

F O R E W O R D

N A S H

*A*MBASSADOR EIGHT
S E R I E S

*A*DVANCED EIGHT
S E R I E S



TWIN - I G N I T I O N

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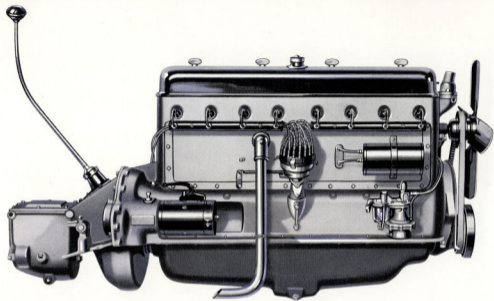
For the motorist who will not be satisfied with less than the best, Nash engineering has built two groups of cars. ¶ All the luxury, all the refinement and precision of performance that engineering skill can bring to any car, Nash engineering genius has brought to these. ¶ The only difference between the two groups is in size of chassis and motor. In quality they are identically patterned. The Ambassador Eight is built on 133 and 142-inch wheelbases with a motor of 125 horsepower; the Advanced Eight on 128 inches of wheelbase with 100 horsepower. ¶ In these cars, Nash now divorces from the fine car the usual companionship of expensive price. ¶ *And not only does it, but builds fine car performance that even the highest priced cars find it difficult to equal!* ¶ We suggest that you drive one of these cars, that you may discover how thoroughly your demand for motoring of a finer sort has been met, and how far the coverage of your motoring dollars has been extended.



WHEN ONLY MOTORING OF A FINER SORT
MEETS YOUR REQUIREMENTS

In no other car of anywhere near comparable price will you find such a group of notable refinements as Twin Ignition, Silent Underslung Worm Drive, Automatic Centralized Chassis Lubrication, the remarkable operating quiet accomplished by Nash Silence Engineering, and the distinctive character of the Nash custom-designed, composite steel-and-wood bodies. ☞ Your motoring enthusiasm is certain to be kindled by the conduct of these cars, by their ease of control, their effortless, instantaneous acceleration, their absolute feeling of security at high speed, their great reserves of power for any challenge of the road. ☞ To this performance-appeal is added, in generous measure, the pleasure of their *eye-appeal*. The streamlined, low-swung grace of these magnificent cars leaves a wake of admiration behind them wherever they drive. ☞ In every way, these cars are the logical choice of anyone who seeks the finest of motoring at the minimum fine car expenditure.

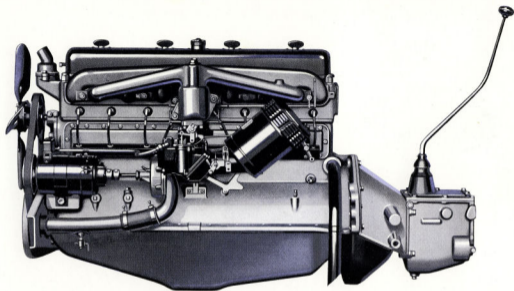




AMBASSADOR EIGHT

Supreme engineering has made the Nash underslung-worm-drive Ambassador the American car of the hour. One hundred and twenty-five horsepower is developed by this great Nash twin-ignition, straight-eight engine, which is equipped with such superior features as twin spark plugs in each cylinder; twin-type carburetion and manifold-

ing; rugged counterbalanced nine-bearing crankshaft with a massive main bearing on either side of each connecting rod; light but super-strong Bohnalite aluminum-alloy pistons and connecting rods; pneumatic-cushion rubber motor mountings; automatic engine temperature control and additional important Nash achievements. The entire car is engineered to deliver a luxury of travel, a quality of performance, and a motor car value unsurpassed in its own, or even in the highest priced field.



ADVANCED EIGHT

Nash engineers have developed the Twin-Ignition Advanced Eight for the experienced and critical owner who demands the finest mechanical performance and the certainty that no similarly priced car could possibly be as good as his. Check these superiorities: Silent under-slung worm drive—extra-durable rear axle—128-inch wheelbase

—wide tread—100 horsepower—Twin Ignition—Aluminum alloy connecting rods and pistons—Dash-regulated, full-range ride control—X-dual frame—Nash "Centrifuse" brakes—Automatic, centralized chassis lubrication—silent synchro-shift transmission—sound-proofed, temperature-controlled, composite steel-and-wood body—synchro-shift free wheeling. These Nash developments combine to produce advantages that stand unchallenged in today's thrift market.

SPERFICATIONS

Nash Ambassador Twin Ignition Eight "1190" Series

WHEELBASES—133" and 142".

ENGINE—8 cylinders, in line; valve-in-head; high compression. 4-point suspension, mounted on rubber, with additional rubber insulated stabilizer under transmission. 3 3/4" bore. 4 1/2" stroke. 322 cubic inches piston displacement. N. A. C. C. rating 36.45 horsepower. Develops 125 horsepower at 3600 R. P. M. actual dynamometer brake test.

IGNITION—Twin; 16 Aircraft type spark plugs, 2 to each cylinder firing simultaneously from opposite sides of each combustion chamber. 16 contact distributor with 2 breaker arms. Twin ignition coils. Coincidental lock.

PISTONS—Aluminum alloy with Invar struts to control expansion; 2 compression and 2 oil regulating rings.

CONNECTING RODS—Forged aluminum alloy with steel caps. Rife bored for full pressure lubrication direct to piston pins. Connecting rods also drilled for spraying oil onto pressure side of cylinder walls, cams and valve tappet mechanism. Diamond bored upper bronze bushings and lower babbit lined bearings.

