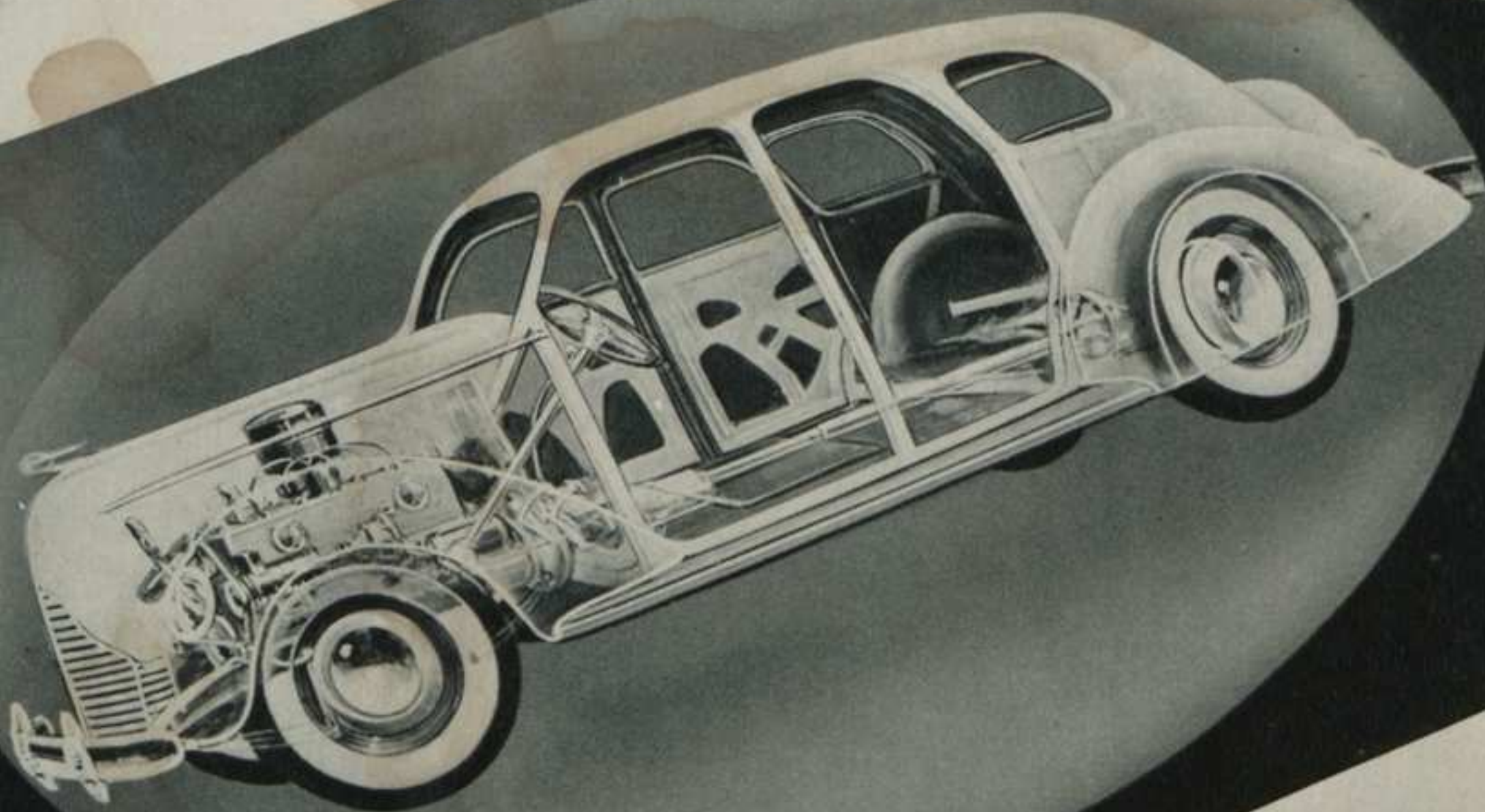


# THE AUTOMOBILE X-RAY FOR 1940

HENRI NADINA  
UNIVERSAL STUDIO  
SPECIAL NASH  
REPRESENTATIVE

HENRI NADINA  
NASH CALIFORNIA CO.  
RICHMOND 0331  
1240 So. Figueroa St. Los Angeles



