

NASH Presents the
Million Dollar Beauty
OF THE LOW-PRICE FIELDS
for 1942

LAST YEAR MOTORISTS MARVELED AT NASH'S 25 TO 30 MILES A GALLON ECONOMY...

Now You Get it in This
OF THE

Million Dollar Beauty
LOWEST-PRICE FIELD!

A NEW
KIND OF CAR
★
FOUR YEARS
IN THE
MAKING



In 1938, Nash engineers foresaw a brilliant opportunity to win leadership in the lowest-price field with a new type of car, more desirable in size and comfort, that would cost the motorist *far less* to run.



Unhampered by tradition or investments in old machinery, Nash could progress far ahead of the industry. Engineers spent years in research abroad, where gasoline costs had forced development in extreme economy.



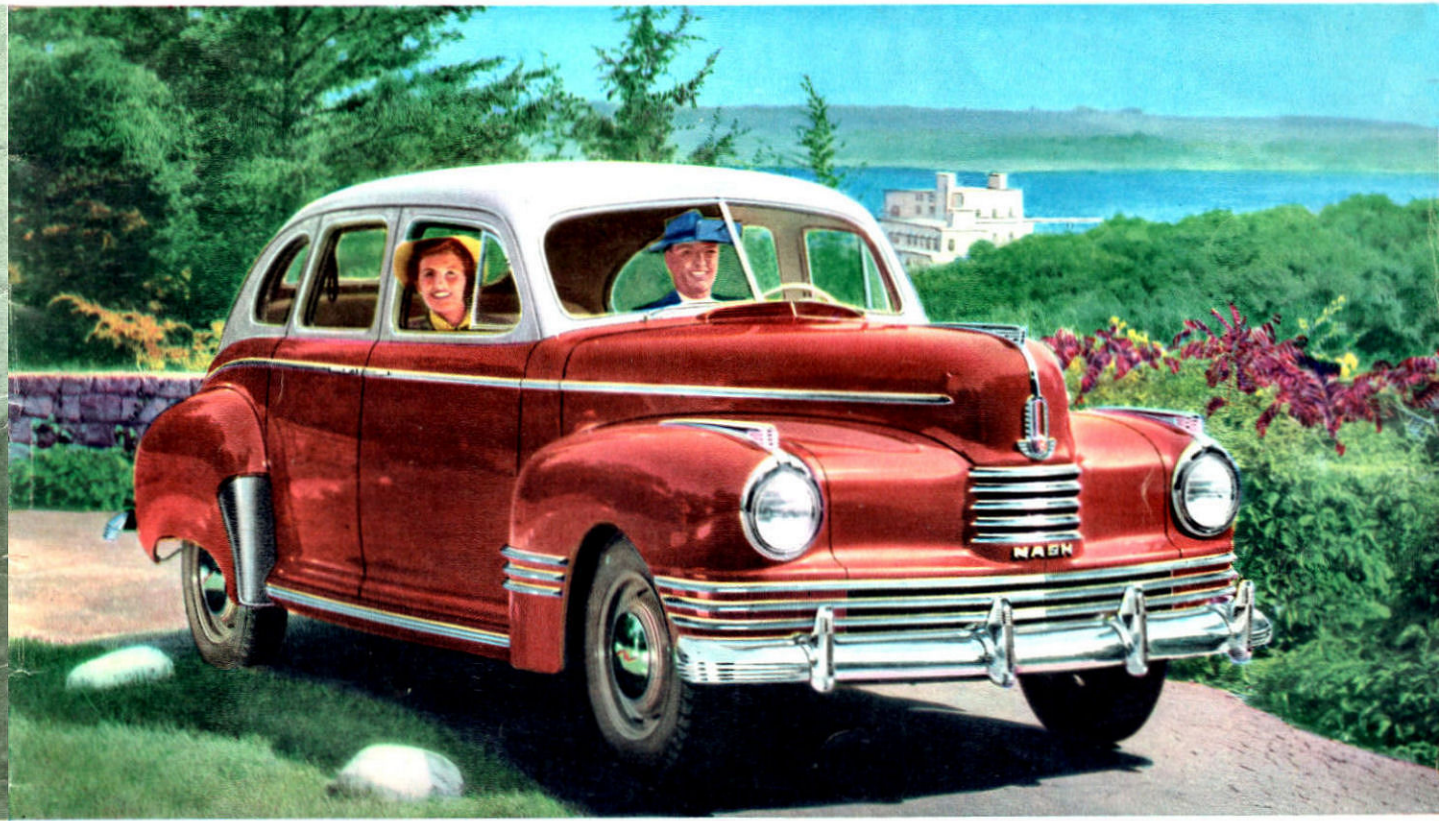
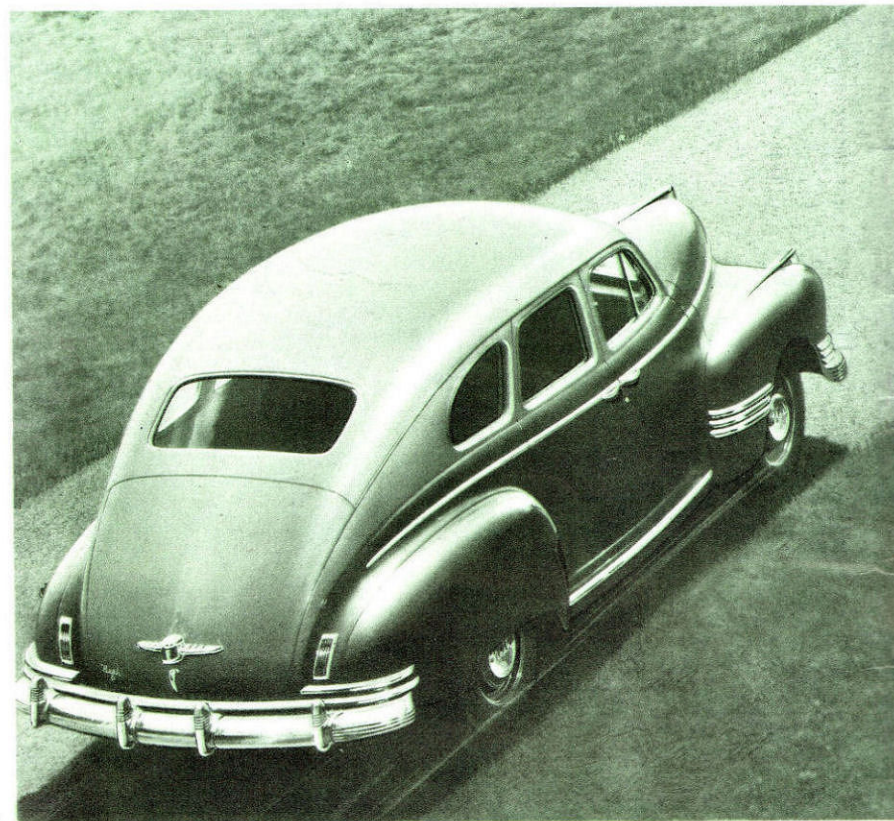
At international road races, for instance, they found a new type of coil springing at all four wheels, which made small, stiff racing cars ride like limousines... and a remarkable new steering system.



Here, in America, they learned from the designers of the new fighting planes and streamlined trains, and designed a revolutionary new-type body, the first great basic automobile improvement in 20 years.



Then, in 1941, after millions of test-miles, the Nash "600" was completed. The rest is history! Its sensational victories in Official Economy Runs, its overwhelming popularity, proved a new age of motoring is here!



COMING
AND GOING
IT'S THE MOST
BEAUTIFUL
CAR OF THE
YEAR

LOOK AT IT! Take it all into your beauty-loving heart... the big, bold, sparkling massiveness of it... the rakish lines... the joy of that proud hood.

It all belongs to you.

For this is an actual photograph of the 1942 Nash you can buy in the *lowest-price* field.

This is the Nash that cruises 500 to 600 miles on a tankful of gasoline!

Here is the answer to America's new need for greater economy—a new kind of car, the Nash Ambassador "600"!

To you who didn't expect to see much new in 1942, these great new Nash cars will be a revelation. New developments make them even fleetier, even smoother, easier to steer and park, than our history-making 1941 models.

Not only the Nash Ambassador "600," but also the new Nash Ambassador "6" and "8" out-perform, out-ride, out-economize their rivals by such a conclusive margin that you might well ask, "How did Nash do it?"

The answer is simple, dramatic!

Long before the present emergency, Nash engineers had the foresight to plan these cars for you. A year ago, Nash completed, at immense cost, sweeping changes in both plants and product, which made possible a new kind of automobile at lower prices.

No other manufacturer has yet progressed so far into the future.

That's why the superiorities in the 1942 Nash go far beyond beauty. They are deep, fundamental differences

which enable Nash automobiles to do things no other cars can do.

It's destined to be the car of the year, without a doubt!

For in this period of increased taxes, and new demands on the family budget, only Nash offers so much in motoring luxury at such big reductions in motoring costs.

Read every word carefully—see for yourself how these great new Nash beauties save you money every mile!

AND IN EVERY FEATURE OF TRIM, APPEARANCE AND COMFORT...

It Looks Like a Million ON THE Inside, TOO!

Here Is Luxury... Beauty of Appointments You Never Dreamed You Could Find in a Car Priced So Low!

STEP INSIDE this big, bold, beautiful car and get ready for a shock! It's truly magnificent!

Here's spacious room... here's luxury you never dreamed you'd ever see in a low-price car. Here's beauty to take your breath away.

It's as smart as a penthouse apartment... as light and cheery as a sunroom.

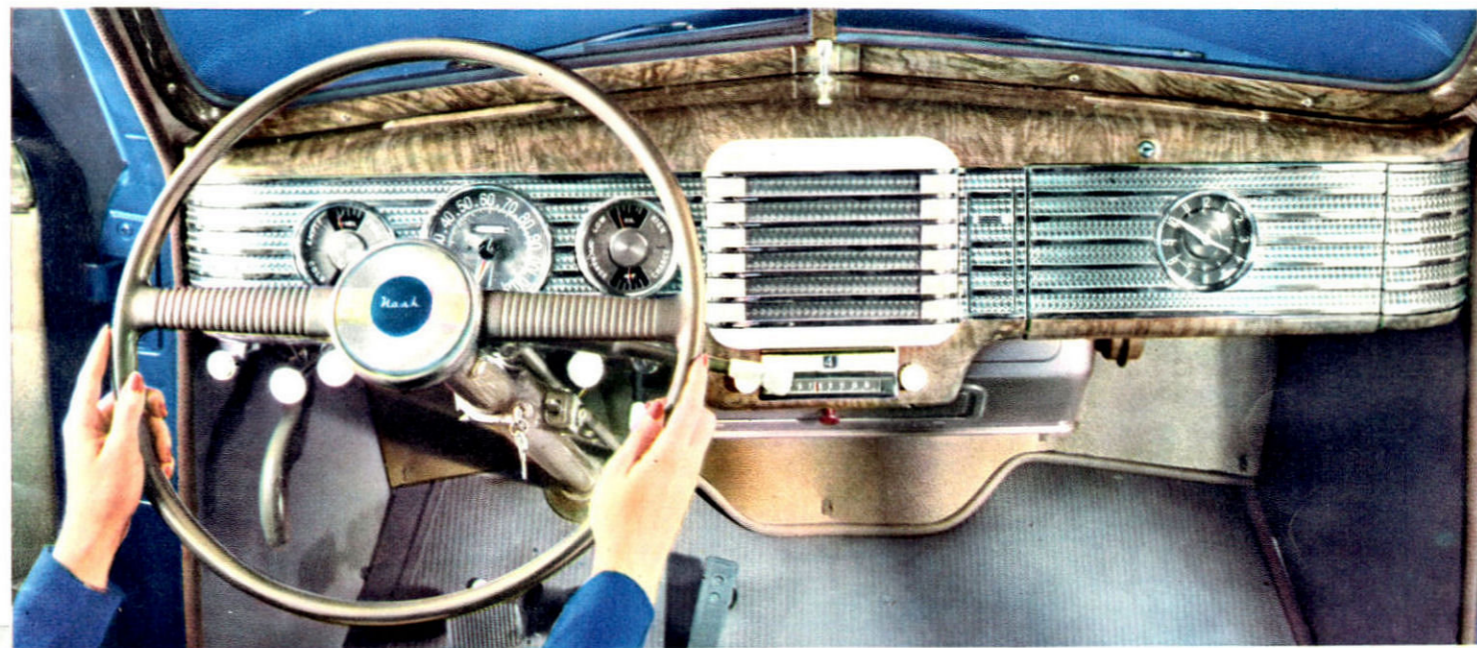
Look at those soft, chair-high cushions. Their width, their softness would shame a modern divan. They're almost five feet wide and fashioned to fit the body contours

and to contribute to the "Million Dollar" Nash ride.

This is truly a six-passenger automobile. There's room for six to loll at ease.

Now... lift your arms and stretch out your legs. No cramping in this club-lounge. There's head room... and leg room... and elbow room to spare.

Run your hand over the upholstery. It's as soft as your favorite chair at home... and rich and tastefully styled. You have a wide choice of optional fabrics and color combi-



nations to suit your individual taste.

Note the assist cords, the convenient ash trays, the level floor. Every little thing is as you want it... as you like it. The whole atmosphere is of quiet luxury and refinement.

Slip under the wheel for a driver's view of this Deluxe instrument panel. Your first glimpse makes you feel that "This car means business!" It's like sitting in the cockpit of a modern racing plane.

Lean back. Take it all in... the

engine-turned steel, the twinkling horizontal chrome bars, the modern plastic trim and the large, round airplane-type instruments.

Note how easy the numerals are to read... the indirect lighting to rest your eyes at night.