CRANKSHAFT—Forged steel, 9 main bearings; integrally counterweighted; hollow crankpins; fitted with torsional vibration damper.

MAIN CRANKSHAFT BEARINGS—Bronze backed, babbit lined, 9 in number.

CAMSHAFT—One piece drop forging; 6 bearings. Intermediate bearings bronze backed, babbit lined. Camshaft driven by silent timing chain.

ENGINE LUBRICATION—Gear type oil pump forces oil under pressure to all crankshaft main, connecting rod and camshaft bearings, piston pins, valve rocker arm shaft and timing chain. Pressure spray from small metered holes in connecting rod bearings, in addition to spray from sides of crankshaft, connecting rod and camshaft bearings, furnishes lubrication to cylinder walls, cams and valve tappet mechanism. Oil filter. Crankcase ventilator. Oil pressure gauge on dash.

COOLING SYSTEM—Water circulated by centrifugal pump. Fin and tube radiator. Thermostatic control of water circulation. 4-blade, belt driven steel fan with self-contained lubricating system. Engine water temperature indicator on dash.

FUEL SYSTEM—Gasoline pump driven from camshaft, has vacuum booster for operating windshield wipers. Gasoline strainer. Air cooled gasoline lines. Hydrostatic gasoline gauge on dash.

CARBURETOR—Dual carburetor with airtoric accelerating pump and manual starting choke. Dual manifold with adjustable heat control. Air cleaner and intake silencer.

MUFFLERS—Dual asbestos insulated exhaust silencers; rubber insulated brackets.

BATTERY—17 plate, 6-8 volt.

STARTER—Bendix automatic engagement with control button on dash.

CLUTCH—Single plate dry disc type—spring cushioned.

TRANSMISSION—Synchro Safety Shaft type with silent helical type constantly meshed second speed gears and bronze clutch arrangements for synchronizing gear speeds to provide easy silent shifting. 3 speeds forward, 1 reverse. Coincidental lock.

FREE WHEELING—Selective cam and roller overrunning clutch type—separate unit at rear of transmission case with dash control.

FRAME—Rigid X-Dual low double drop frame with long X-type sub-frame extending from front cross-member at rear kickup. One straight cross member at front and two at rear.

DRIVE—Hotchkiss type, drive and torque through rear springs. Large diameter propeller shaft with oil tight steel universal joints at front and rear.

AXLES—Rear: Underslung Worm Drive, semi-floating type with steel worm and bronze gear. Front: Drop forged I-beam Reversed-Elliott type. Timken tapered roller bearings in front wheels and throughout rear axle.

BRAKES—Service brakes—4 wheel internal expanding mechanical two-shoe spring anchor type, cable and conduit operated. Steel "Costrifuse" cast iron lined brake drums. Drums 16" in

diameter, 2" wide. Total area of brake lining 270 square inches. Parking brake acts on all four wheels.

SPRINGS—Alloy steel; semi-elliptic; front springs shackled at front end; front spring bolts Bjur lubricated; rear spring shackles rubber insulated with durable live rubber bushings, requiring no lubrication or adjustment. Steering shock eliminator at rear of front spring on steering side. Metal spring covers have push gun type grease fittings.

ADJUSTABLE FULL RANGE RIDE REGULATOR—Control lever on dash for changing hydraulic resistance of the shock absorbers at will, permitting choice of soft or firm ride according to varying road conditions.

SHOCK ABSORBERS—Lovejoy double acting hydraulic, with adjustable pressure and self-aligning rubber cushioned connecting links.

CHASSIS LUBRICATION—Points requiring frequent attention are lubricated by the Bjur automatic centralized system.

STEERING GEAR—Worm and roller type, mounted in roller bearings. Three-spoke safety steering wheel of one-piece pressed steel covered with hard rubber.

WHEELS—5 demountable artillery or wire wheels with drop center rims, standard equipment.

TIRES—7.00-18, full balloons.

Standard Equipment and Appointments

All Nash Ambassador Twin Ignition Eight "1190" Series models feature the following Standard Equipment and Appointments:

INSTRUMENTS—Aeroplane type dials—Combined oil pressure and hydrostatic gasoline gauge, speedometer, electric clock, and combinedometer and engine water temperature indicator grouped in indirectly illuminated instrument panel.

CONTROLS—Three-spoke safety steering wheel with steel core encased in hard rubber; carburetor throttle, spark control lever and light switch are finished in nickel and mounted on steering wheel with horn button in center. Headlamp depressed beam control foot button on the board at left of clutch pedal. Starter button, choke

button, coincidental ignition and transmission lock, ride regulator and carburetor heat control levers and instrument light switch on instrument board. Free wheeling control lever directly under instrument board at left of steering wheel. Rubber covered pads on brake and clutch foot pedals. Rubber covered treadle type accelerator. Nickel-plated gear shift lever extended forward through center of toe board. Nickel-plated parking brake lever conveniently located forward at left of driver.

EQUIPMENT—Electric cigar lighter on instrument board. Twin motored automatic positive windshield wipers. Adjustable inside sunshade. Non-glare rear view mirror. Tool kit. Twin Duo-Tone Trumpet type horns located directly underneath headlamps. Double filament bulb chromium-plated headlamps. Parking lights on front fenders. Twin streamline combined stop and tail lights with safety red reflex reflector lenses on rear fenders.

Bumpers (front and rear), metal spring covers, spare tire, metal tire cover, spare wheel lock and adjustable license plate frames are regular equipment at small extra charge. Non-shatterable glass in windows, demountable six artillery, six wire, disc, or chromium-plated wheel equipment, special tires, front fender wells, trunk rack, trunk, automatic starter, radio, draft deflectors, and other Nash approved accessories available at low extra cost.