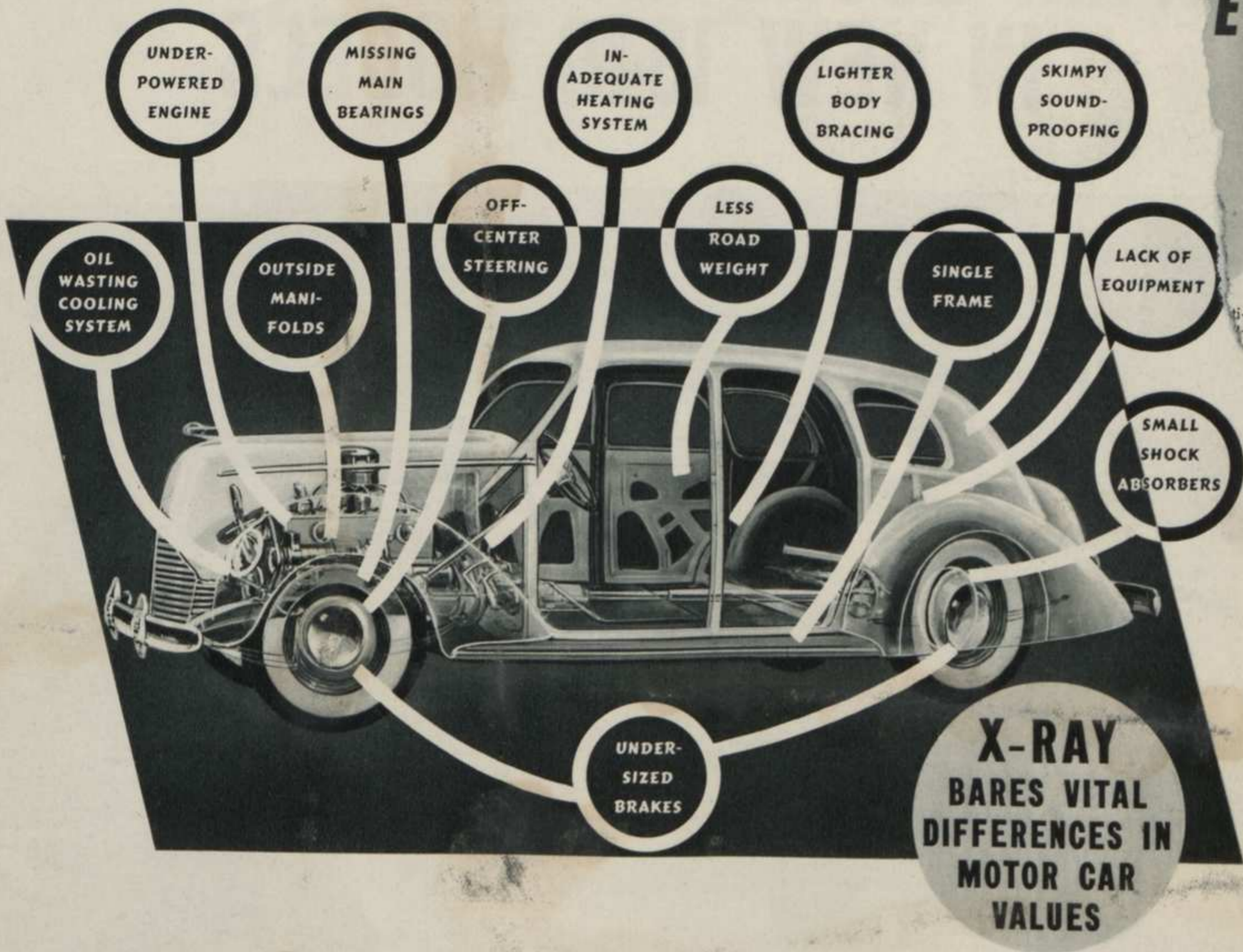


*Everybody Says:*

All Cars are Good Cars!

● Year after year, a growing sameness of car appearance in the industry as a whole, together with the increasing use of "interchangeable parts," have fostered the idea among motorists that "all cars are pretty much alike." Probably you've said it yourself . . .

**But Let's Look—  
UNDER THE SKIN!**



# SEE THE REAL FACTS THROUGH THE IMPARTIAL EYE OF THE X-RAY

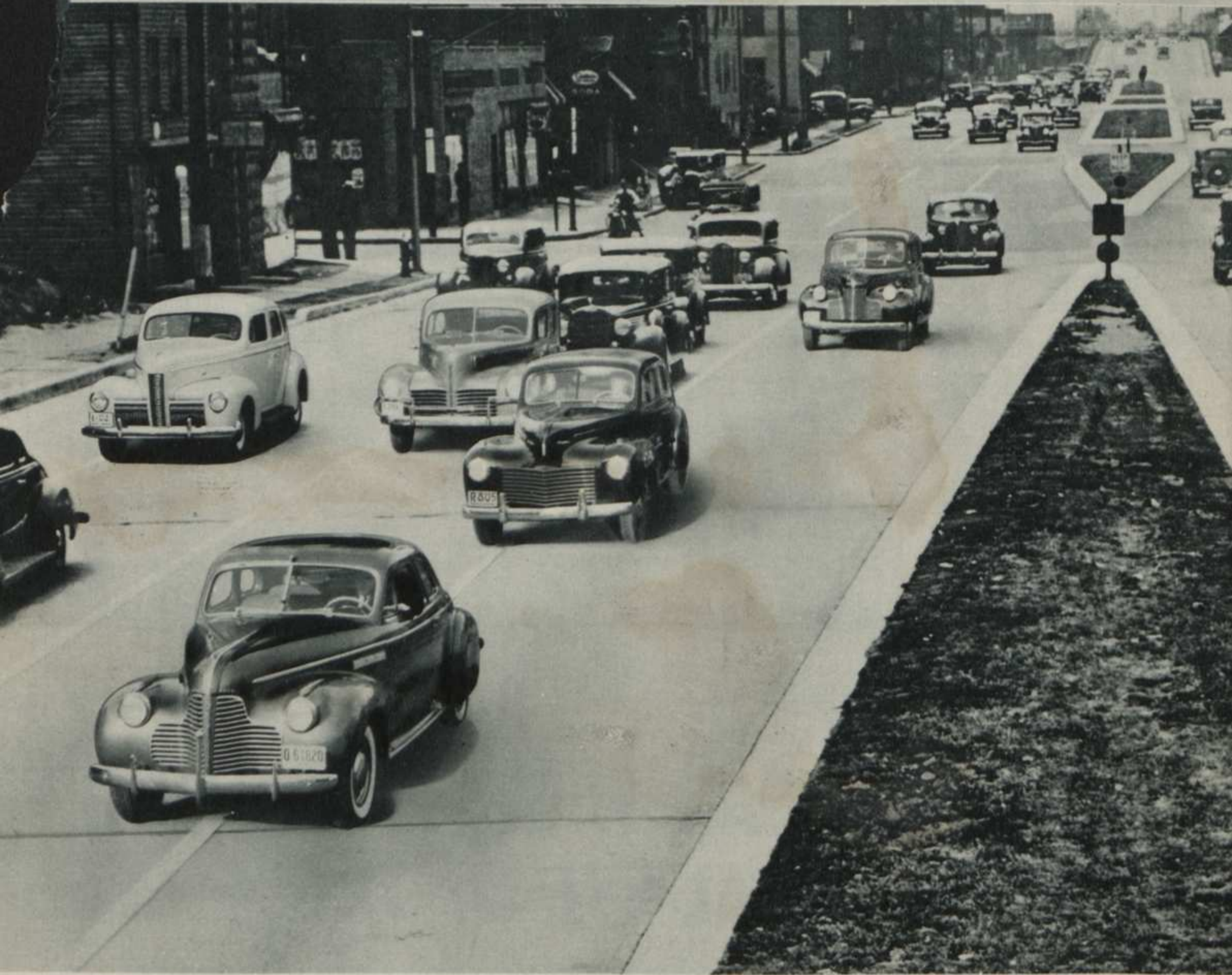
What do you get for your automobile dollar in 1940? It's more important than ever not to be fooled this year! For some motor cars have gone the limit in "stretching out" wheelbase and width . . . while at the same time reducing weight and cutting corners to save manufacturing costs.