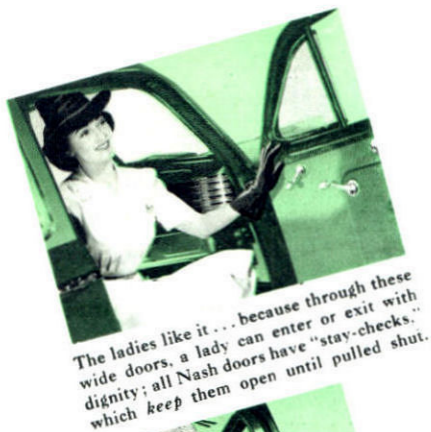
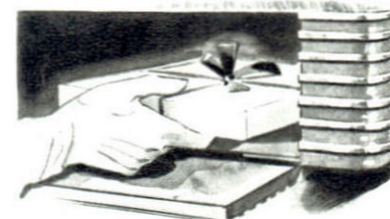
No motor car ever offered beauty like this at anything like the Nash low prices.

And now look up... through the broad deep windshield... and around... through the wide picture

windows. Here's visibility for greater safety and a lot more fun in driving. Nash's revolutionary unit body-frame construction makes it possible.

In all the big things you need and in the little things that count, Nash designers have created beauty you'll be proud to own... for years to come.

There's no doubt about it. Here at last is a "Million Dollar Beauty" in the lowest-price field! Here at last is big-car size, luxury and comfort with true small-car economy.



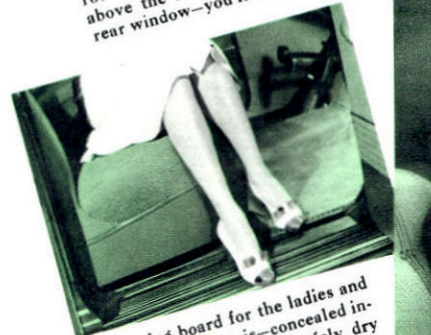
The ladies like it... because through these wide doors, a lady can enter or exit with dignity; all Nash doors have "stay-checks," which keep them open until pulled shut.



There's no danger of "half-shut" doors in a Nash. This new, "easy-action" rotary door latch eliminates slamming, actually shakes itself securely shut upon contact with body.



In Nash sedans, there is plenty of room for high-hats! The roof is 36 1/2 inches above the rear seat. Note the extra-wide rear window—you'll like that, too.



No running board for the ladies and children? Yes there is—concealed inside and kept clean and safely dry by the overlapping of the door.

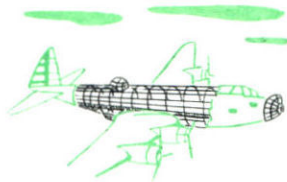


Plenty of sunshine for Nash owners! New body construction permits use of bigger windows and windshield

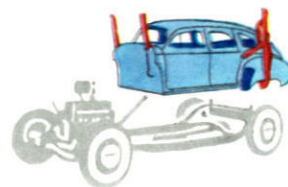




Nature's Great Engineer. Long before man ever dreamed of skyscrapers, the lowly spider was using the Cantilever Principle. His web, a continuous thread of silken girders, is so interlocked that shock at any one point is distributed and absorbed by the whole structure without damaging effect.



Man's perfect example of Cantilever construction is a modern bomber. Note the interlocking steel girders which form a single unit... also the Monocoque principle of arching the outside "skin" metal for added strength. The new Nash body is built on both of these engineering principles.



Other popular-price cars are built in TWO separate units—a box "attached" to a platform. Even adding hundreds of pounds of extra weight, this split construction does not match the Nash Single-unit body in strength to resist shock.



Nash body and frame are ONE rigid welded unit of arched girders that run the entire length through top and bottom. (Right) It is literally a steel bridge on wheels. The sides and top actually lend strength to the floor. 300-400 pounds of excess weight is eliminated, yet the body is stronger.



A Revolutionary New CONSTRUCTION

IN NASH, BODY AND FRAME ARE ONE WELDED WEB OF STEEL UNITS



You can see the "heft" of these Nash body girders, when you lift the engine hood. Running directly from front wheel to back wheel, they are strongest at the point where other cars are weakest, between engine and body.

- *Increases Gas Mileage* . . . because it eliminates nearly 400 pounds of needless, fuel-wasting dead weight.
- *More Useable Room* . . . inches more gained in effective seat width, head-room, leg-room, and glass area.
- *Safer* . . . because it is one welded unit, more resistant to twisting and road shocks.
- *Less Upkeep* . . . no body bolts to loosen and cause annoying squeaks and rattles. No body-tightening bills.

The revolutionary differences in the Nash "600" begin in the very bone and marrow of the car itself.

Whereas other car makers are still following a forty-year-old practice of mounting a separate body on a separate frame—Nash has adopted the new aeronautic practice of designing and building body and frame as a *single welded unit*—lighter, yet stronger.

You may never see the great, arched steel girders that *completely surround and protect* you as you ride, but you'll notice the differences they make possible.

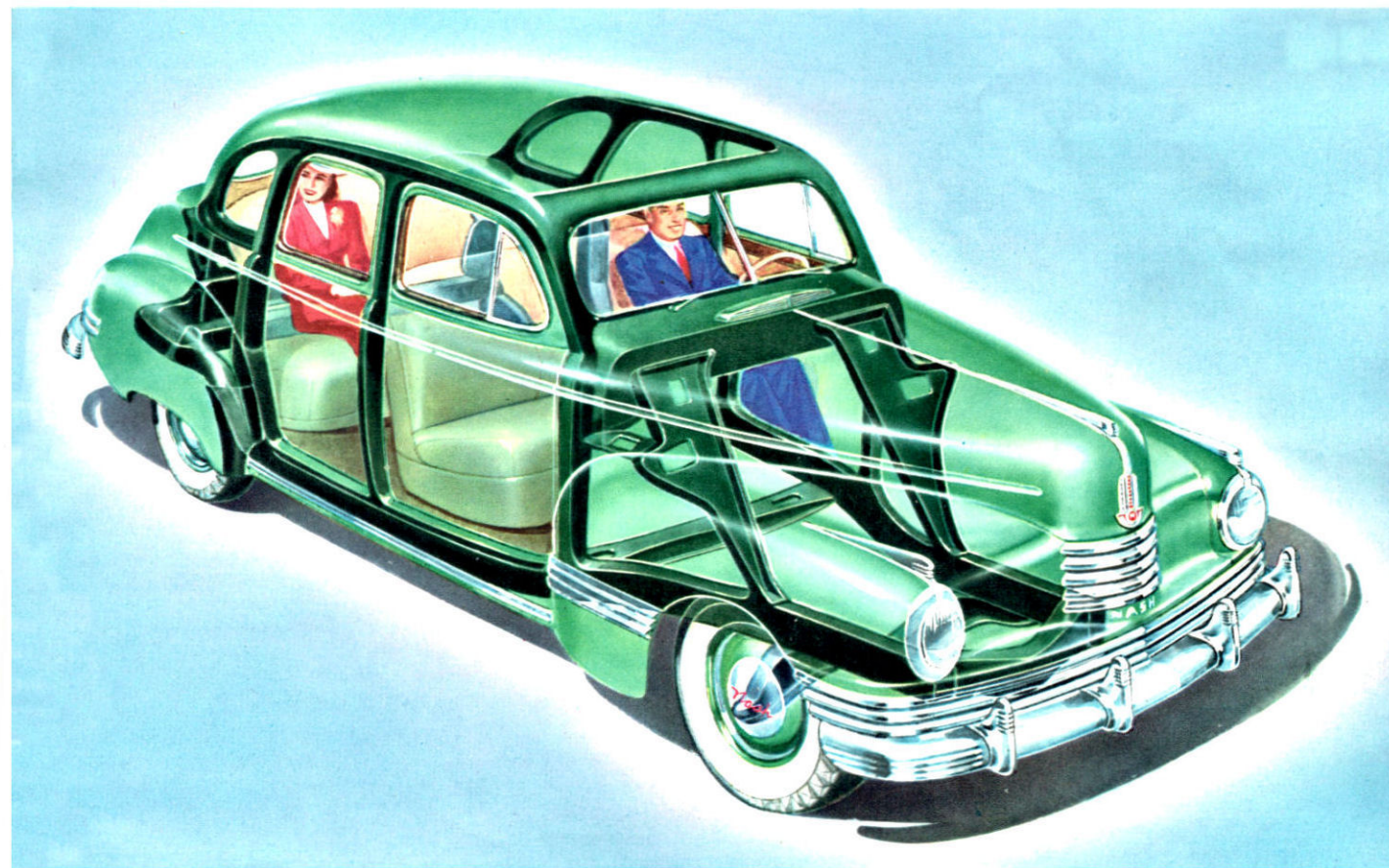
You can *see* the difference in economy . . . money-saving extra miles on every gallon of gasoline.

You can *feel* the difference in the Nash ride. The lower center of gravity, the wider tread, the "balance" of weight gives you "locked-to-the-road" security on curves.

You can *hear* the difference . . . in the absence of annoying rattles.

You can *count* the difference in dollars . . . for Nash welded construction naturally stands up better. In a recent test, a Nash was driven 100,000 miles over all kinds of roads, and after all this punishment, the body was as tight and rigid as new!

Eventually, all cars may be built like this. But today, Nash alone, of all popular-price cars, offers all these extra advantages!



57% More Rigid
**THAN THE SPLIT-TYPE
 BODY AND FRAME**



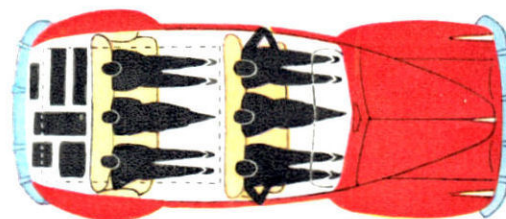
Actually wider than it is high, by more than eight inches. Due to body construction, Nash has low center of gravity that contributes to the safety and the roadability.



Car seats as big as divans! The Nash front seat is nearly five feet wide. Higher ceilings, extra inches everywhere gained by Nash's new Unitized body-frame construction.



A dramatic test of leading cars in the lowest-price field in 1941 showed that the Nash Unitized body resisted torsional stress and strain 57% better than the others.



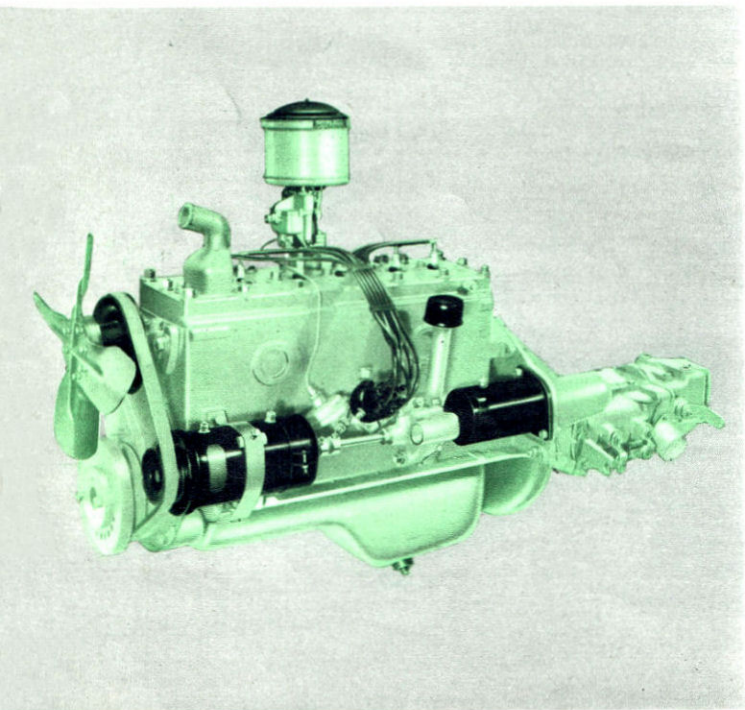
New Design for Motoring

Here's how you travel, riding *between* the axles, on gentle coils of equal springing action. 20 cubic feet of luggage space behind you. At night the sumptuous Sedan Sleeper Bed (optional) awaits you. The dotted lines indicate its generous size—ample room for two to sleep comfortably.



Presenting the Famous

25 TO 30 MILES A GALLON—
AND IT'S A "PERFORMING FOOL!"

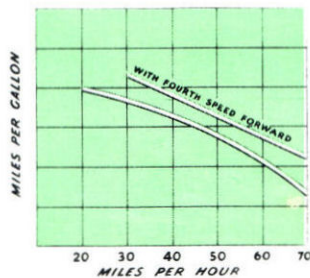


HERE'S the amazing "Flying Scot" engine that has made Nash the talk of the automotive world, and that has demonstrated its economy of 25 to 30 miles on a gallon of gasoline, and 500 to 600 miles on a tankful, on every highway in America.

Entirely new in design, it was expressly engineered to take advantage of Nash "600" construction. No "readapted parts"—no trace of out-moded engineering. As it stands, we believe it is the most efficient power plant that ever drove an automobile!

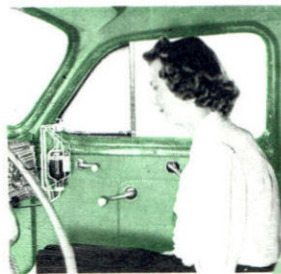
Not only does it deliver outstanding economy at an "ideal" speed and under perfect conditions—but throughout a whole range of performance.

The proof of it is that you get fine economy at *all* speeds, and pick-up and performance to challenge any car on the road. The facts are shown in the chart below . . . facts based on rigid engineering tests.



Stop-watch Facts: Even last year's spectacular Nash performance is surpassed in the 1942 models. For smooth, silent—but flashing pick-up—you've never toed a throttle so responsive to your touch. From 15 to 50 in one fast, smooth, powerful swoop!

More Economy at the speeds you use. Here's an engine geared to the needs of everyday travel! **Prove it yourself!** Every Nash dealer has been furnished a special Mileage Meter which definitely **proves** Nash economy, with you at the wheel!