BODIES—Nash-Seaman "Slip-Stream" composite hard wood and steel bodies, thoroughly insulated against heat, cold and noise. Non-shatterable glass in windshield. Interior hardwood, bright nickel finished. Exterior hardware, chromium-plated. Finger-tip control easy sliding type adjustable driver's seat (except Limousine). Remote control inside safety locking door handles on all doors. Twin glove compartments, one on each side of instrument board. Twin ventilators on top of cowl, with operating levers directly underneath instrument board. Hoods have concealed catches with one remote control handle and five ventilating doors on each side. Steel, rubber covered running boards. One-piece fenders.

MODELS—133" Wheelbase Models: 5-pass. 4-door Sedan; 4-pass. Convertible Roadster—ramble seat; 4-pass. Coupe—ramble seat; 5-pass. 4-door Convertible Sedan and 5-pass. Victoria. 142" Wheelbase Models: 7-pass. 4-door

Sedan; 7-pass. 4-door Limousine; 5-pass. 4-door Sedan and 5-pass. 4-door Brougham.

All closed Sedan models are upholstered in broadcloth or mohair (leather optional at extra charge), have crank operated windshield, rear side and rear folding center arm rests, assist cords, shirred pockets in rear doors, curtains on back and rear quarter windows, dome light, foot rest, robe rail, and smoking sets with electric cigar lighter.

All closed models except Convertibles have a built-in radio aerial.

133" WHEELBASE MODELS—The Convertible Roadster is upholstered in leather, has tan folding top (top boot at small extra charge), folding windshield, leather upholstered rumble seat, and a locking handle on rear deck rumble seat compartment door.

The Coupe is upholstered in broadcloth or mohair (leather optional at extra charge), has crank operated windshield, dome light with curb-side door operated switch, adjustable back window and curtain, leather upholstered rumble seat and a locking handle on rear deck rumble seat compartment door.

The 5-passenger 4-door Convertible Sedan seat and seat back cushions are upholstered in broadcloth or leather. It has folding windshield, folding top (top boot at small extra charge), large pockets in rear doors, robe rail, rear side and rear folding center arm rests, and built-in rear trunk, standard equipment.

The Victoria is upholstered in broadcloth or mohair (leather optional at extra charge), has an adjustable driver's seat and a folding auxiliary seat in front; side arm rests in rear seat; dome light with curb-side door operated switch, assist cords, and smoking sets with electric cigar lighter; curtains on back and rear side windows and locking handle on rear deck luggage compartment door.

142" WHEELBASE MODELS—All 142" wheelbase models have curb-side rear door operated dome light switch, and rear quarter reading lamps. The seven-passenger Sedan and Limousine have two auxiliary seats in rear tonneau.

The seven-passenger Limousine has a chauffeur partition between front and rear seats, leather trimmed front seat and a built-in telephone.

The Brougham has a built-in rear trunk, standard equipment.

S P E C I F I C A T I O N S

Nash Advanced Twin Ignition Eight "1180" Series

WHEELBASE—128".

ENGINE—8 cylinders, in line; valve-in-head; high compression. 4-point suspension, mounted on rubber, with additional rubber insulated stabilizer under transmission. 3 3/4" bore, 4 1/4" stroke. 260.8 cubic inches piston displacement. N. A. C. C. rating 31.25 horsepower. Develops 100 horsepower at 3400 R. P. M. actual dynamometer brake test.

IGNITION—Twin; 16 Aircraft type spark plugs, 2 to each cylinder firing simultaneously from opposite sides of each combustion chamber. 16-contact distributor with 2 breaker arms. Twin ignition coils. Coincidental lock.

PESTONS—Aluminum alloy with Invar struts to control expansion; 2 compression and 2 oil regulating rings.

CONNECTING RODS—Forged aluminum alloy with steel caps. Rifle bored for full pressure lubrication direct to piston pins. Connecting rods also drilled for spraying oil onto pressure side of cylinder walls, cams and valve tappet mechanism. Diamond bored upper bronze bushings and lower babbit lined bearings.

CRANKSHAFT—Forged steel, 9 main bearings; hollow crankpins; fitted with torsional vibration damper.

MAIN CRANKSHAFT BEARINGS—Bronze backed, babbit lined; 9 in number.

CAMSHAFT—One-piece drop forging; 6 bearings. Intermediate bearings bronze backed, babbit lined. Camshaft driven by silent timing chain.

ENGINE LUBRICATION—Gear type oil pump forces oil under pressure to all crankshaft main, connecting rod and camshaft bearings, piston pins, valve rocker arm shaft and timing chain. Pressure spray from small metered holes in connecting rod bearings, in addition to spray from sides of crankshaft, connecting rod and camshaft bearings, furnishes lubrication to cylinder walls, cams and valve tappet mechanism.

Oil filter. Crankcase ventilator. Oil pressure gauge on dash.

COOLING SYSTEM—Water circulated by centrifugal pump. Fin and tube radiator. Thermostatic control of water circulation. 4-blade, belt driven steel fan with self-contained lubricating system. Engine water temperature indicator on dash.

FUEL SYSTEM—Gasoline pump driven from camshaft, has vacuum booster for operating windshield wipers. Gasoline strainer. Air cooled gasoline lines. Hydrostatic gasoline gauge on dash.

CARBURETOR—Dual carburetor with automatic accelerating pump and manual starting choke. Dual manifold with adjustable heat control. Air cleaner and intake silencer.