You'll want to know: Which cars have been "inflated" in size to look like a lot for the money? Which have skirted the

danger-line in taking out all important weight and strength?

The Automobile X-Ray reveals the real, IMPARTIAL FACTS. The X-Ray is unique in automobile literature—for it, alone, lets you see the inside facts on how motor cars are built—enables you to compare values so you can judge for yourself which make really gives you the things you want in a motor car!

# X-RAY LOOKS AT "DISTINCTION" IN NEW 1940 MODELS



## WHAT IS IT? *Can You Tell?*

There's no question when it's a Nash! As far as the eye can reach, the smart, clean-cut distinction of Nash cars stands out! But most 1940 cars look as "like as two peas!" At a little distance it is hard to tell them apart. The "All Three" cars not only resemble the higher-priced units of their respective "families" . . . but they actually have a strong similarity to each other! Prove it with your own eyes. See how instantly you recognize Nash in the traffic stream . . . and how most of the other 1940 cars seem to lose their identity in a general sameness of appearance, a half block away!

**BUY MODERN**  
It Will Save You  
Money When You  
Trade In!

# "LOOK ALIKE" DETAILS

GIVE MOST 1940 CARS THE SAME  
GENERAL APPEARANCE



Some cars offer a compromise  
between built-in trunk and slip-  
stream back on sedan models.

Others offer only the trunk-back  
design with no other options in  
their four-door sedan models.

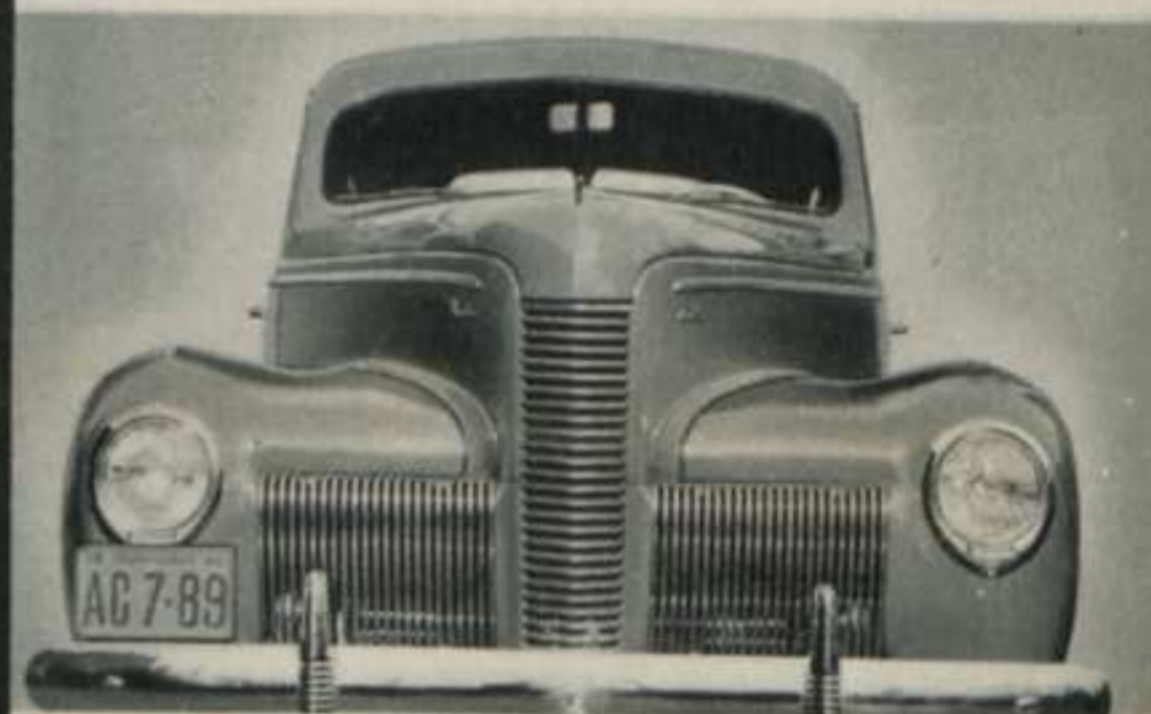
But in Nash you have your  
choice of either trunk or slip-  
stream back at no extra cost.