NASH "600" series



Nash Ambassador "600" 4-Door Slipstream Sedan with Concealed Trunk (De Luxe Equipped)

SPECIFICATIONS

ENGINE—L-head; exclusive built-in inlet manifolds cast inside. Bore 3 1/8"; stroke 3 3/4"; displacement 172.6 cu. in.; taxable h.p. 23.44; developed h.p. 75 @ 3600 R.P.M. 4-point rubber engine mountings. Isothermal fuel system; downdraft carburetor; double automatic spark control; steel-strut aluminum pistons; four main bearing fully counterweighted crankshaft dynamically balanced by radio; vibration damper; full pressure engine lubrication (rifle-bored connecting rods) of all bearings, piston pins and cylinders; cylinders completely water jacketed; oil capacity 5 quarts; fuel capacity 20 gallons.

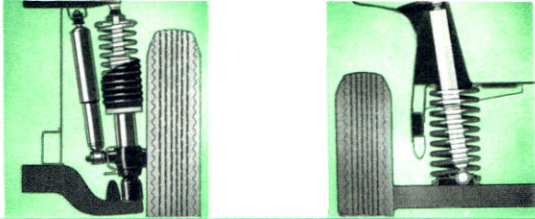
CHASSIS—112" wheelbase; enclosed independent front suspension system and coil springs at all four wheels, con-

trolled by two-way direct-acting hydraulic shock absorbers; torque tube drive with Axilizer alignment bar at rear. Full two-way roller shockproof steering system with 38-foot turning circle. Unitized body and frame construction. Super-hydraulic brakes; cast-iron drums. Synchro-Shift transmission with steering column control. Automatic cruising gear (4th speed), optional extra. 16 x 5.50 silent ribbed tires. Over-all length 196 1/2 inches.

BODY—Unitized all-steel; internal bridge-truss construction and integral chassis frame welded into one rigid twistproof, shakeproof unit. Completely insulated and soundproofed with Sand-Mortex applied to body side panels. Weather-sealed doors. Body and fenders Bondarized to prevent rust. Finished in high-gloss Permalux enamel. Exclusive Nash automatic Weather Eye conditioned air system and sedan sleeping car conversion, optional extra.

Nash Motors reserves the right to change specifications, color, equipment and prices without incurring any obligation to adjust price or make changes on cars previously sold.

The front wheels are independently suspended on soft, deep, individual coil springs set around a rigid, perpendicular shaft extended from the body. These springs ride up and down this shaft on permanently lubricated roller bearings.



Rear wheels also have efficient individual coil springs, and giant plunger-type hydraulic shock absorbers mounted inside the coils for double-soft action. A special stabilizer bar prevents sideways and lurching, even on rough roads.

YOU NEVER DREAMED OF A Ride Like This!

This New Kind of Car is Far Easier to Steer and Park than Any Other Low-Price Car . . . and Nash, Alone, Offers Coil Springing on the Rear Wheels, Too!

In just five minutes after you take the wheel of a Nash Ambassador "600," you realize that you're experiencing something entirely new in steering ease and riding smoothness.

You snake in and out of traffic with little effort. You do your passing with rifle accuracy. The wheel seems as light in your hands as a feather!

You can "shoe-horn" in parking spaces the other fellow has to pass up.

Out on the open road you sail smoothly over ruts and bumps that would ordinarily jar you to the teeth. You sweep around curves as gently, silently as a sea gull circles in the air.

You can make it walk a chalk line down a gravel road, with a cross wind blowing. There's no tugging at wheel!

You never felt before such "glued-to-the-road" safety and security.

Here is *roadability* that makes all-day driving actually fun, and absence of effort that has prompted thousands of Nash "600" owners to say, "it's the easiest car in the world to drive!"

The reasons are obvious. Nash, alone, has the road-balance made possible by the unitized body.

Nash, alone, in the lowest-price field offers coil-springing all around . . . for smoothest riding comfort.

Nash, alone, has Two-way Roller Steering, developed and proved in International Road Races.

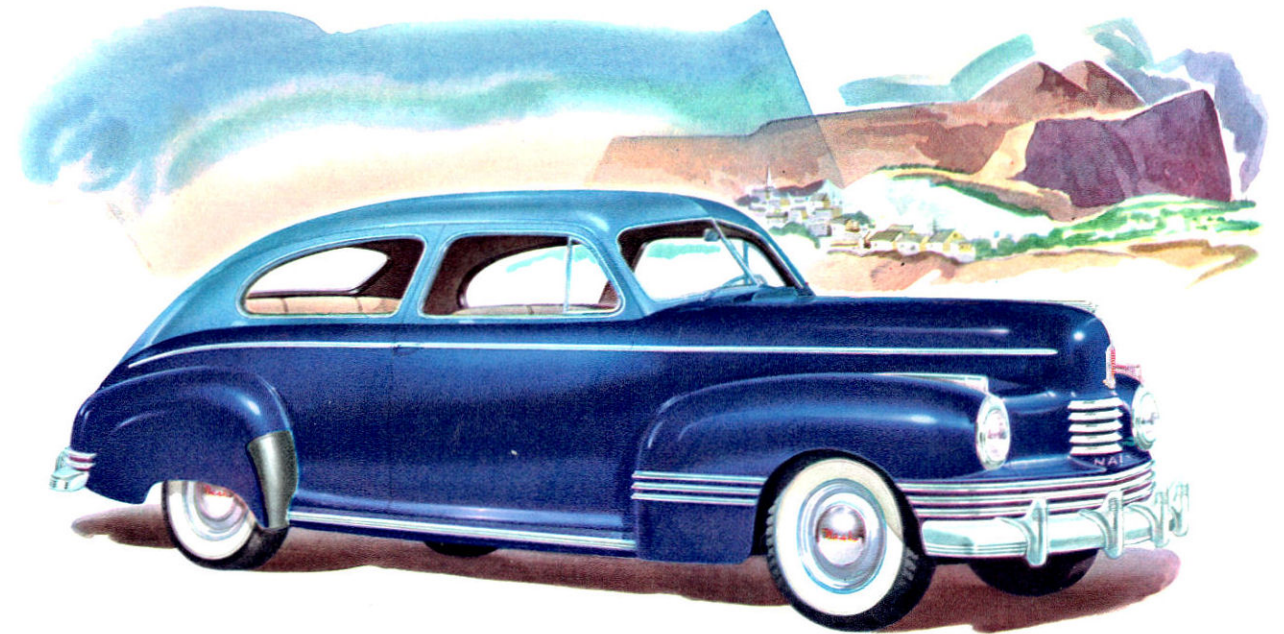
And this year, for 1942, Nash has made further refinements that add even more to the spectacular ride.

See the Difference between Nash "True-Line" Steering and Other Coil-Springing Systems

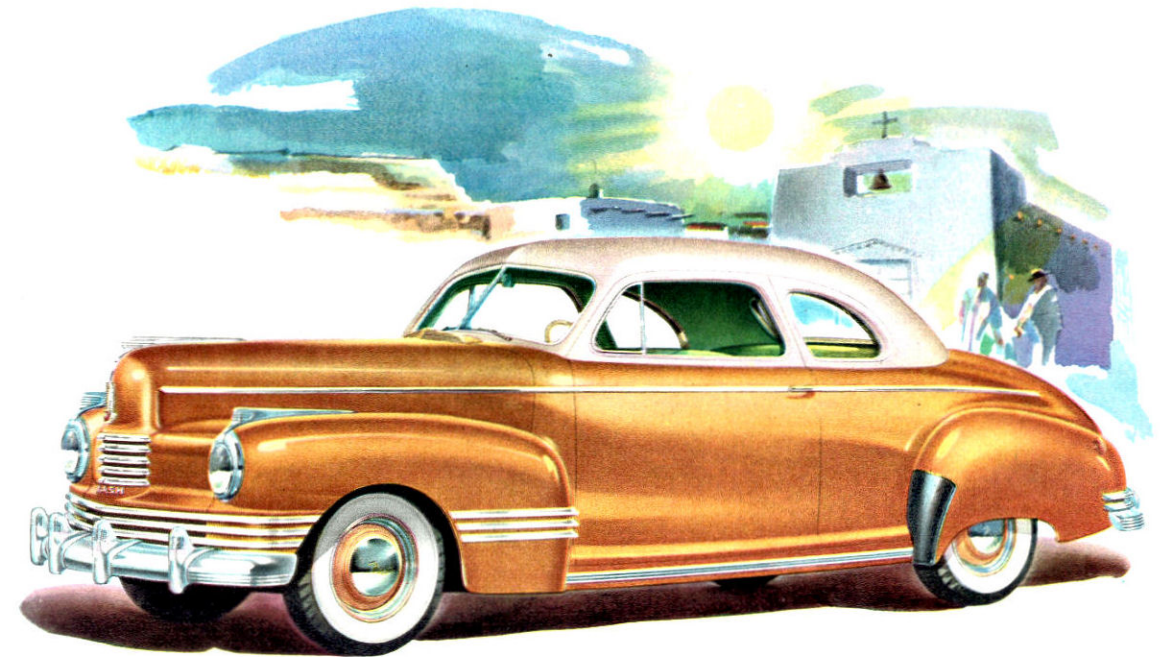


In Nash "600" coil springing, the steering mechanism rides up and down on fixed king-pins, held rigidly in place. Even over rough bumps, there is no "wheel wander." Steering is "steady" and little effort is required.

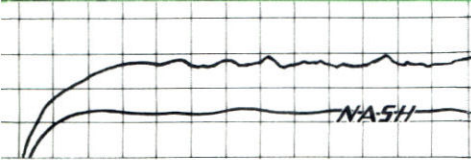
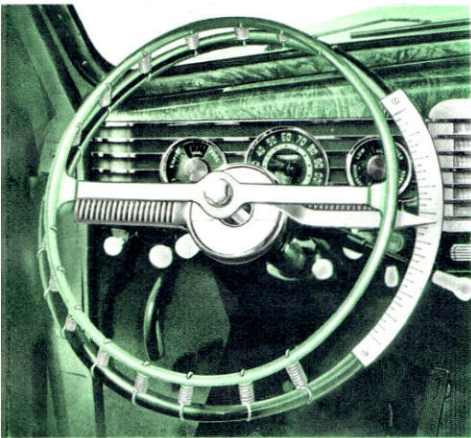
Front wheels on many cars equipped with other types of steering systems tend to lean at an angle on curves or when bumps and ruts are encountered. "Wheel fight" and uncertainty at high speeds results, inducing fatigue.



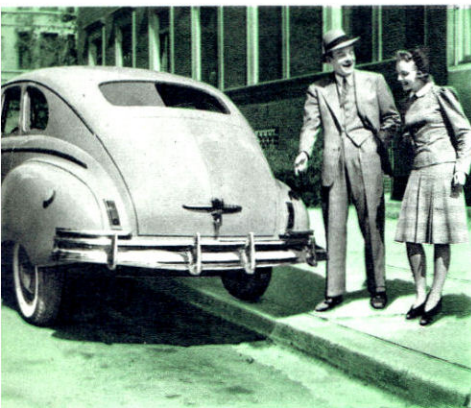
Nash Ambassador "600" 2-Door Slipstream Sedan with Concealed Trunk (De Luxe Equipped)



Nash Ambassador "600" Coupe Brougham with Full-width Seats (De Luxe Equipped)



This amazing Sixth Wheel tells the truth about steering ease. It fits over the standard steering wheel and measures and charts with scientific accuracy the amount of effort you expend in steering and parking. It conclusively proves that the Nash Ambassador "600" takes less effort to drive than the three other leading low-price cars.



You never saw this before in a low-price car! Here's a Nash "600," with one back wheel up on the curb, yet the body of the car remains level. Coil springing on the rear wheels makes this difference. It's the finest of all ride features—yet Nash alone offers it in the lowest-price field.



AUTOMATIC OVERTAKE

A new thrill in Cruising Gears. While you're gliding along in Nash Fourth Speed Forward, you can instantly unleash full sprinting power by throttle-touch . . . to flash you up hills, or let you pass another car with assurance.

A Fourth Speed Forward PUTS Wings ON YOUR NASH!



The Fourth Speed Forward control is conveniently located just below the instrument panel. Merely push it in and add thrilling wings to your travel at speeds over 30 M.P.H. . . . Pull it out at any speed below 30, and you return to conventional drive. It's as simple and as easy as that.



To prove the sensational economy of these revolutionary new cars, Nash gives you an "Owner's Savings Book" in which to record your trip miles, the fuel consumed, and the cost. You'll be amazed at the mileage records you get, the savings you make with Nash, even in everyday driving.

Brings you Higher Mileage . . . Reduces Engine Wear 30%. Saves as Much as 50% on Oil. Gives you the instant passing power of an Automatic Overtake

You're sailing down the highway when suddenly it happens. There's a *click* . . . the engine hum dies to a whisper, but *you* go faster!

The speed is there, but the hustle and bustle are gone. You float down the highway with glider-like ease.

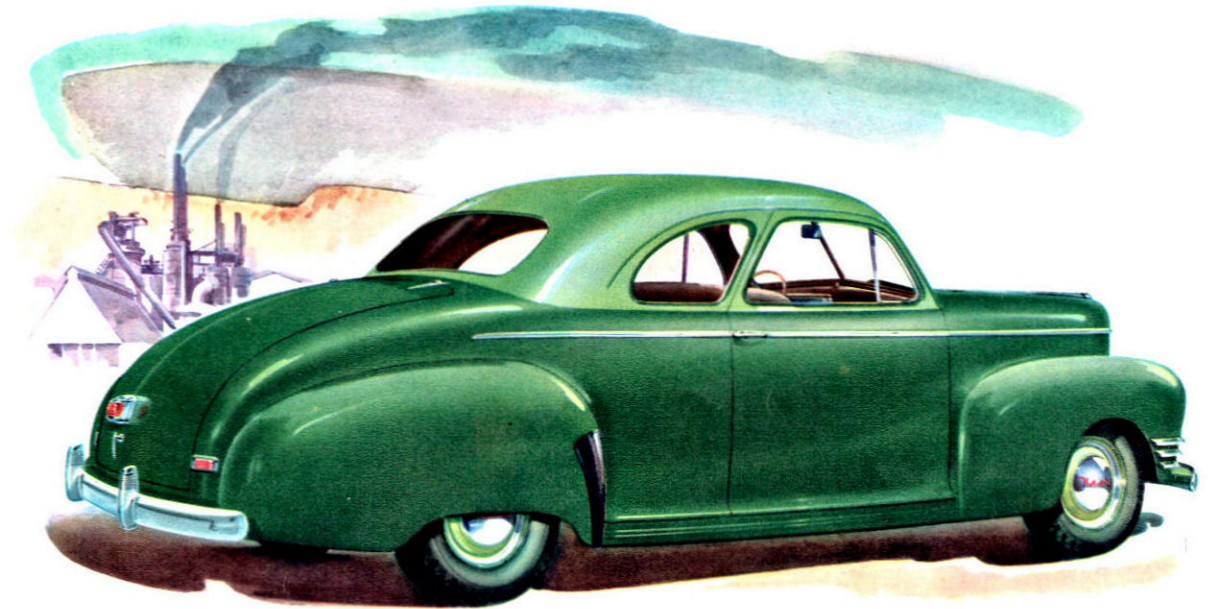
After 350,000,000 driving miles, thousands say Nash's automatic Fourth Speed Forward is still the greatest thrill in motoring. And it's a thrill that saves you money—pushes that phenomenal Nash Ambassador "600" economy up to 30 miles to the gallon at highway speeds! Saves you oil and greatly lengthens the life of the engine.

