun visors, dual horns, assist cords, robe cord (4-door sedan with full front seat), front door arm rests, fixed rear seat arm rest in Club Coupe, dual rear seat ash trays, No-draft Ventilation, dome light, automatic choke, voltage and current control generator, Sealed-Beam headlights, bumpers and bumper guards, spare wheel and tire, front floor mat.

All Nash cars come in two great lines—Super and Custom. Above equipment standard on both. Additional special equipment included with Custom models as follows:

Custom: Choice of four rich upholstery patterns, front floor carpet, electric clock, directional signals, foam cushions front and rear, courtesy lights in both front and rear compartments. Large, folding rear seat center arm rest and twin convertible beds in 4-door sedans.

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The 1950 Nash Ambassador 2-door Sedan



The 1950 Nash Ambassador Club Coupe