## DISTINCTIVE NASH DETAILS

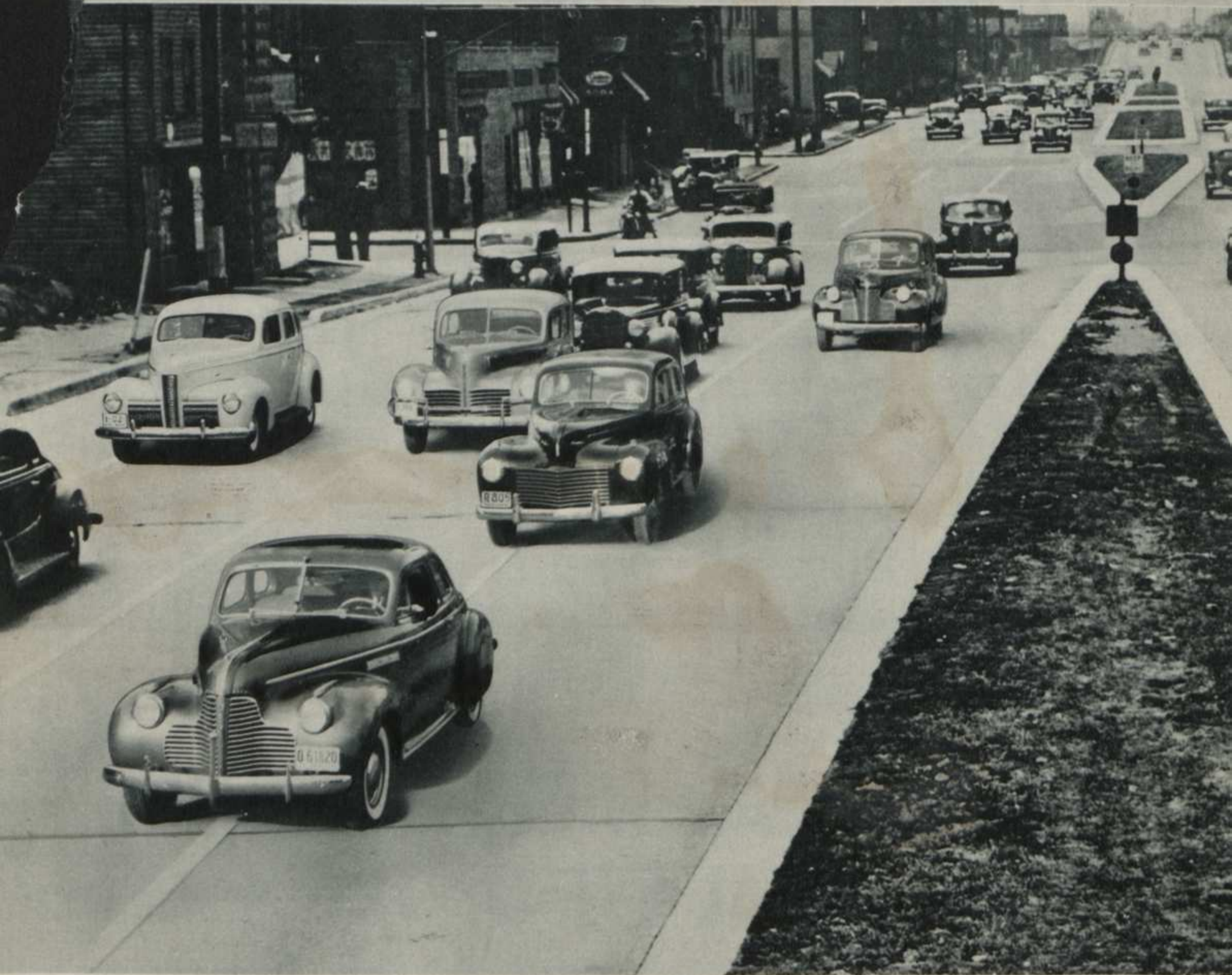
Here's why the slim, rakish smartness of the beautiful new Nash is a "standout" in the general monotony of 1940 car design.

Altogether . . . or part by part . . . it's as DIFFERENT as day from night!

Look again at Nash's clean, finely-wrought front end . . . its massive "tear-drop" fenders . . . its sleek, streamlined stern. There's a truly modern look . . . an impression of speed in the long, slender body lines that arch along the sides. The gleaming, new-type sealed-beam headlights, the narrow chrome ribs, the daring prow, the "custom look" of the coachwork, all contribute to this masterpiece of distinction.



# X-RAY LOOKS AT "DISTINCTION" IN NEW 1940 MODELS



## WHAT IS IT? *Can You Tell?*

There's no question when it's a Nash! As far as the eye can reach, the smart, clean-cut distinction of Nash cars stands out!

But most 1940 cars look as "like as two peas!" At a little distance it is hard to tell them apart. The "All Three" cars not only resemble the higher-priced units of their respective "families" . . . but they actually have a strong similarity to each other! Prove it with your own eyes. See how instantly you recognize Nash in the traffic stream . . . and how most of the other 1940 cars seem to lose their identity in a general sameness of appearance, a half block away!