MUFFLERS—Dual asbestos insulated exhaust silencers; rubber insulated brackets.

BATTERY—15 plate, 6-8 volt.

STARTER—Bendix automatic shift with control button on dash.

CLUTCH—Single plate dry disc type—spring cushioned.

TRANSMISSION—Synchro Safety Shift type with silent helical type constantly meshed second speed gears and bronze clutch arrangement for synchronizing gear speeds to provide easy silent shifting. 3 speeds forward, 1 reverse.

FREE WHEELING—Selective cam and roller overrunning clutch type—separate unit at rear of transmission case with dash control.

FRAME—Rigid X-Dual low double drop frame with long X-type subframe extending from front cross-member to rear kickup. One straight cross-member at front and two at rear.

DRIVE—Hotchkiss type, drive and torque through rear springs. Large diameter propeller shaft with oil tight steel universal joints at front and rear.

AXLES—Rear: Underlading Worm Drive, semi-floating type with steel worm and bronze gear. Front: Drop forged I-beam Reversed-Elliott type.

Timken tapered roller bearings in front wheels and throughout rear axle.

BRAKES—Service brakes—4-wheel internal expanding mechanical two-shoe single anchor type, cable and conduit operating. "Self-Centri-fuge" cast iron lined brake drums. Drums 13" in diameter, 2" wide. Total area of brake lining 220 square inches. Parking brake acts on all four wheels.

SPRINGS—Alloy steel; semi-elliptic; front springs shackled at front end; front spring bolts Bijur lubricated; rear spring shackles rubber insulated with durable live rubber bushings, requiring no lubrication or adjustment. Steering road shock eliminator at rear of front spring on steering side. Metal spring covers have push gun type grease fittings.

ADJUSTABLE FULL RANGE RIDE REGULATORY—Control lever on dash for changing hydraulic resistance of the shock absorbers at will, permitting choice of soft or firm ride according to varying road conditions.

SHOCK ABSORBERS—Lovejoy double acting hydraulic, with adjustable pressure and self-aligning rubber cushioned connecting links.

CHASSIS LUBRICATION—Points requiring frequent attention are lubricated by the Bijur automatic centralized system.

STEERING GEAR—Worm and roller type, mounted in roller bearings. Three-spoke safety steering wheel of one-piece pressed steel covered with hard rubber. Coincidental ignition lock.

WHEELS—5 demountable artillery or wire wheels with drop center rims, standard equipment.

TIRES—6.50-17, full balloon.

Standard Equipment and Appointments

All Nash Advanced Twin Ignition Eight "1180" Series models feature the following Standard Equipment and Appointments:

INSTRUMENTS—Aeroplane type dials—Combined oil pressure and hydrostatic gasoline gauge, speedometer, and combined ammeter and engine water temperature indicator grouped in indirectly illuminated instrument panel.

CONTROLS—Three-spoke safety steering wheel with steel core encased in hard rubber; carburetor throttle and light switch are finished in nickel and mounted on steering wheel with horn button in center. Headlamp depressed beam control foot button on toe board under steering gear column. Starter, choke and spark buttons, ride regulator and carburetor heat control levers and instrument light switch on instrument board. Free wheeling control lever directly under instrument board at left of steering wheel. Coincidental ignition and steering gear lock on steering post. Rubber covered pads on brake and clutch foot pedals. Rubber covered treadle type accelerator. Gear shift lever extended forward through center of toe board. Nickel-plated parking brake lever conveniently located forward at left of driver.

EQUIPMENT—Twin motored automatic positive windshield wipers. Adjustable inside sunshade. Non-glare rear view mirror. Tool kit. Twin Duo-Tone Trumpet type horns located underneath headlamps. Double filament bulb chromium-plated headlamps. Parking lights on front fenders. Twin streamline combined stop and tail lights with safety red reflex reflector lenses on rear fenders.

Bumpers (front and rear), metal spring covers, spare tire, metal tire cover, spare wheel lock and adjustable license plate frames are regular equipment at small extra charge. Non-shatterable glass in windows, demountable six artillery six wire, disc, or chromium-plated wheel equipment, special tires, front fender wells, trunk rack, trunk, automatic starter, radio, draft deflectors, and other Nash approved accessories available at low extra cost.

BODIES—Nash-Seaman "Slip-Stream" composite hard wood and steel bodies thoroughly insulated against heat, cold and noise. Non-shatterable glass in windshield. Interior hardware, bright nickel finished. Exterior hardware, chromium-plated. Finger-tip control easy sliding

type adjustable driver's seat. Remote control inside safety locking door handles on all doors. Twin glove compartments, one on each side of instrument board. Twin ventilators on top of cowl, with operating levers directly under rear instrument board. Hoods have concealed catches with one remote control handle and five ventilating doors on each side. Steel, rubber covered running boards. One-piece fenders.

MODELS—5-pass. 4-door Sedan; 4-pass. Convertible Roadster—rumble seat; 3-pass. Coupe; 4-pass. Coupe—rumble seat; 3-pass. 4-door Convertible Sedan and 5-pass. Victoria.

The 5-passenger Sedan is upholstered in Bedford Cord or mohair (leather optional at extra charge), has crank operated windshield, rear side and rear folding center arm rests, assist cords, shirt pockets in rear doors, dome light, foot rest, robe rail, recessed smoking sets, and curtains on back and rear quarter windows.

All closed models except Convertibles have a built-in radio aerial.