And this year—with higher taxes, with the cost of living going up, and with many more places to put your hard-earned dollars—Nash savings will be more important to you than ever before! Not only because of the substantial sums you will save—but because at the same time you will be conserving much-needed gasoline and oil . . . getting longer life out of every moving engine part.

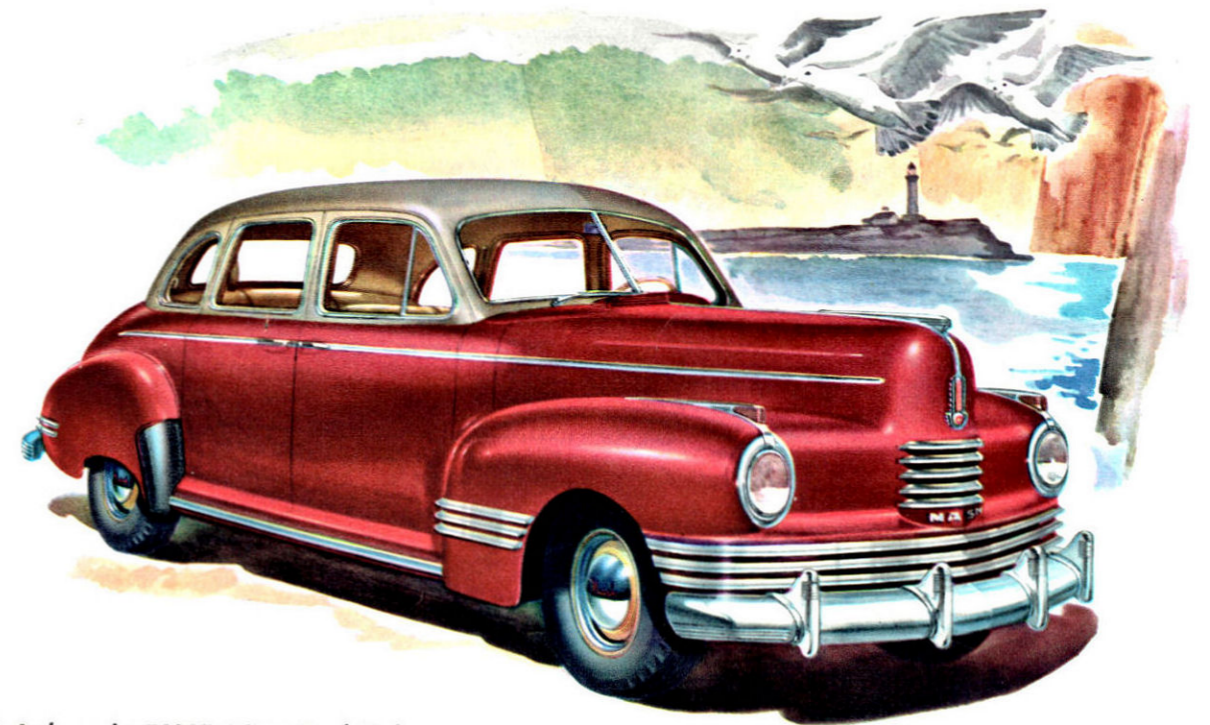
Once you try it—this Fourth Speed Forward will be your way to travel. There's nothing like it for economy, for fun, for real driving thrills.

Add to it, the marvelous Automatic Overtake for the extra Sprinting Speed of regular "Third Gear" when you need it, and you have the perfect combination for the best possible performance under all driving conditions.

**This Year Nash Savings
Are Doubly Important**



Nash Ambassador "600" Coupe with 27½ Cubic Foot Luggage Compartment



*Nash Ambassador "600" 4-Door Trunk Sedan
(De Luxe Equipped)*



... AND NOW READ WHAT *America Says* AFTER **350,000,000 Miles in a New Kind of Car!**



• "Our switch to the Nash '600' has, so far, been amply justified. Averaging 24 to 26 miles a gallon at speeds of 45 to 60, and about 20 miles per gallon on stop-go driving in town. In comparison with competitive cars, we find Nash is roomier and certainly more easy to handle."
S.M., Portland, Oregon

• "Your new '600' tops them all from just about every angle. As a hardware salesman, I average 150 miles a day at the wheel; the new, 4-wheel coil springing makes an amazing difference. My records show I am getting over 25 miles to the gallon and saving on oil, tires and even license plates. This Nash air conditioning is the finest thing ever put in an automobile."
E.M.J., Grand Rapids

• "Incidentally, may I state my gasoline average consumption over approximately 6,600 miles has been from 28 to 32 miles per gallon."
F.L.S., Portland, Oregon

• "As an automotive service engineer, I have hoped that some day some manufacturer would bring out a low-priced car with such quality features as coil springing all around, unit body-frame construction and scientific air conditioning. This year Nash introduced the car I have been waiting for, and I've found that it more than lives up to my expectations."
J.P.G., Detroit

• "Accurate records on a trip that carried me across America twice show that I received an average mileage of 25.53 miles per gallon. I consider this remarkable because I went through considerable snow, and traveled at unusually high rates of speed — as high as 95 miles per hour. I do not recall ever having to shift gears on hills. The ease with which my Nash runs and holds the road on curves is really remarkable."
D.L., Portland, Oregon

• "I have driven both low-priced and high-priced cars, but never one that gave me the economy or comfort of this new Nash. Have averaged 26.5 miles to the gallon on trips, and I am not a slow driver."
F.B., Sharp Park, Calif.

• "A recent trip of 3,642 miles cost us exactly \$31 in our new Nash. It showed the utmost performance while running through snow, sleet, rain, fog and over every kind of road in use. City driving was a cinch with its easy handling. Used convertible bed on trip, so I would say we had saved at least \$25 by making the trip in a Nash."
S.M., Minneapolis

• "The writer did everything possible to discount the factory claims — over all kinds of roads and weather — including 26° cold. I filled the gas tank in Minneapolis and did not even think of a service station until the day after reaching Chicago."

I am of the opinion that I own the last word in an automobile — meaning the Nash '600.'

C.H.W., Minneapolis

• "I can truthfully say my new Nash is more comfortable, handles with greater ease than other cars I have driven weighing considerably more. Economy has really been remarkable — I average 32 miles to the gallon of gas."
G.O.D., Oakland, Calif.

• "I sincerely believe your car is the best on the market in its price class. I believe I am a qualified judge as I have purchased five of the three leading low-priced cars in the last five years."
R.P.A., Camp Livingston, La.

• "I have just a little over 10,000 miles on my new Nash and as yet have not spent one cent for it. After comparing the mileage of my new Nash with my car of last year, I am going to save about \$265 and with that amount I can again get a new Nash this fall. Also a word about the Del Motor Company of Green Bay. I have purchased many cars all over, but I must say I was never treated so fine as I have been there."
N.J.H., Gresham, Wis.

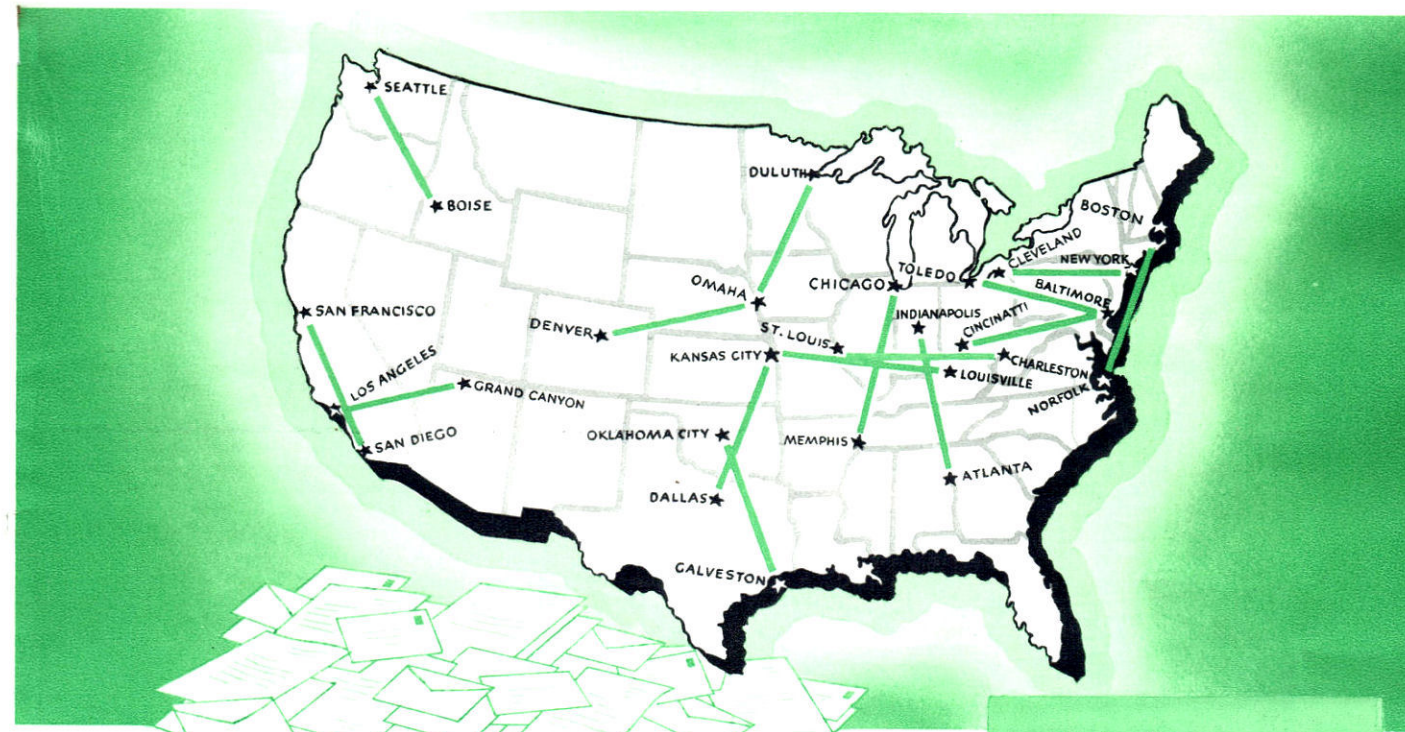
• "Gentlemen, this Nash '600' is a honey — rides and takes the mountain curves as though we were on a straight road. Power good, mileage 25.5 per gallon; rides like no other car."
P.A.S., San Francisco

• "Your steering assembly is superior to all for ease of handling, and the low center of gravity plus seat posture makes mountain driving a relaxed pleasure! Mileage at 22 mpg on the level would have been a pleasant surprise but the mileage average includes eight trips over the 7,000-foot Mt. Donner in the Sierras! (That was a shock.)"
L.B., Jr., San Rafael, Calif.

• "This Nash '600' is the money-saving car of the year. I travel over 2,000 miles monthly, and I always used to have a \$28 to \$32 gasoline bill each month. Now I can be sure the bill will never be more than \$17! Figure it out. That's a saving of better than \$140 a year. No wonder I'm pleased with my new Nash '600.'
E.H.E., Kenosha, Wis.

• "You asked if I had any suggestions in my Nash. I have not and can't understand how a car can be so perfect for my needs."
A.M.F., Gettysburg, Pa.

• "Accurate records on 8,000 miles driving show average mileage of 18.7 for my big Ambassador '6', which is remarkable for the kind of driving I do, and the roads I travel. Aside from economy, this car gives me the smoothest ride I have ever experienced, the overdrive is fine and the Conditioned Air System perfect. By the way, this is my fifth Nash car."
F.M.S., Fort Collins, Colo.



Think of Driving 500 to 600 Miles on a Tankful of Gasoline

Think of driving distances equivalent to the city-to-city trips shown, on only one tankful of gasoline. Many Nash owners get 500 to 600 miles on a single filling of the gas tank. Tests just completed show hundreds of mileages above 25 miles per gallon—scores even higher than 30!

★

• "More than delighted with my Nash — and particularly with my average gas mileage of 19.17/109 a gallon over roads as you find them. Dirt, gravel, pavement, ice, snow, mud and a test that is made fifty-two weeks of each year. It's the fifth Nash car that I have owned in succession."
F.N.P., Sioux City, Iowa

• "My new Nash Ambassador '6' has given me a great deal of pleasure. It has run so smoothly and mileage on gas has been better than any car I have had. I am recommending it so highly that two of my friends have already bought Nashes."
L.S., New York City

• "For your information, I have bought new for my own use 31 cars within so many years — and of all different makes, I believe

my new Ambassador Six takes the curves and the road better, affords more comfort, and safety, and is the most economical car to operate I have ever driven.