**BUY MODERN**

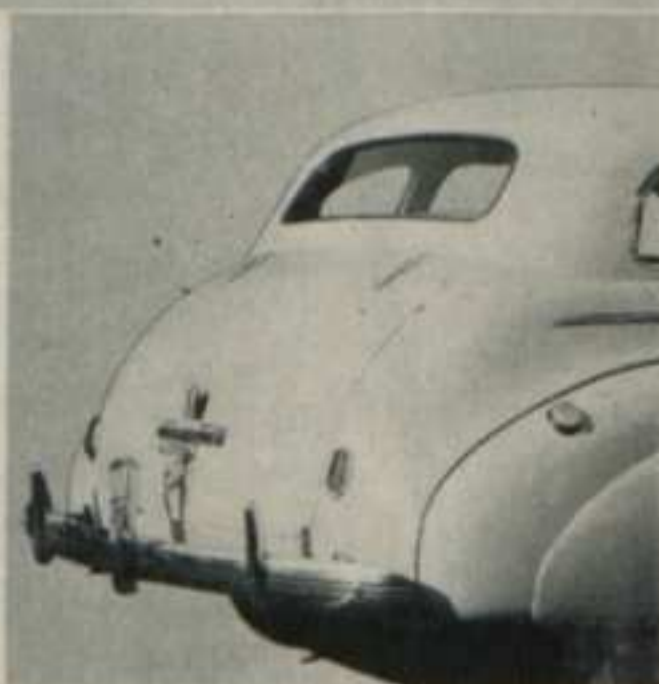
**It Will Save You  
Money When You  
Trade In!**

# "LOOK ALIKE" DETAILS

GIVE MOST 1940 CARS THE SAME  
GENERAL APPEARANCE



Some cars offer a compromise between built-in trunk and slip-stream back on sedan models.



Others offer only the trunk-back design with no other options in their four-door sedan models.



But in Nash you have your choice of either trunk or slip-stream back at no extra cost.

## DISTINCTIVE NASH DETAILS

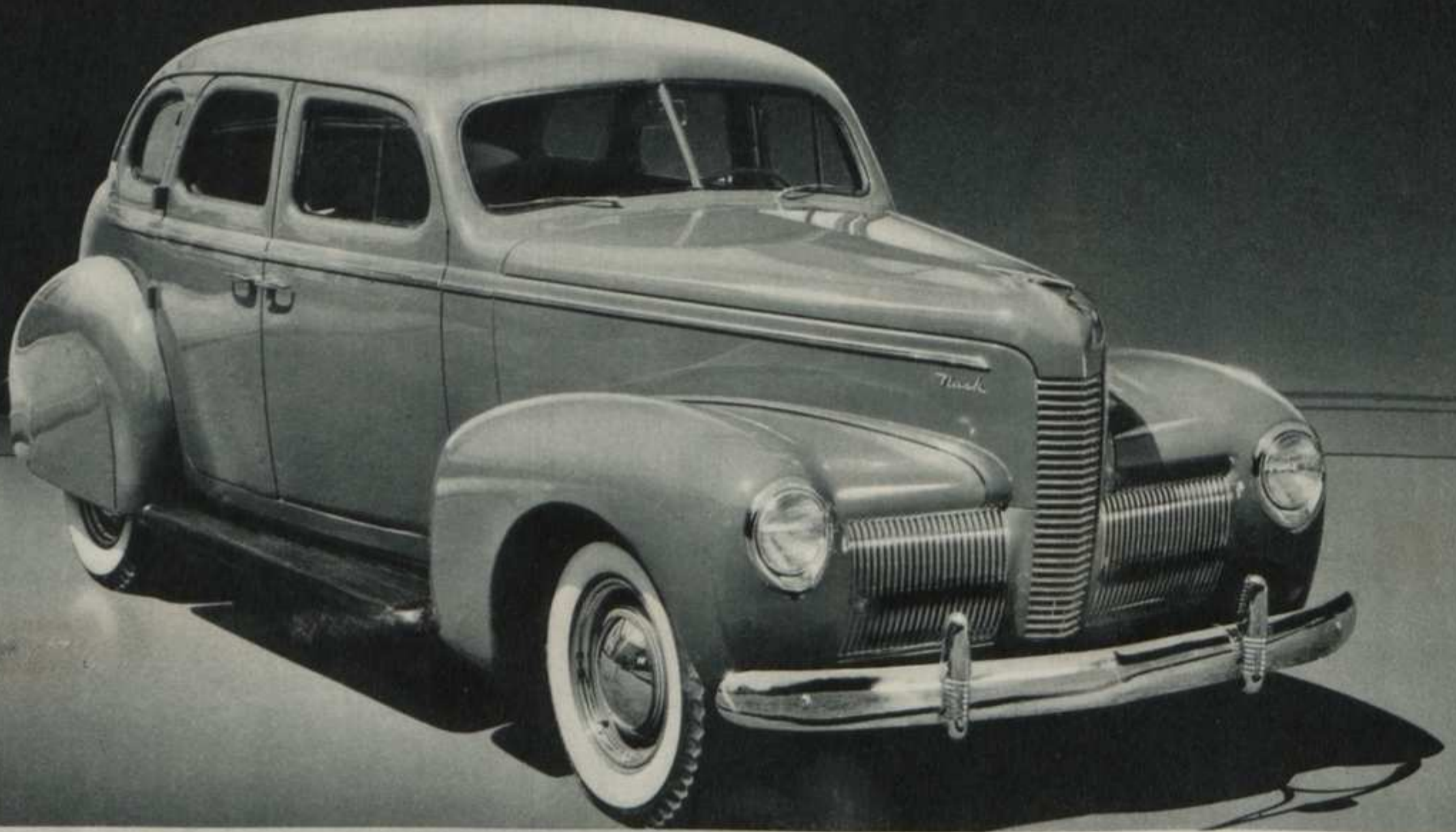
Here's why the slim, rakish smartness of the beautiful new Nash is a "standout" in the general monotony of 1940 car design.

Altogether . . . or part by part . . . it's as DIFFERENT as day from night!