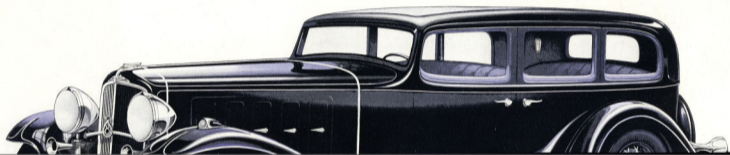
The Convertible Roadster is upholstered in leather, has tan folding top (top boot at small extra charge), folding windshield, leather upholstered rumble seat, and a locking handle on rear deck rumble seat compartment door.

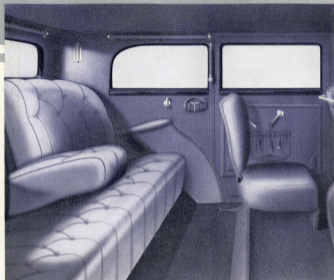
The Coupes are upholstered in Bedford Cord or mohair (leather optional at extra charge), have crank operated windshield, dome light, back window curtain, and a locking handle on rear deck compartment door. The 4-passenger Coupe has a leather upholstered rumble seat and an adjustable back window.

The 5-passenger 4-door Convertible Sedan seat and seat back cushions are upholstered in Bedford Cord or leather. It has a folding windshield, folding top (top boot at small extra charge), large pockets in rear doors, robe rail, rear side and rear folding center arm rests, and built-in rear trunk, standard equipment.

The Victoria is upholstered in Bedford Cord or mohair (leather optional at extra charge), has an adjustable driver's seat and a folding auxiliary seat in front; side arm rests in rear seat; dome light, assist cords, smoking sets, curtains on back and rear side windows and locking handle on rear deck luggage compartment door.

*A*MBASSADOR EIGHT
SEVEN PASSENGER SEDAN
142-inch Wheelbase

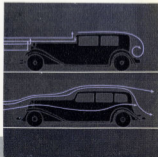




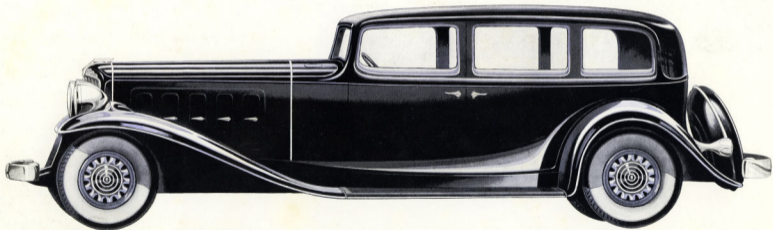
AMBASSADOR EIGHT SEVEN PASSENGER SEDAN

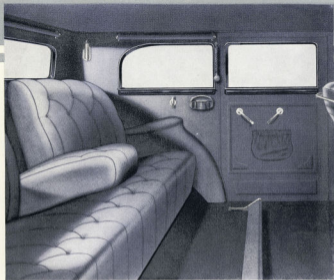
You are promised, in the Ambassador Sedan for Seven, a distinction and a luxury of carriage unmistakably on a par with those of the most expensive cars. And the promise is delightfully fulfilled. Here is the same atmosphere of quality, the same exquisite coachcraft and upholstery, the same ease of progress, and besides all this, 125 horsepower, 142 inches of wheelbase, and a silence of performance which is one of the truly remarkable achievements of the motor car industry. No other motor car goes more quietly or unobtrusively to its destination—and this no matter whether the pace is 8 or 80. The Sedan for Seven is available either as a straight sedan or as a Limousine with separate chauffeur compartment.

The Noah Slip-Stream Body lines with V-radiator and Beavertail back, serve a triple purpose—style originality, comfort, speed. They avoid both frontal and rear wind pressure, save fuel, and increase top speed.



*A*MBASSADOR EIGHT
FIVE PASSENGER SEDAN
142-inch Wheelbase

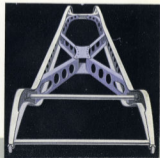




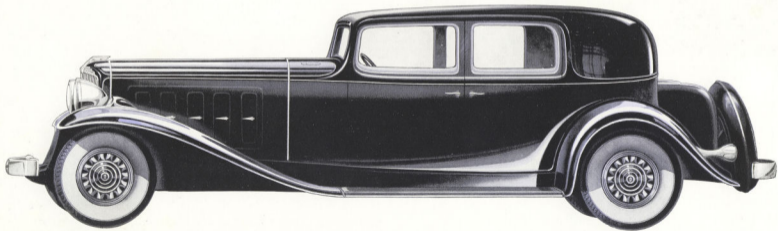
AMBASSADOR EIGHT FIVE PASSENGER SEDAN

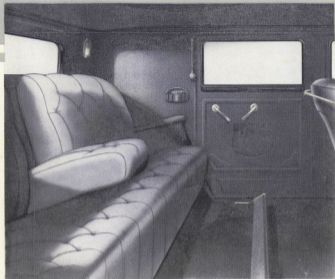
Nash has designed the ultimate in Five Passenger Sedans—on the Ambassador 142-inch wheelbase chassis. This twin-ignition-motored, 125 horsepower masterpiece lifts itself into the highest level of motor car luxury—without the usual consequence of prohibitive price. Today's sensible ideas of economy control its cost to you. But there is no limit to its distinction. This car has a long, close-to-earth profile that is the smartest note in modern motor car style. It is actually 5 inches lower than conventional design, due to the Nash silent underslung worm drive. The exceptionally spacious interior, deep-tailored seats with wide club-chair arm rests and smart ensemble of fittings and appointments add emphasis to its unmistakable luxury.