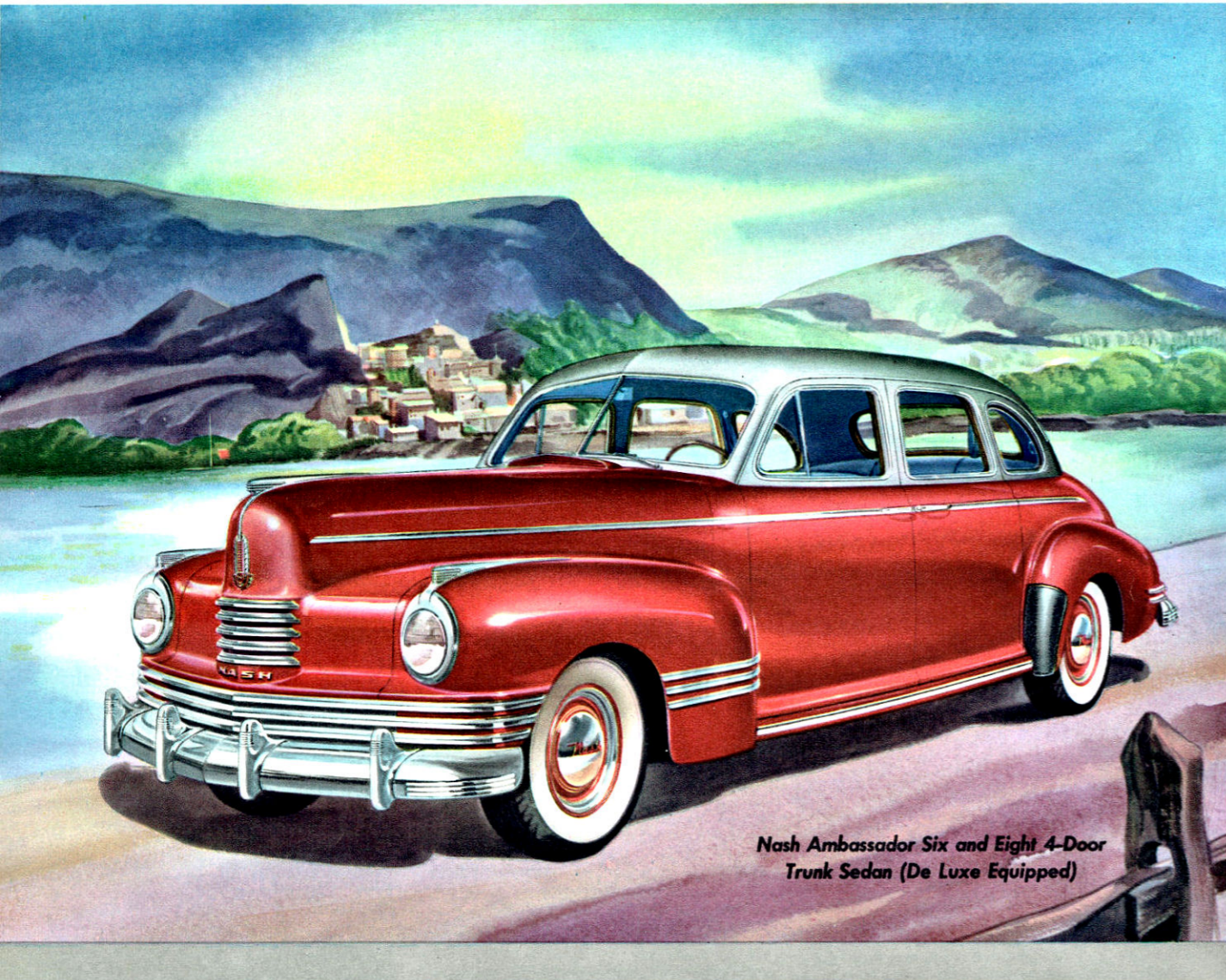
W.P., Sr., Paris, Arkansas

• "I have the Ambassador Eight and I have never driven anything finer or smoother on the highway. You can actually read a newspaper while going at a speed of 90 miles an hour. You certainly have done a fine job of engineering and up in this cold country the air conditioning on the Nash is wonderful."
E.F.C., St. Paul, Minn.

• "Want to state that I think the world of my 1941 Nash Ambassador '8', have never driven a car that gives me more satisfaction than this Nash."
H.W.P., Kewaunee, Wis.

WHY DON'T YOU JOIN AMERICA'S MOST ENTHUSIASTIC MOTORISTS?

Presenting the **NASH** Ambassadors..Sixes and Eights



Nash Ambassador Six and Eight 4-Door Trunk Sedan (De Luxe Equipped)

AMERICA'S GREATEST MOTOR CAR VALUES— Fine Car Luxury and Performance in the Medium Price Field!

Just above the lowest in price . . . but far above everything else in its field in quality and in real motor-car value . . . the new Nash Ambassador Sixes for 1942 are the finest-performing, most luxurious six-cylinder cars Nash has ever built . . . fitting "Big Brothers" to the sensational Nash Ambassador "600" in the lowest-price field.

For sheer beauty of form . . . for magnificent size and room and comfort . . . and for surging extra power at your toe-tip . . . no car at anywhere near the low-price can match this supreme product of 25 years' fine car building. No car anywhere near the price offers the wealth of features found in this latest, greatest Nash Ambassador Six.

It's long and low and rakish of line with a massive front end and a body that tapers back in a beautiful soaring arc. It's 205½ inches . . . almost six yards . . . from one brute bumper to the other and the wheelbase is a full 121 inches long.

Inside, there's sumptuous room that will amaze you. There's fine upholstery, luxury appointments and dozens of little niceties that will please you. And, there's restful quiet in the divan-soft seats and in the silence of Sand-Mortex sound-proofing.

But the size and luxury aren't the

only factors that set this car apart in its class. Another big difference lies underneath the long, lean bonnet . . . in the thrilling performance and the frugal economy of big Valve-In-Head engine.

This great Ambassador Six engine develops 105 horsepower. It has a seven-bearing crankshaft . . . instead of the usual four or five. The manifolds are sealed inside the engine . . . not attached on the outside . . . and there are innumerable other quality features not found in other comparable-priced cars.

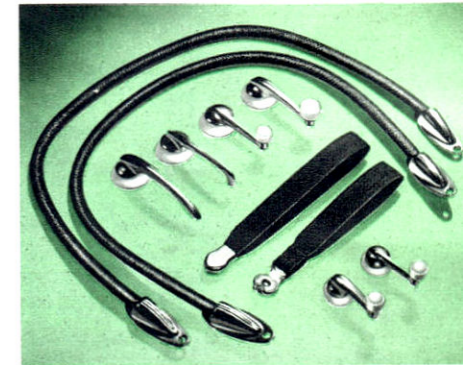
Here, in this Valve-In-Head engine, Nash has found the answer to the power-plus-economy problem. The Ambassador Six will swing you from 15 to 50 miles per hour in a single breath-taking swoop . . . and never raise its voice above a whisper. It will cruise 60, 70 and even 80 miles an hour . . . without a murmur and with power and speed to spare, if you need it.

Yet, with all this power, it's bred of a long line of Gilmore-Economy Run champions. You'll be amazed with the gasoline mileage at highway speeds and the quality features that give you comparable savings in oil and upkeep costs.

See this new Nash Ambassador Six. Compare it . . . feature for feature . . . with other cars in its price field and you'll want to own it as you've never wanted any other motor car before!



You're sitting pretty in a Nash Ambassador. Cushions are custom-tailored to your individual needs with Foam Sponge rubber cushions as optional extra. Soft and durable, thousands of interconnecting cells allow free circulation of air for greater comfort.



Tiffany beauty in a low-priced car. These handsome fittings, many in two-tone, are the jewelry of Nash's new "Million Dollar Beauty." Note the smart design, the sparkling beauty of these robe rails, assist cords, door latches and window cranks. Every fitting is new, modern, the very latest thing in automotive trim. You've never known such luxury for so little money.

SPECIFICATIONS



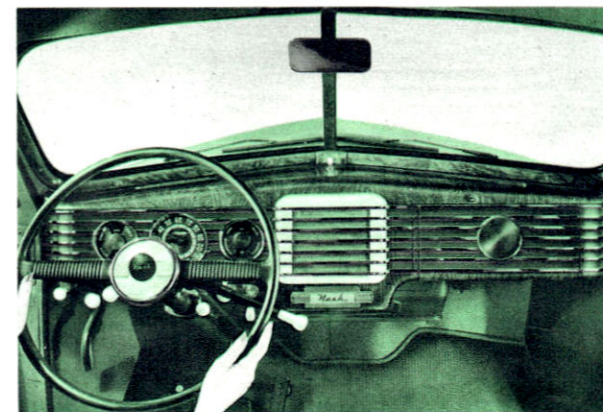
ENGINE—Valve-in-head; built-in inlet manifolds cast inside. *Eight Engine:* Bore and stroke 3¼" x 4¼"; Displacement 260 cu. in.; Taxable h.p. 31.2; Developed h.p. 115 @ 3400; Oil capacity 7 quarts. *Six Engine:* Bore and stroke 3¼" x 4¼"; Displacement 234 cu. in.; Taxable h.p. 27.3; Developed h.p. 105 @ 3400; Oil capacity 6 quarts. 4-point rubber engine mountings. Isothermal fuel system; down-draft carburetor; automatic choke; double automatic spark control; steel-strut aluminum pistons; four piston rings; full length water-jacketing. Seven and nine bearing crankshafts; vibration damper; full pressure engine lubrication (rifled-bored connecting rods) of all bearings and piston pins; oil filter. Fuel capacity 20 gallons.

CHASSIS—121" wheelbase; independent coil spring suspension at front combined with semi-elliptic prelubricated leaf springs with metal covers at rear controlled by two-way direct-acting hydraulic shock absorbers. Dual shock-proof steering system. Rigid box girder frame; double thickness side rails. Super-hydraulic brakes; cast-iron drums. Front ride stabilizer. All-silent Synchro-Shift transmission with steering column control; automatic cruising gear (4th speed), optional extra. 16 x 6.50 silent ribbed tires on Eight; 16 x 6.25 tires on Six. Over-all length 205½".

BODY—Unitized all-steel; internal bridge-truss construction with integral chassis sub-frame welded into a rigid twistproof unit. Body side panels completely insulated and soundproofed with Sand-Mortex; spool-type rubber body mountings. Weather-sealed doors. Body and fenders Bonderized to prevent rust. Finished in high-gloss Permalux enamel. Exclusive Nash automatic Weather Eye conditioned air system and sedan sleeping car conversion, optional extra.

• • •

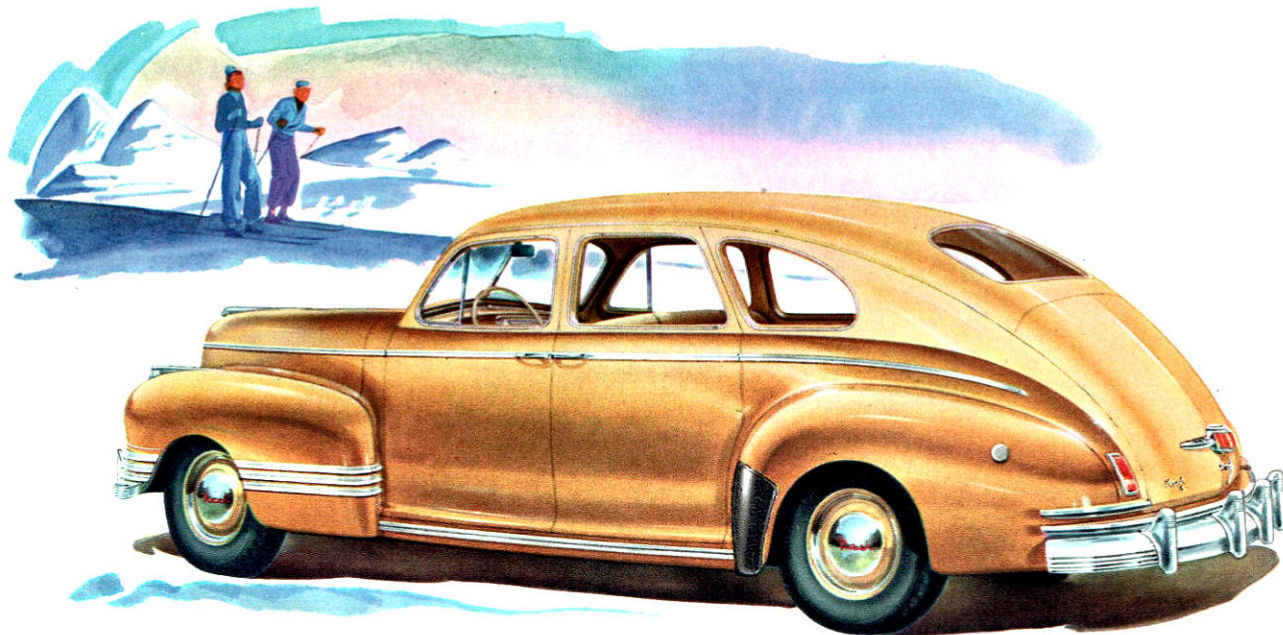
Nash Motors reserves the right to change specifications, color, equipment and prices without incurring any obligation to adjust price or make changes on cars previously sold.



Here's a picture of the stunning new standard Nash instrument panel. Note the airplane-type gauges and dials, with easy-to-read numerals.

These giant, double-acting shock-absorbers are used in the rear of the Nash Ambassadors to supplement the soft-cradling coil springs in front. There are no levers or arms to loosen and rattle. You get a "Million Dollar" ride in this "Million Dollar Beauty." You can cruise over the roughest country roads and hardly notice the bumps along the way.