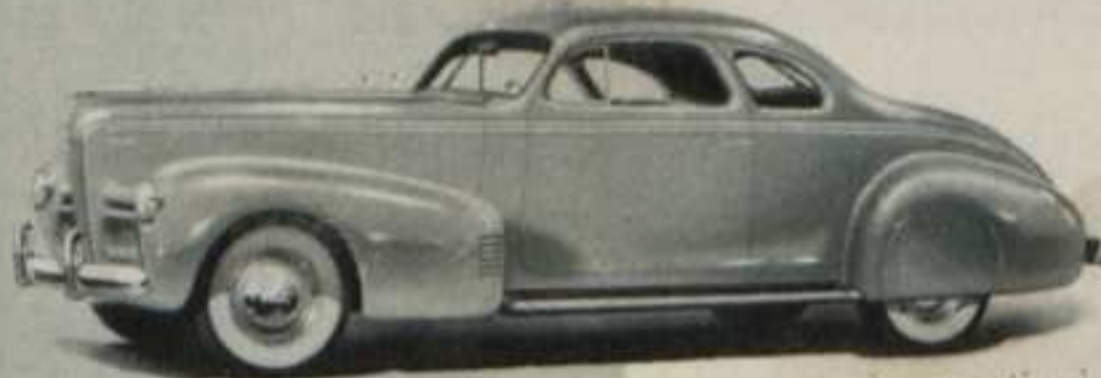
Look again at Nash's clean, finely-wrought front end . . . its massive "tear-drop" fenders . . . its sleek, streamlined stern. There's a truly modern look . . . an impression of speed in the long, slender body lines that arch along the sides. The gleaming, new-type sealed-beam headlights, the narrow chrome ribs, the daring prow, the "custom look" of the coachwork, all contribute to this masterpiece of distinction.



# X-RAY LOOKS AT NEW NASH ★ STYLING FOR 1940 ★



Four-Door Trunk Back Sedan



Coupe Available in All-Purpose (4-Passenger) and Business Models



Convertible Coupe (5-Passenger)



Victoria Sedan with Luggage Compartment in Slipstream Back



Four-Door Sedan with Luggage Compartment in Slipstream Back

The body models pictured on this page are available in the three great series of 1940 Nash cars:

**NASH LAFAYETTE**  
117" Wheelbase  
99 Horsepower

**NASH AMBASSADOR SIX**  
121" Wheelbase  
105 Horsepower

**NASH AMBASSADOR EIGHT**  
125" Wheelbase  
115 Horsepower

**HOW TO JUDGE A CAR ON STYLE**

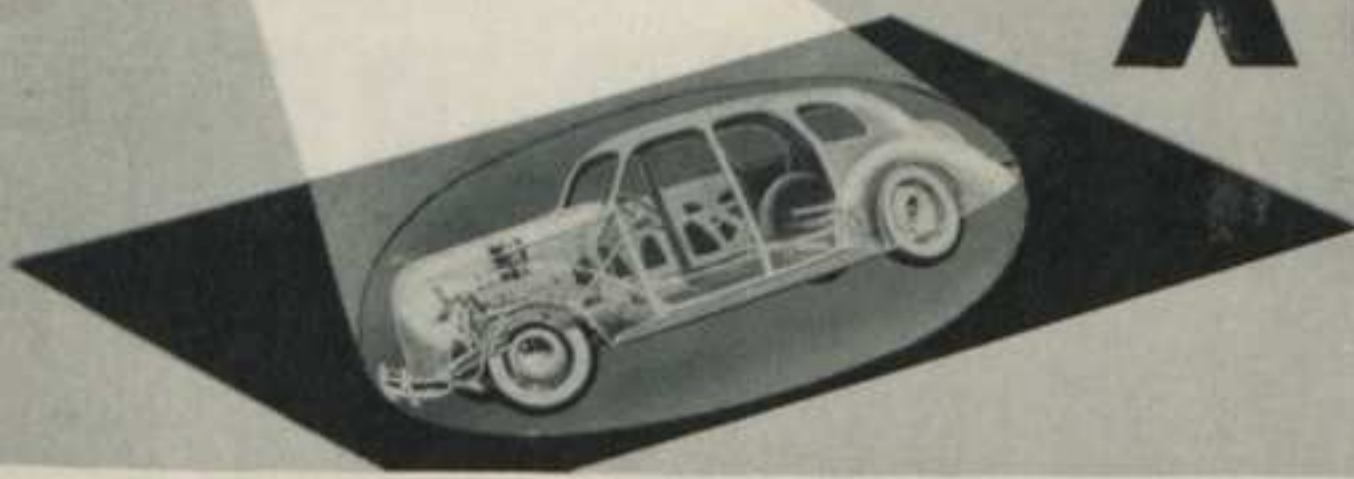
- Does it avoid looking like the rest—does it have distinctive styling?
- Does it have lights in fenders?
- Do you get the choice of either trunk-back or slipstream models?
- Are hood sides clear of disfiguring louvers?
- Have all wind-catching and noise-making impediments been removed?

**THE NASH ANSWER TO ALL THESE QUESTIONS IS "YES"—IT'S THE CAR TO BUY!**



# X-RAY *Compares*

## HEATING AND VENTILATING SYSTEMS FOR 1940



Revolutionary in principle—magic in its comfort—miraculous in its effect on motoring health and enjoyment—no wonder the amazing Nash "Weather-Eye" system of Conditioned Air immediately became the target of imitators when it was introduced in 1938! Pioneered by Nash—the sensational acceptance of the new system instantly made all previous methods of automobile heating and ventilating old-fashioned. The following year saw other cars rush in with make-shifts in an effort to imitate the fine results and to capitalize on the tremendous interest created.