X Dual Frame—Strongest type ever developed for any motor car. Protects motor, body and chassis from road strain and overcomes any tendency toward side-sway and body weave at high speeds. It assures exceptional safety.



*A*MBASSADOR EIGHT
FIVE PASSENGER BROUGHAM
142-inch Wheelbase





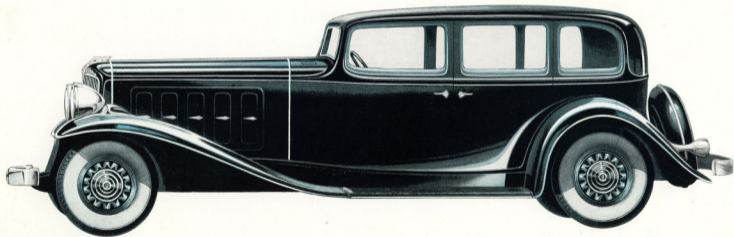
A M B A S S A D O R E I G H T B R O U G H A M

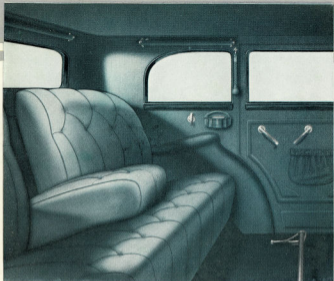
*T*he very thought of driving a car with the smart personality of the Ambassador Eight Brougham is thrilling. This 125 horsepower, 142-inch wheelbase, motor aristocrat is long and low, with town-car rear quarters, and a built-in, chromium-strapped, custom trunk, to accentuate the low-slung sweep of aerodynamic body and fender lines. At any speed the action of this fine car is extremely quiet, due to twin ignition and the *silent* underslung worm drive, plus the sound-proofed, composite wood-and-steel body and other refinements of Nash silence engineering. Its road-ability and drive-ability are a revelation to anyone who has not yet driven one of these low-center-of-gravity Nash Ambassadors.

Twin Chromium-Framed Glove and Parcel Compartments add smartness and utility to the attractive Ambassador instrument board. Typical of Nash quality engineering, these conveniences and other complete Nash appointments increase the pleasure of driving and of ownership.



*A*MBASSADOR EIGHT
FIVE PASSENGER SEDAN
155-inch Wheelbase





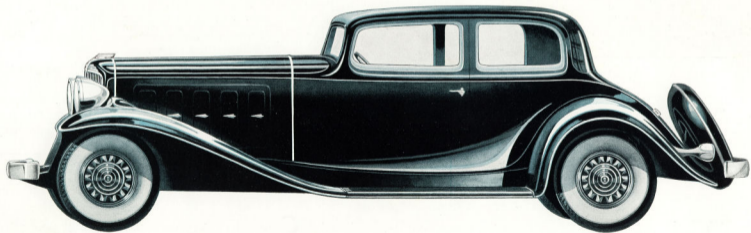
A M B A S S A D O R E I G H T S E D A N

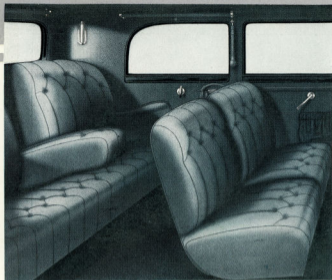
You just know by looking at this striking, twin-ignition-motored, 133-inch wheelbase, Ambassador Sedan, that it has a world of fine character. Smart in its individuality, extremely low and finely-balanced, long in wheelbase, wide in tread, aerodynamic in profile, the fine-car atmosphere is everywhere evident. Few cars are so powerful and yet so smooth and silent in action as this Sedan, with its 125 horsepower, twin ignition motor, sound-proofed body, silent underslung worm drive and other features of Nash silence engineering. The seats are deeply cushioned in rich new patterns of whipcord or mohair. Chronometer-type instrument dials add a smart new note to the engaging charm of this fine car.

A handsome instrument panel silver-etched on black enamel is a distinctive attraction in the Ambassador Series. An oil pressure gauge with inset fuel gauge, and enlarged ammeter with inset temperature gauge, flank the large dial speedometer and electric clock.



*A*MBASSADOR EIGHT
FIVE PASSENGER VICTORIA
155-inch Wheelbase

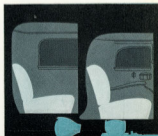




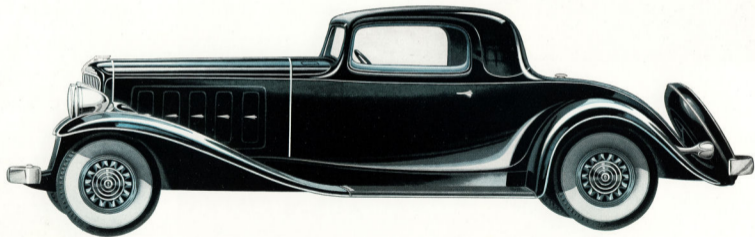
AMBASSADOR EIGHT FIVE PASSENGER VICTORIA

*T*his charming Nash is built for that inner circle of motoring enthusiasts to whom the style, distinction and individuality of their car is a matter of deep concern and pride. The luxury of the Ambassador Victoria will more than satisfy the most expensive taste, even though its price is well under other cars of comparable quality. Both rear seat and folding front seats are deeply cushioned and exquisitely upholstered, with a big folding arm rest in the rear seat. The seating arrangement is more compact than that of the conventional sedan, but with ample room for relaxed comfort. The Victoria profile, with its long, low sweep of line and curve, and graceful Beavertail rear deck is undoubtedly one of the smartest style accomplishments of 1935.