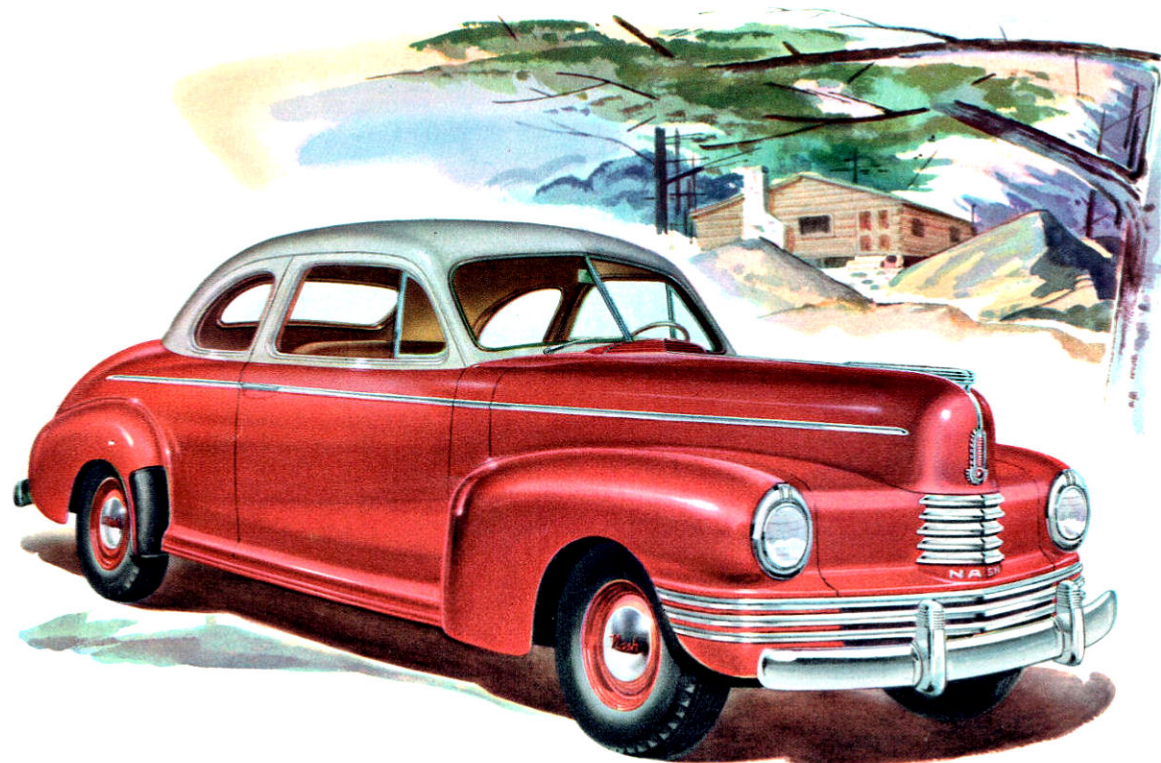
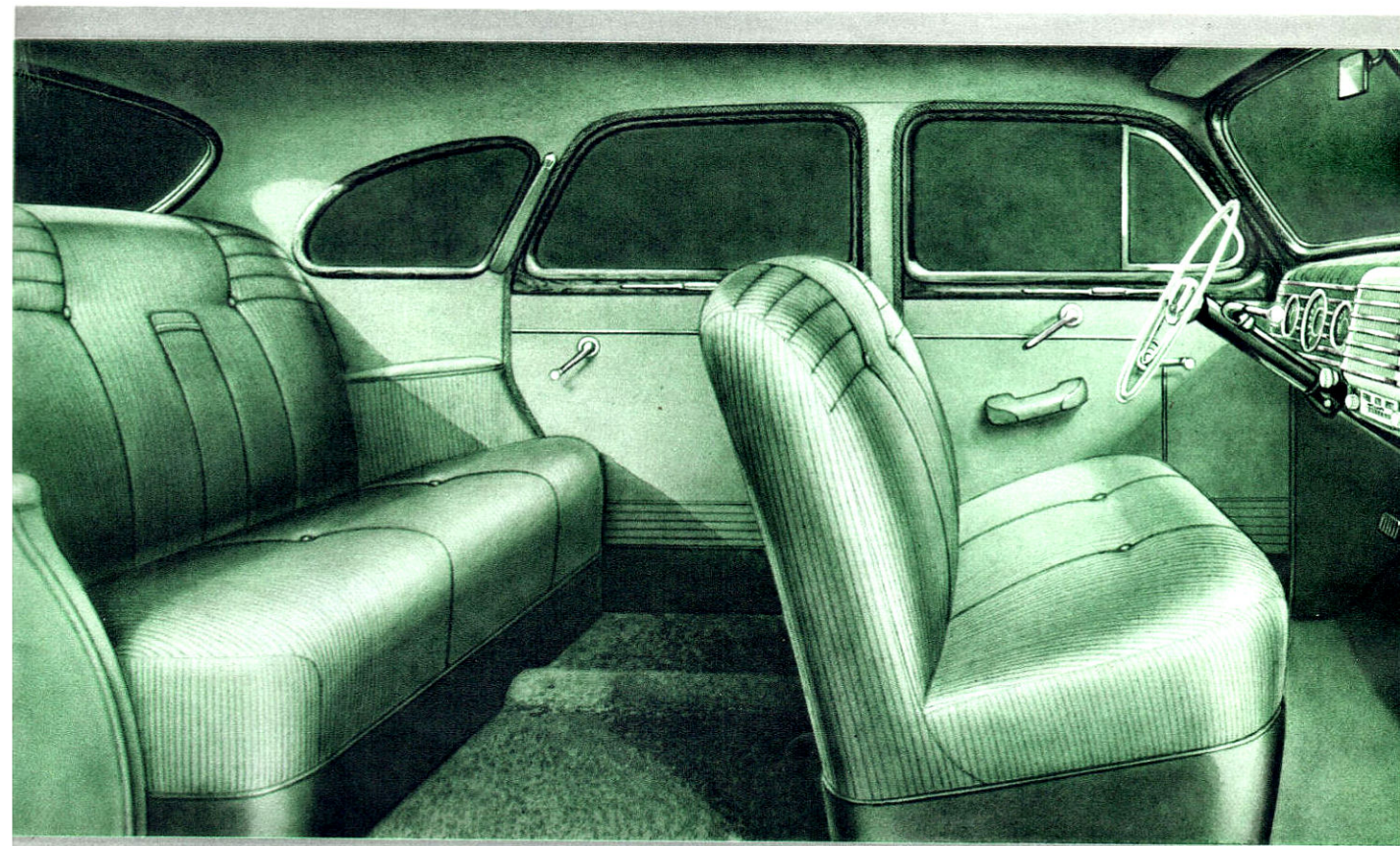




Nash Ambassador Six and Eight 4-Door Slipstream Sedan with Concealed Trunk (De Luxe Equipped)

You'll Ride in Beauty!

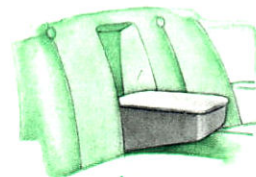
When You Step Inside This De Luxe Interior You Step Outside the World of Ordinary Motoring!



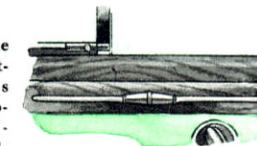
Nash Ambassador Six and Eight Coupe with 27½ Cubic Foot Luggage Compartment

Up . . . down . . . and all around . . . every way you look inside this De Luxe car, beauty meets your eye at every turn.

Dozens of little things to delight a woman's heart . . . to touch a man's vanity. The upholstery is fashioned of finer fabrics with modish horizontal pleating. The seats are faced with leather trim, and leather kick pads protect the doors.



Underfoot, the deep-pile carpeting harmonizes with the rich upholstery. Exquisite chrome beading sparkles on the doors. The garnish mouldings are grained with tenite inserts to match the beautiful De Luxe instrument panel.



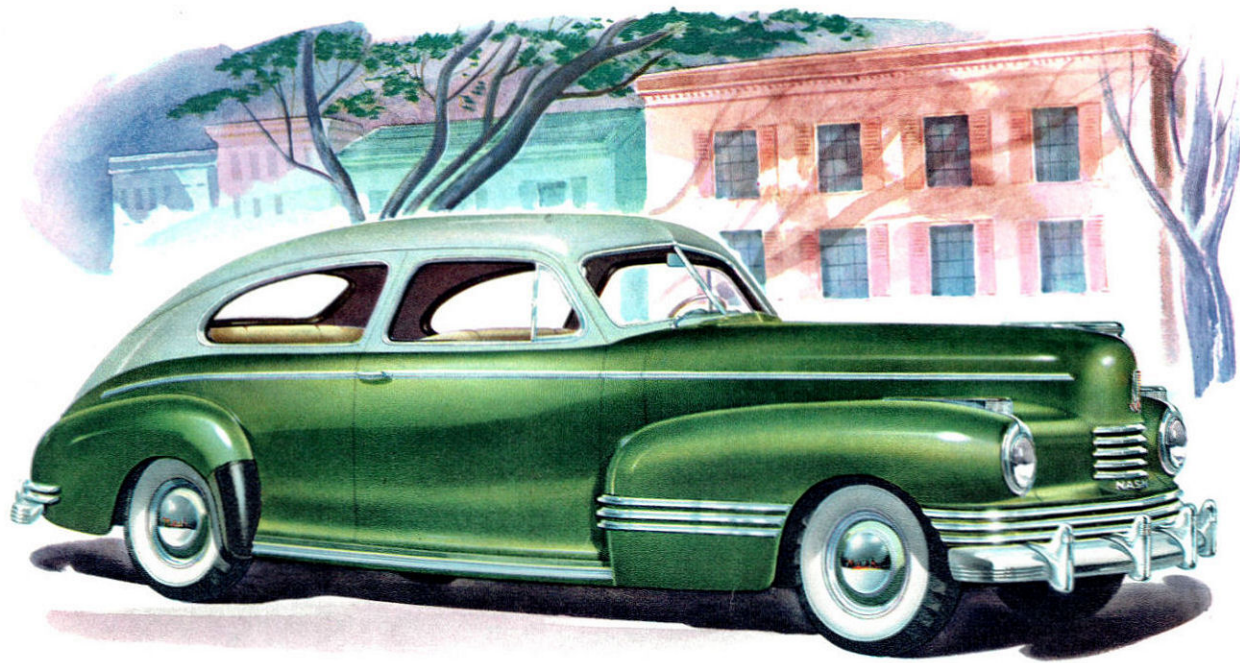
If you want to smoke, there's an ash tray at hand. If you have a package to store away, a roomy compartment is ready to take care of it.

Like armchair comfort? A soft, wide center armrest is available to add the last word to club-car comfort. You can even read while you ride. The center light to the rear gives you the right kind of lighting . . . even for small print.

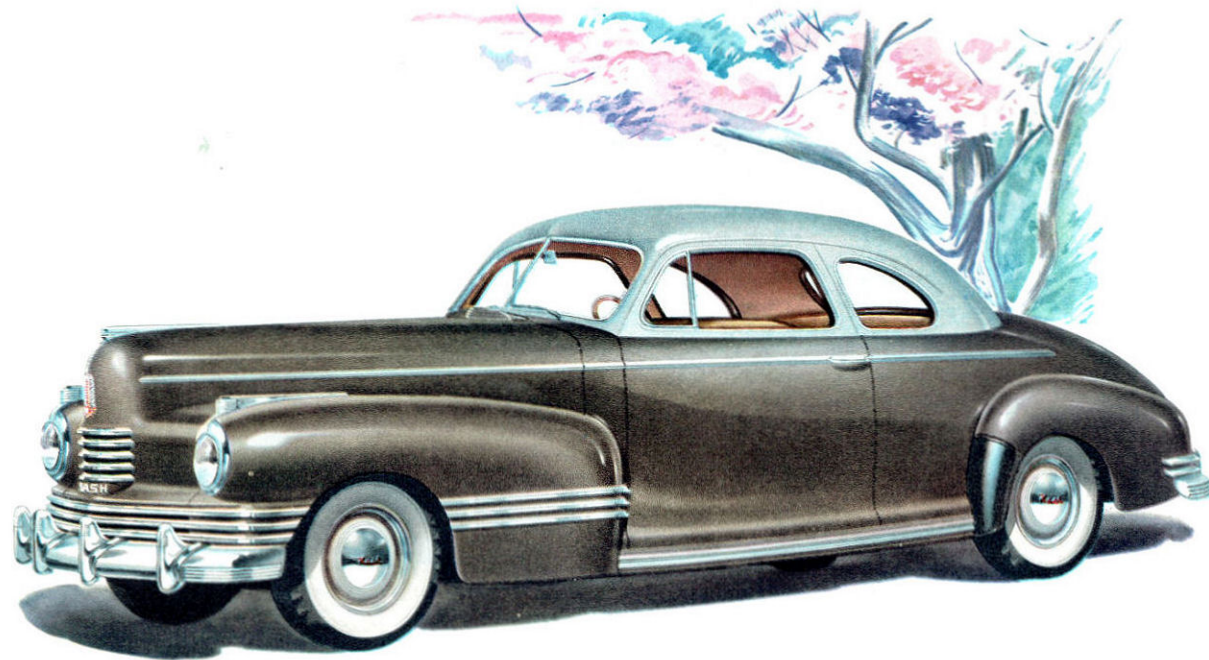
Yes, motoring is quiet, restful and beautiful inside a Nash. Why don't you try it . . . today?

The De Luxe interior illustrated above is optional at a slight extra cost.