Now after three years of brilliant success for Nash, practically all cars this year offer some form of so-called "conditioned air." However, no other system can copy the exclusive "Weather-Eye" advantages. These belong to Nash alone. Three years of development have given Nash matchless experience in the field. Nash has progressed far ahead of the experimental stage of those manufacturers now offering "conditioned air" for the first time.

It is a part of buying wisdom to check the efficiency and dependability of new systems with care, for not all of them produce equal results. On following pages the X-Ray compares the Nash "Weather-Eye" system with other methods of heating and ventilating.

### JUNE AT YOUR FINGER-TIPS!

Just twirl a tiny dial to the warmth you want—and the Nash "Weather-Eye" automatically keeps the temperature at the comfort level of your choice despite outside weather changes.



# X-RAY REVEALS HOW NASH "WEATHER-EYE" MEETS EVERY REQUIREMENT FOR PERFECT

You can set the dial of Nash's Automatic Conditioned Air System to the weather you want—and forget it! The amazing "Weather-Eye" magic does the rest. The diagrams at right and lower left show how Nash's exclusive system, perfected through more than three years of development, keeps the car interior filled with ever-fresh air, pre-heated to the comfort level of your choice. On this and following pages the X-Ray shows you how Nash's "Weather-Eye" and competitive systems measure up to the fundamental requirements of car Conditioned Air—listed below.

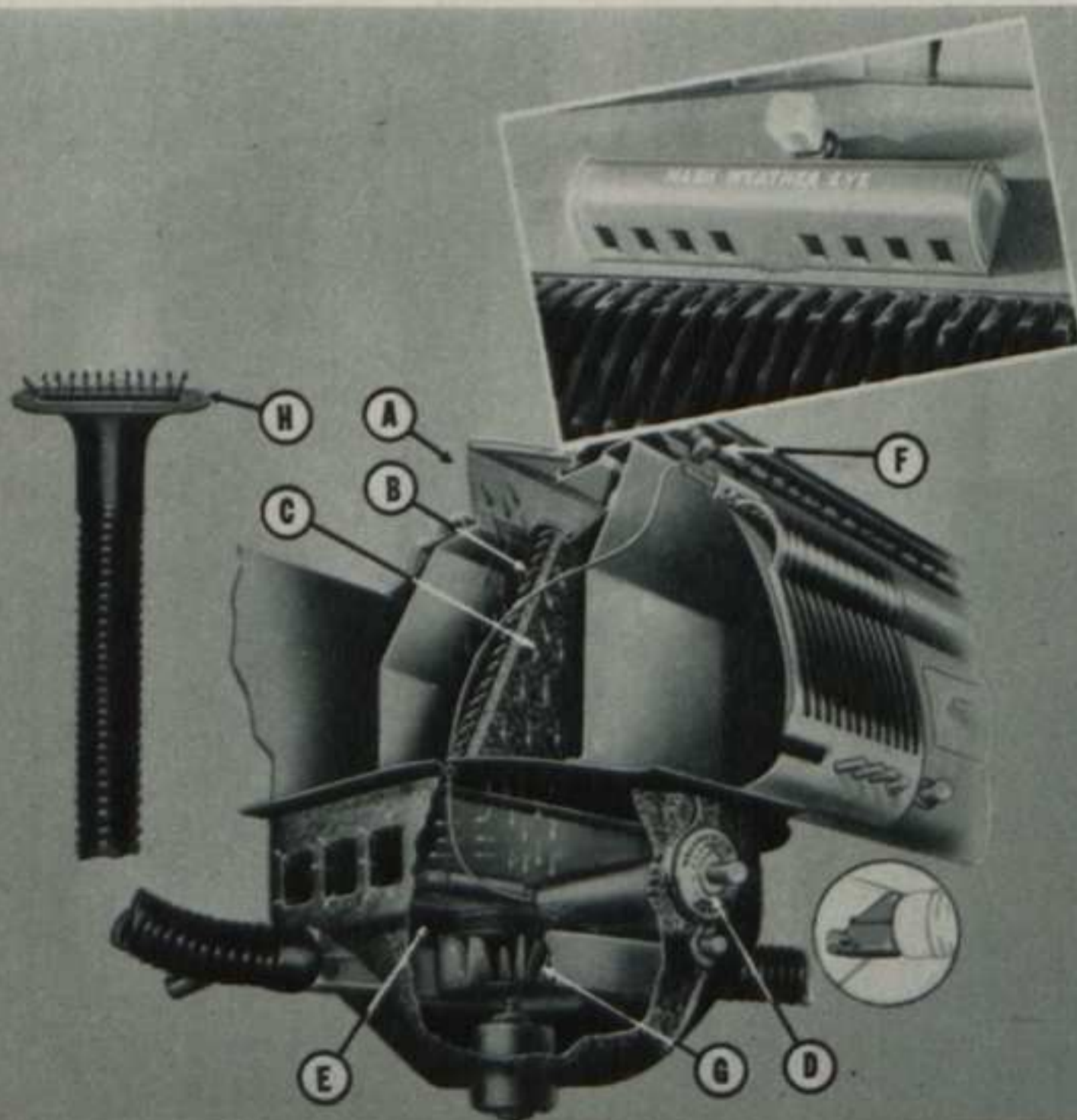
- (1) An always adequate supply of fresh air.
- (2) Adequate pressure to operate efficiently under all conditions.
- (3) Ample heating capacity for large volumes of fresh air.
- (4) Automatic thermostat control—to keep car interior temperature uniform.
- (5) Complete air filtering system.
- (6) Elimination of windshield fogging and frosting.
- (7) Constant expulsion of stale air, smoke and body moisture.
- (8) Prevention of danger and discomfort from carbon monoxide.