Cradled ahead of the rear axle, the rear seat positively provides luxurious comfort for passengers. The worm drive axle combined with Nash "Beavertail" back design, makes this important comfort feature possible.



*A*MBASSADOR EIGHT
FOUR PASSENGER COUPE — DISAPPEARING SEAT
155-inch Wheelbase

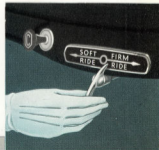




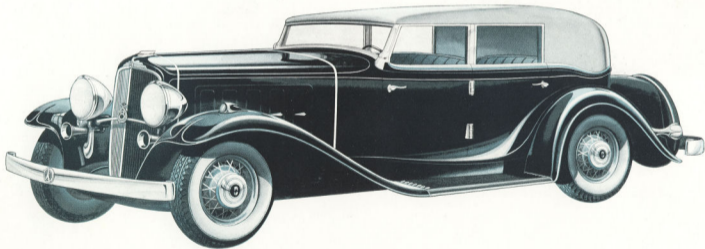
AMBASSADOR EIGHT FOUR PASSENGER COUPE

Other people envy your good taste and your car's good style when it's a Nash Coupe you drive. This one on the Ambassador Eight, 153-inch wheelbase chassis is a perfect example of what can be done to give to your motoring an added measure of charm. It is long, low, wide in seat and fast in action. The long sweep of fender and Beavertail back is one of the smartest style accomplishments in motordom. There's symmetry in every line and curve, from its sparkling V-radiator to its twin stop and tail lights. In the roof, this and all Nash enclosed cars have a long-range radio aerial. Under the driver's seat, an easy action finger-tip seat adjustment. And especially notice the upholstery—identical in quality with that of considerably more expensive cars.

Nash Dash-Regulated, Full-Range Ride Control provides correct shock absorber action to suit road, load and weather, at the driver's instant command. A turn of the wrist is sufficient to gain constant riding comfort.



*A*MBASSADOR EIGHT
FIVE PASSENGER CONVERTIBLE SEDAN
155-inch Wheelbase





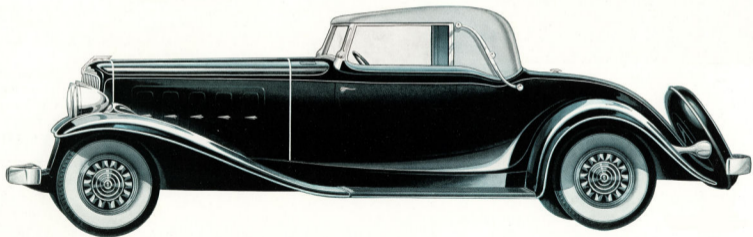
AMBASSADOR EIGHT FIVE PASSENGER CONVERTIBLE SEDAN

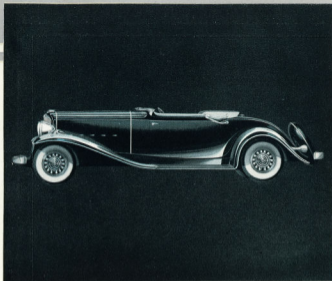
*F*or 1953, Nash presents a new and more charming Convertible Sedan, introduced to instant popularity in 1952. Here is an all-weather, all-year car which combines the atmosphere of the country club with the comfortable, weather-tight security of the Limousine for days when zero weather flings itself down from the North. You'll like its lowness. The silent underslung worm drive reduces the over-all height and gives this car remarkable road-stability at high speeds. There is a smart folding windshield, a marvelously designed new instrument panel, and the top effaces itself in a flat, compact fold when you lower it for summer driving. Here is a car built for motoring of a superior type that permits you to economize smartly.

"Finger-tip" Adjustable Driver's Seat — Easy action, roller adjustment permits a change in driving position as you ride. Simple in construction, this Nash feature adds greatly to driver comfort.



*A*MBASSADOR EIGHT
FOUR PASSENGER CONVERTIBLE ROADSTER
155-inch Wheelbase

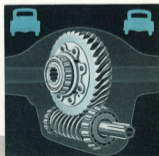




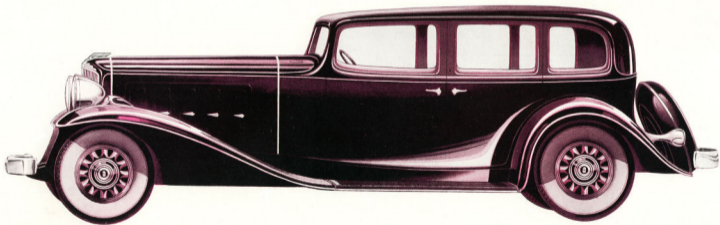
AMBASSADOR EIGHT CONVERTIBLE ROADSTER

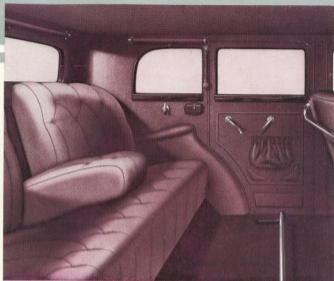
*T*he mission in life of this smart Nash Convertible Roadster is to add something extra of luxury and distinction to fine motoring. It seems difficult to do, *but this car does it*, by its winter, summer, spring and fall adaptability—top down when the weather is too perfect for a closed car—top up when the days are too blustery for an open model. You'll be amazed at how handily this top goes down and up, and how flat it folds. The 125 horsepower Nash twin ignition motor under the hood gives you the feeling of tremendous, and effortless reserves of smooth-flowing power, no matter how fast you go. The upholstery is exquisite top-grain hand-finished leather, in both driver's seat and the big, roomy, comfortable folding seat in the rear deck.