Nash Ambassador Six and Eight 2-Door Slipstream Sedan with Concealed Trunk (De Luxe Equipped)



Nash Ambassador Six and Eight Coupe Brougham with Full-width Seats (De Luxe Equipped)

Now you can have your choice of Six or Eight Cylinder engines

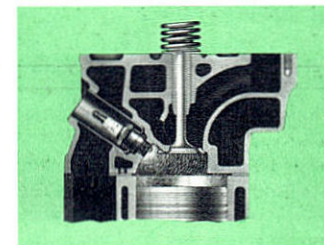
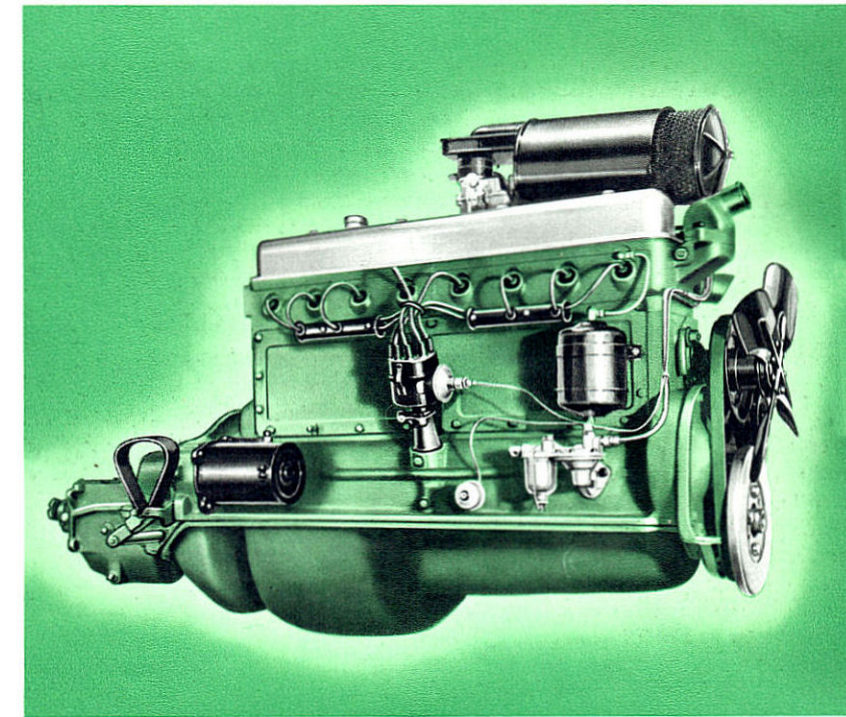
IN THE NASH AMBASSADOR SERIES

IN LINE with Nash policy to reduce motor-ing costs in 1942, the supreme performance of a 115-horsepower Nash Valve-in-Head Eight Cylinder engine is optional in the 121-inch wheelbase Nash Ambassador chassis at extra cost.

Built on the power-pattern that holds all world speed records on land, sea and in the air, these famous Valve-in-Head engines are greater than ever for 1942. They will be a revelation to all motorists, even to our thousands of present Nash Ambassador owners.

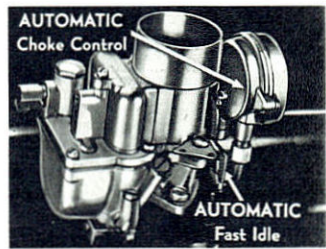
A new high-turbulence, high-compression cylinder head, especially designed for the 1942 Ambassadors, brings new efficiency, power, economy and speed to the famous Nash Valve-in-Head engine. Instant response, good solid acceleration, smooth high-speed cruising . . . all are dramatically improved by this sensational development.

The Ambassador Eight engine has a nine-bearing crankshaft for silky smooth performance under all driving conditions. Sealed-in manifolds, rifle-bored connecting rods and full-pressure lubrication are among the other quality features that contribute to the long life and dependable operation.

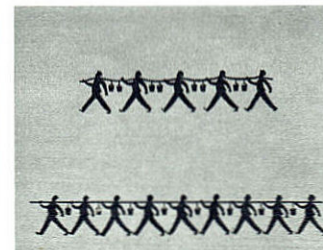
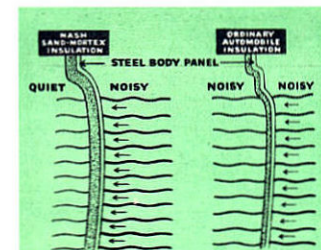


More power from less fuel is achieved by this brilliant new design of combustion chamber, which gives the vapor flow extra turbulence. Each writhing, twisting cloud of gas vapor is exploded completely, instantly, with cyclonic force. The result is new brilliance in performance.

Standard equipment on all Nash Ambassador Sixes and Eights, the Automatic Choke Control insures quick starting in cold weather and prevents over-choking, gives you smooth performance during the warming-up period. Saves money, too—by operating the engine on the most efficient fuel mixture.



Sound waves go through the solid materials used in other cars, but their energy is dissipated by Sand-Mortex insulation applied to the body side panels of all Nash cars. With rock wool at the fire wall, it provides complete insulation.



Nash Ambassador Six and Eight engines have a main bearing on each side of the connecting rod. Just as an increased number of men take the strain off a weighted pole, so more main bearings take the strain off an automobile engine.



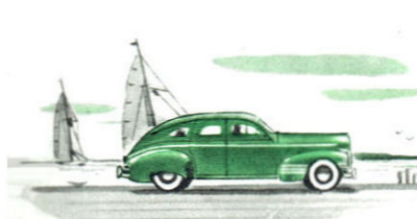
**WARM AS TOAST AT
20° BELOW**

Front seat or back, you can ride without coats or gloves—in the degree of warmth you like best. No chilly drafts, no fogged windshield. No monoxide fumes.



**NO CHILLING DRAFTS IN
CHANGEABLE SPRING**

You're no slave to the vagaries of weather. During the "cold-breeding" months, Nash guards your health against changing temperatures and stuffy, stale air.



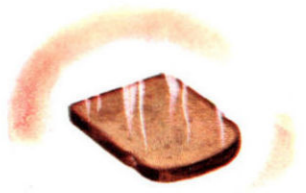
**NO BUGS OR DUST
IN SUMMER**

On the dustiest day, your linen stays clean. You close the windows and yet you breathe fresh, filtered air. No bugs or bees can get in the car and cause trouble.



**NO STUFFY, SMOKY AIR
AT ANY TIME**

Even in a downpour of rain, there's fresh air for everyone. Smokers can enjoy their cigars without complaint from the back seat. The smoke is whisked away.

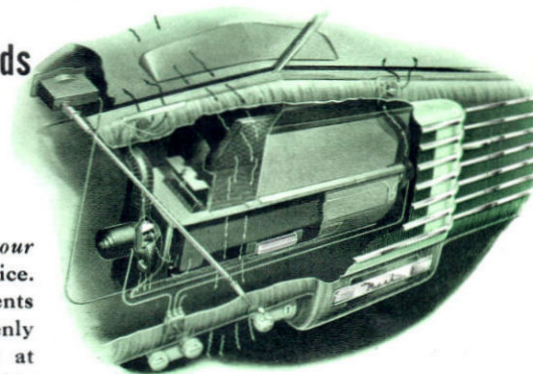


You'll Enjoy



EVERLASTING SPRING WITH Nash Conditioned Air!

There isn't any winter any more—not for the thousands who enjoy Nash Conditioned Air as they drive



PIONEERED by Nash, the famous Weather Eye Conditioned Air system is still an exclusive feature. Any comparison shows why it is superior to other car heating or ventilating devices.

Its one efficient unit supplies you constantly circulated, *fresh conditioned* air... up to 600 cubic feet a minute, with all windows closed.

Simply by twirling the dial on the instrument panel, you "tune in" the comfort you desire. A flood of warm air fills the car—and this, of course, makes hats, coats and gloves unnecessary while you're driving.

You and your family never need dread again the thought of drafts and colds or stuffy, "headachy" air. No more worries about carbon monoxide fumes that often bring tragedy into winter driving.

Despite sleet storms that frost

windshields and cause accidents—*your* windshield stays clear and free from ice.

Even infants or aged grandparents are just as safe in a Nash, with evenly maintained warmth, as they are at home. No sudden drop in the outside temperature can endanger their health.

Your cigar smoke disappears as if whisked away by magic.

In summer, too—your clothing will never become soiled or dusty... Your wife can go to a party any time of the year without having to worry about wind-blown hair or dust from the street soiling her clothes.

It's a new kind of car with a new kind of comfort. Winter driving is as pleasant as a perfect summer's day.

Improved for the Fifth Year

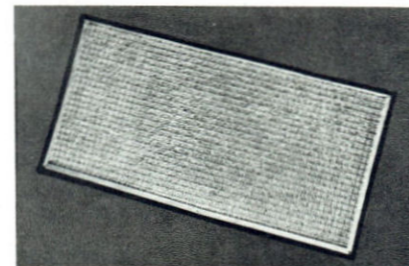
Fresh air enters through fixed cowl ventilator and passes over the rain shedder to remove excess moisture. Dust, dirt, pollen, etc., are removed by filter and air passes directly into the *largest heating core* ever built for a car. Conditioned Air is diffused into car interior through 23-inch wide register, and is circulated under front seat to rear compartment. Large, silent fans give you extra-fast heat, even when car stands still. The heat can be entirely shut off in summer. There are no icy blasts on the back of your neck from open windows in winter.

Yes—any time of the year is the ideal time to drive in a Nash.

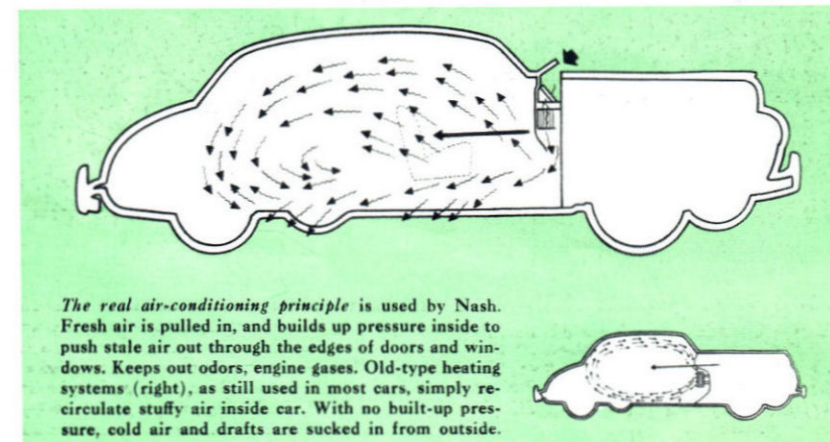
Nash owners will tell you many dramatic stories about the Nash Conditioned Air System... how it has saved lives, prevented accidents... cut down family colds and helped change drab winters from "shut-in" periods to months of good times.

They'll all tell you it's by far the greatest health-comfort feature ever put into a modern automobile!

And this year, Nash brings you an even greater, further improved System. You, yourself, must drive a Nash before you can really believe the miraculous difference that Conditioned Air makes!



You'll be amazed at the large amount of dust, dirt, insects and pollen which this Nash air filter keeps out of the interior of your car.



The real air-conditioning principle is used by Nash. Fresh air is pulled in, and builds up pressure inside to push stale air out through the edges of doors and windows. Keeps out odors, engine gases. Old-type heating systems (right), as still used in most cars, simply recirculate stuffy air inside car. With no built-up pressure, cold air and drafts are sucked in from outside.



BEAUTY

as You Like it... INSIDE and OUT!

NASH DE LUXE ACCESSORIES GIVE YOU APPEARANCE AND COMFORT TO SUIT YOUR INDIVIDUAL TASTE!

"LONG-DISTANCE" RADIO

A masterpiece of radio engineering, styled and designed specifically for the 1942 Nash. In appearance, it enhances the instrument panel with every visible part functionally designed to harmonize with the overall beauty. In performance, it dominates the air waves, reaching out to get more stations and bring them in with a new crystal clarity of tone. Has safety foot switch.

ELECTRIC CLOCK

A beautiful, precision-built time-piece, styled to match other instruments on the new Nash panel. Conveniently located. Easy to read. Consumes negligible current.

CIGAR LIGHTER

Automatic. Electric. Just push it in and forget it. When the element is heated, the lighter releases. A convenient accessory that also adds to your safety. No lighting of matches to distract your driving attention.

VISOR VANITY MIRROR

A handy, attractive, novel accessory. Clips securely on the sun visor and folds out of sight when not in use. Has pencil and etched spaces for recording trip mileage and service information.

EXHAUST EXTENSION

Useful, smart-looking. Deflects exhaust gases downward . . . away from the car. Prevents discoloration of body and bumpers. Heavy, tested chrome plate.

WHEEL TRIM RINGS

Add a finishing touch to the distinguished appearance of the car. Gleaming stainless steel. Rust-proof and rattle-proof. Fit securely. No risk of coming unfastened.

REAR WINDOW SUNSHIELD

Venetian-blind effect shield. Provides clear vision out of the rear window. Lets light in . . . yet keeps sun out.

NUMIMAGE REAR-VIEW MIRROR

Larger, longer, more restful to use. Provides broad vision out the rear window. Returns more vivid images . . . at a glance.

HERE'S stunning beauty to personalize your new Nash! Here's luxurious comfort and extra convenience to make your car something special . . . something that's entirely yours.

Along with the "Million Dollar Beauty" for 1942, Nash designers and engineers created these beautiful, useful accessories to add distinction and smartness and to make the finest motoring even finer.

In keeping with the car, the new accessory line is the most beautiful, most complete that Nash has ever presented. No matter what accessories you like and want for your car, you'll find them here at their very best.

This year, for your convenience in ordering and to save you money, the Nash accessories are available in logical interior and exterior groups. Or you can obtain them separately . . . as individual items at low prices.

Here are the leading groups:

EXTERIOR GROUP

DeLuxe bumpers and bumper guards.
Front fender chrome trim.
Chrome trim on rear of body.
Fender lamps.
License lamp wings.
Chrome window reveals.
Chrome running board mouldings.

INTERIOR GROUP

Chrome door trim strips.
Garnish moulding ornaments.
Grained garnish mouldings.
Engine turned instrument panel overlay.
Electric clock with light.
Cigar lighter.
DeLuxe steering wheel.
Front floor mat carpet insert.
Dual horns. (On "600")

NASH SEAT COVERS

With the new Nash, you have your choice of Special or Deluxe seat covers. The Special covers are smart, durable, open-back covers of brown plaid matting, tailored from Nash factory patterns. The Deluxe covers of gray plaid matting provide additional beauty and wearing qualities for only a slight difference in cost. They cover the entire seats. Both type covers fit snugly and add distinction and comfort to year-'round motoring.

LOCKING GAS TANK CAP

Provides protection against gasoline theft. Limits mileage if car is stolen. Dust cover keeps dust and dirt out of lock. Two keys are furnished with the tank cap.

LICENSE TRIM FRAMES

Neat, trim chrome frames add to the car's distinctive appearance. Prevent color clash. Hide rusty, uneven license edges. Made of rust-proof metal. Adjustable to all sizes.

CONTROLLED SPOTLIGHT

You can aim this powerful spotlight in any direction from the driver's seat. It throws a strong beam to enable you to spot hazards on the highway and locate street names and numbers in city driving.

SEALED-BEAM FOG LIGHTS

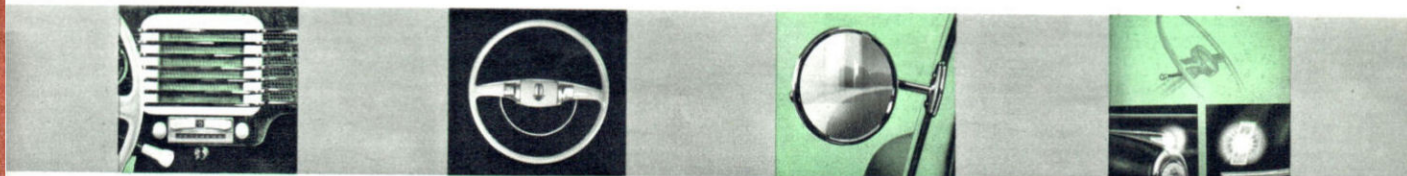
Latest type, sealed-beam amber lights for use in fogs, heavy rains and dust storms. A great convenience and safety factor in difficult driving conditions. Chrome plated shells to match the new Nash spotlight.

WINTER FRONT

Fits on outside of grille. Protects it against action of road chemicals. Prevents dissipation of heat. Contributes to the over-all engine operating efficiency in winter driving.

INSECT SCREEN

Fits over grille to prevent clogging of radiator pores by insects. Particularly useful in some sections of the country.



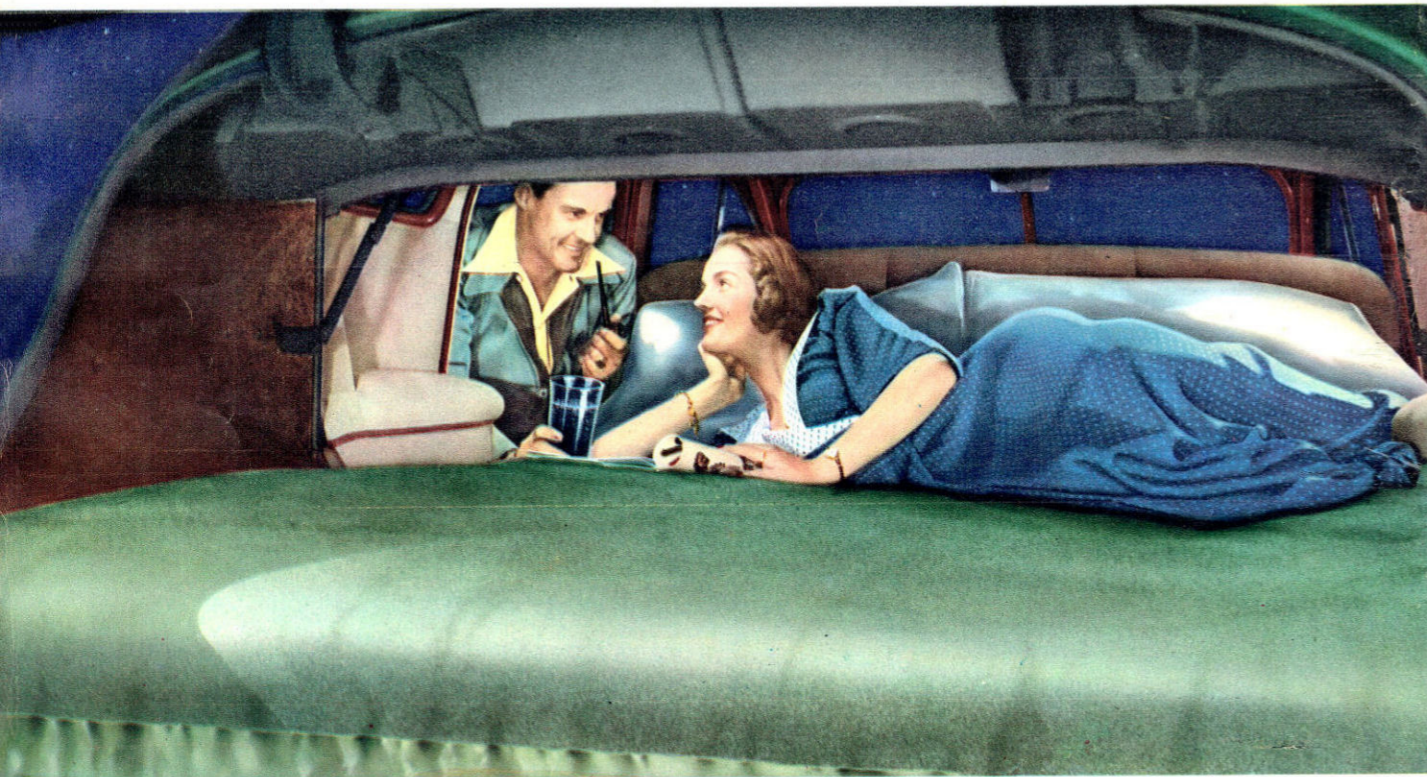
This fine "long-distance" Nash radio has safety foot control, automatic five-station push-button selection, a new independent eight-inch speaker and a neat cowl-type antenna. Styled to match instrument panel.

New and distinctive, this white tenite Deluxe steering wheel matches the interior trim. The rich plastic rectangular-shaped horn button cap adds another smart touch to the beautiful Nash interior.

This safety accessory provides more complete driving vision by eliminating the "blind spot" close to the left of the driver. It is easy to install and it is theft proof when the door is closed and locked.

In Nash, this direction-signal accessory is designed as part of the car, using the fender lamps in front and the twin tail lamps in the rear. It flashes your intention to turn to the right or left to other motorists.

Even a Bed..for Campers, Sportsmen, Week-End Vacationers!



THE WHIM strikes you . . . and away you go . . . for a glorious night's rest in the open or a wonderful weekend in the woods! No thought, no worry about a place to sleep! And, best of all, no lodging costs to pay when you leave!

This can be your life with a beautiful Nash Sedan. Because there's even a bed available for folks who like to get extra fun out of life . . . and save money.

And it's a bed, actually built into the car, like a sleeper berth.

You make it up in less time than it takes to tell about it. The rear seat lifts up . . . the cushion rides forward on tracks and an inner seat back with attached

mattress falls into the space. You unroll another mattress over the luggage space tire rack, toss in your blankets and pillows and . . . the bed's ready.

If you're a sportsman, if you like to hunt or fish, you



vacations gay, carefree and inexpensive. Cross-country travelers report triple savings of time, trouble and money. Salesmen like it because it makes them independent of time-tables, helps them cover more territory . . . at less expense. Physicians, police and firemen are just as enthusiastic.

They use the bed car as an emergency ambulance. This year, the built-in bed is available in a "Million Dollar Beauty," along with thrilling performance and amazing economy for the same price you'd pay for an ordinary lowest-price car.

have a tremendous advantage over the other fellow. You can cruise to your favorite spot the evening before, get a good night's sleep and be up with the dawn to cast the first fly or fire the first shot.

If it's camp life you like, you've got a portable steel "cabin" to turn your weekends into vacations . . . to make your



Why Nash Cars LAST LONGER_ COST LESS TO RUN_

NASH HAS always built a good car. Even our competitors admit it. And today, the proof is out on the highway. Nash has built more than 1,350,000 cars in the past quarter century and here's the most dramatic part of all!

Nearly half that total are still registered, and still in active service for their owners.

This record of long life is, we believe, without equal in the industry . . . without parallel in automotive history. Certainly it is attested to by Nash's high resale value.

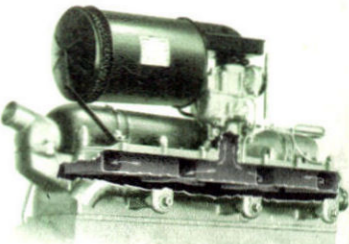
It explains why Nash has grown to be the fourth largest company, financially, in the automobile industry.

It explains why Nash makes more of its own parts than any other car manufacturer — except one.

The rest of the story is highlighted on these pages . . . in the extra engineering care that goes into the construction of these great cars . . . in the great automobile developments that Nash has pioneered and perfected for the motoring public.

Today, more than ever before, with production restrictions in effect, it will pay you to buy the car that will *stand up better* . . . the car that will *cost less to run* . . . the car that will be *worth more* when you trade in on a new car.

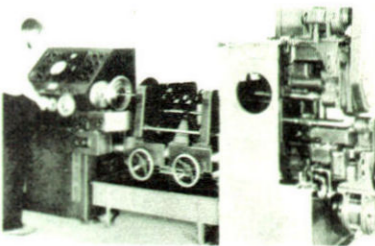
The new "Million Dollar Beauty" Nash Ambassadors for 1942 are the ultimate results of 25 years' experience building fine quality motor cars. They inherit all the traditional dependability and rugged strength of previous models and add revolutionary new features to this innate quality. Nash cars are engineered far in advance of the field to stay modern for years to come.



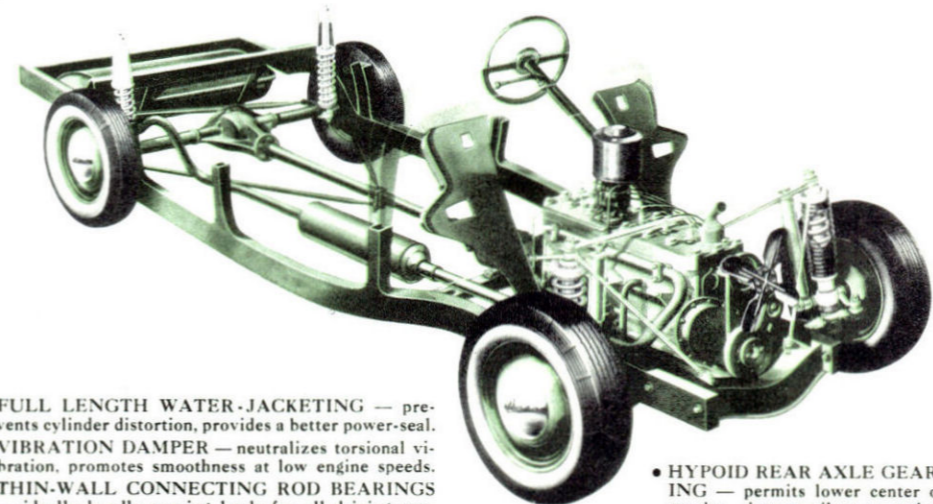
To save you gasoline — intake manifolds are enclosed within the engine, for greater uniformity in temperature. The leanest gas mixture suffices for extremes of weather the year 'round, and you enjoy the same sparkling performance every day.



To save you body repairs — all sheet metal including body as well as fenders, is Bonderized to prevent rust. This rust-proofing process provides a tenacious bond for the Permalux enamel — makes finish seven times more resistant to rust.



To save you repairs — the crankshaft, fly-wheel and clutch plate are balanced as a unit by a new machine using the radio principle. The precision running balance of these important engine parts insures operating smoothness. Exclusive with Nash!



- FULL LENGTH WATER-JACKETING — prevents cylinder distortion, provides a better power-seal.
- VIBRATION DAMPER — neutralizes torsional vibration, promotes smoothness at low engine speeds.
- THIN-WALL CONNECTING ROD BEARINGS — ideally handle varying loads for all driving conditions . . . have long life.
- DOUBLE AUTOMATIC SPARK CONTROL — provides two-way automatic control for best economy.
- SEALED-IN MANIFOLDING — make use of leanest mixture possible for year 'round top performance.
- 100% FULL PRESSURE OILING SYSTEM — insures full pressure lubrication of all engine bearings.
- CRANKCASE VENTILATION — reduces harmful crankcase dilution that causes destruction of finely polished bearing surfaces . . . lengthens engine life.

• HYPOID REAR AXLE GEARING — permits lower center of gravity . . . insures silent operation.

- SUPER-HYDRAULIC BRAKES — are of sufficient size to provide long lining life . . . to insure safe, straight-line stops when needed in emergencies.
- CHAIN DRIVEN CAMSHAFT — a fine car feature that results in silent timing gear operation.
- FRICTION REDUCING BEARINGS — both ball and roller types are used throughout chassis.
- CARBURIZED TRANSMISSION GEARS — carefully heat-treated to produce tough wearing surfaces for silent operation . . . to last thousands of miles.

To save you oil — all Nash connecting rods are rifle-bored, for complete lubrication of cylinder and piston pin. Few cars offer it — Nash, alone, in the lowest-price field. This assures long piston pin life with permanently quiet engine operation.





"GET IN AND DRIVE THIS GREAT NASH CAR —YOU'LL BE HAPPIER DEALING WITH US!"

In all the time I've been selling Nash, I've never seen such fine cars as they're turning out this year.

"Million Dollar Beauty" just tells part of the story. These grand cars are as great as their appearance indicates.

And when you consider how much money they save you — not only in purchase price, but in day-to-day running expense — you'll understand why we say this Nash is the "car of the hour." It arrives just at the time when the conservation of gasoline and materials is so important — just when it's not only wise but patriotic too, to own the car that goes farthest on a gallon of gasoline!

And even though we are restricted in the number we can sell... it's a case of "fewer-but-finer" cars... and "fewer-but-friendlier" owners.

Each one of these "Million Dollar Beauties" is made to perform so well

that when we can take the lid off of production it will win *ten* new friends to Nash. And our relations with our owners are conducted on a basis that will assure us that we will have the ten new friends ready and waiting when that time comes. We are strong in the belief that there is no better salesman than a satisfied owner... and we are determined to make every one of our owners an enthusiastic booster.

We are doubly anxious to render you the kind of friendly service you'll like... the kind that will save you money and make your contacts with us pleasant and a source of complete satisfaction... whether it's on a new car, used car, or your present car.

I'd appreciate the opportunity of showing you *how* this new Nash is built, and *why* we believe you'll be happier dealing with us!

(Signed) *Your Nash Dealer*

THERE ARE NASH DEALERS FROM COAST TO COAST READY TO SERVE YOU