The Silent Underslung Worm Drive and extra-durable rear axle of the Nash Ambassador Series improves with use—lowers over-all height of car, and provides the most silent and satisfactory drive known to automotive engineering.



*A*DVANCED EIGHT
FIVE PASSENGER SEDAN
128-inch Wheelbase

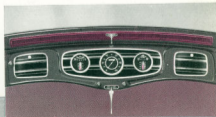




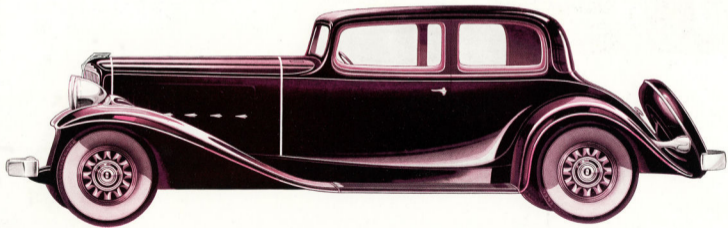
A D V A N C E D E I G H T S E D A N

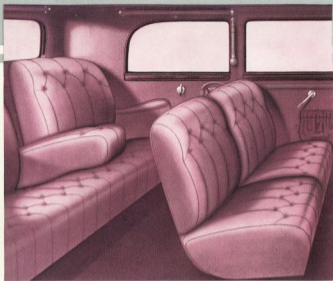
*B*ody lines of the twin-ignition Advanced Eight Sedan have been handled to emphasize its extreme lowness and resulting road-facility. Nash designers have taken nearly three inches off the height of conventional design by the development of the new silent under-slung worm drive, and thereby have injected a new and pleasing note into motor car style. The details of its handsome finish also mark this sedan as an aristocrat of travel! This, in spite of its obvious economy of price. Wide front doors—extra interior space—wide seats—wide side and center arm rests—high seat backs—easy action driver's seat adjustment—smart glove and parcel compartments on the dash—smart new instrument board design—all serve to accentuate its luxury.

The exquisitely modeled instrument panel with its jewel-like design etched in silver on a field of rich black enamel has three clear instant-vision instruments and conveniently placed driving controls, including a large dial speedometer.



*A*DVANCED EIGHT
FIVE PASSENGER VICTORIA
128-inch Wheelbase

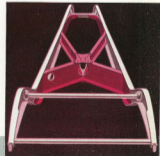




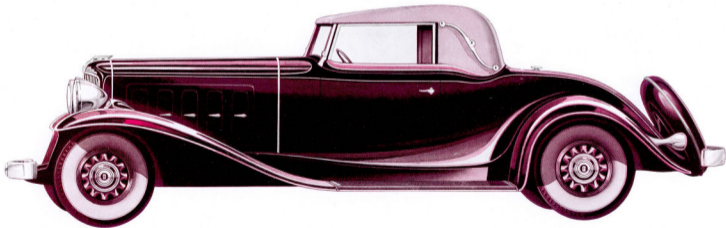
A D V A N C E D E I G H T V I C T O R I A

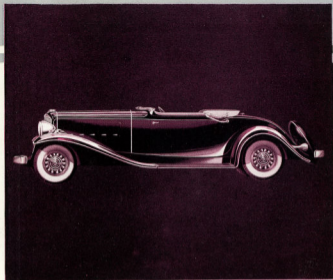
*H*ere is a Nash enclosed car for 1933 with a world of style and a wealth of luxury, advantageously priced to fit the average family budget—the Advanced Eight Victoria. It is twin-ignition-motored and has the silent underslung worm drive. This graceful, low-swung, aerodynamically-profiled Nash seats five in a group that is both intimate and comfortable. The finish of the Advanced Victoria is exquisite—wide, folding arm rest in the rear seat—semi-flush smoking sets indented over the cushioned armrest—smart new aeronautic instrument panel flanked by glove and parcel compartments—interior lock on all doors—pivotal sun visor—upholstery in brand new 1933 patterns of either Bedford Cord or Mohair.

*T*he new X-dual frame is the strongest type known to automotive science. This rigid, super-durable frame saves the entire car from road twist and shock and, in consequence, adds years to the usable life of both body and chassis.



*A*DVANCED EIGHT
FOUR PASSENGER CONVERTIBLE ROADSTER
128-inch Wheelbase





A D V A N C E D E I G H T C O N V E R T I B L E R O A D S T E R

*I*f you haven't yet owned a Convertible, you probably do not realize how much extra fun there is in driving one of these all-year, open-enclosed cars. On the Advanced Eight 100 horsepower chassis, Nash builds you this engaging roadster-coupe. It has a roomy fold-away spare seat in its generous Beavertail rear deck. It has the extra power advantage of twin ignition. It has the silent underslung worm drive. It is low and long. And it has every other attribute of quality and luxury—modern V-type radiator—low flat-folding top—slanting, flat-fold windshield—smart, 45° mount for spare wheel and tire—heavy duty chromium window frames—at the minimum price for a car of its luxury, size and power.

The Nash "Centrifuse" brake drum has an outer shell of steel and a fused inner braking surface of iron. It provides maximum safety and an estimated five times more resistance to wear under free wheeling strain.



*A*DVANCED EIGHT
FIVE PASSENGER CONVERTIBLE SEDAN
128-inch Wheelbase