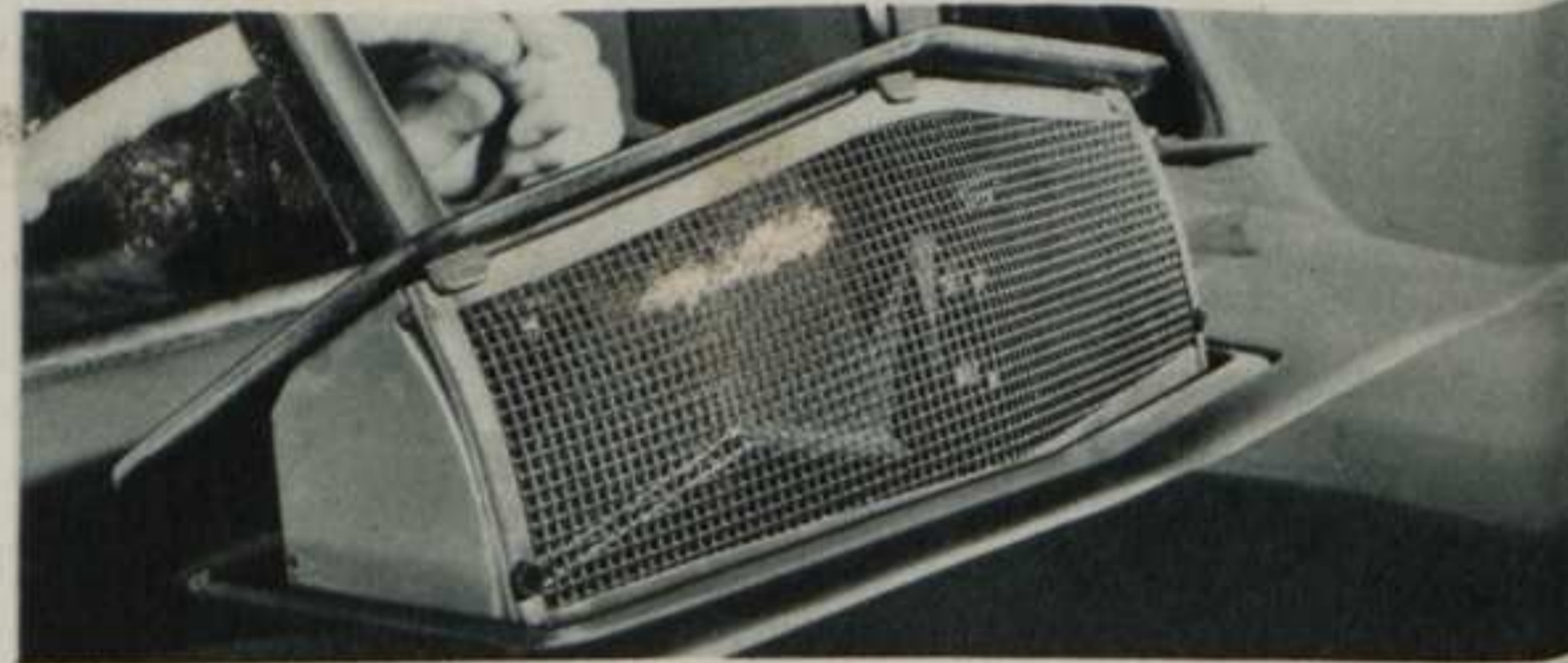
The influx of from 200 to 600 cubic feet of fresh, outside air each minute, through the "Weather-Eye" system, builds up a slight pressure inside the Nash body—which equally distributes fresh, warmed air throughout the car—expels old, stale air, tobacco smoke, fumes and moisture. Stale air is not recirculated and rebreathed. Windows and windshield don't fog, because breath and body moisture are carried out instantly.



This diagram shows how ordinary cars in motion create a partial vacuum that constantly pulls in unfiltered outside air, dust and even dangerous carbon monoxide fumes from under the hood. Instead of creating inside pressure to expel stale air, tobacco smoke and fumes, the outside pressure actually imprisons much of this foul atmosphere within the car, where it is recirculated and rebreathed over and over again!



The simple, positive operation of this perfected system is explained by the following key: (A) Fresh air intake through the cowl ventilator brings in up to 600 cubic feet of air per minute. (B) Rain shedder. (C) Filter cleans air of dust and dirt. (D) "Weather-Eye" Dial sets automatic thermostat for control of car comfort level. (E) Large capacity heating core. (F) "Weather-Eye" thermostat turns heat on or off to maintain constant inside temperature. (G) Electric fan pulls in fresh air when car is standing still. (H) Positive windshield defroster.



Located in the cowl for maximum efficiency, the Nash "Weather-Eye" Fresh Air Intake "scoops" in up to 600 cubic feet of fresh outside air per minute. Compare this to the trickle of fresh air that other systems are equipped to handle. Smoke vanishes as if by magic. Fresh air is constantly forced in, filtered, warmed to desired comfort level, while used air, odors, tobacco smoke are expelled under the steady pressure created within the car interior.

# WEATHER-EYE™ SYSTEM MEETS DIRECT HEATING AND VENTILATING



**NO  
DRAFTS**

With the open cowl ventilator scooping in a continuous quantity of fresh outside air, a slight internal pressure is created. This precludes the possibility of cold drafts leaking in around the edges of the windows and doors since all air travel is outward. Gentle circulation of fresh, warmed air without drafts, makes motoring a pleasure all winter long.



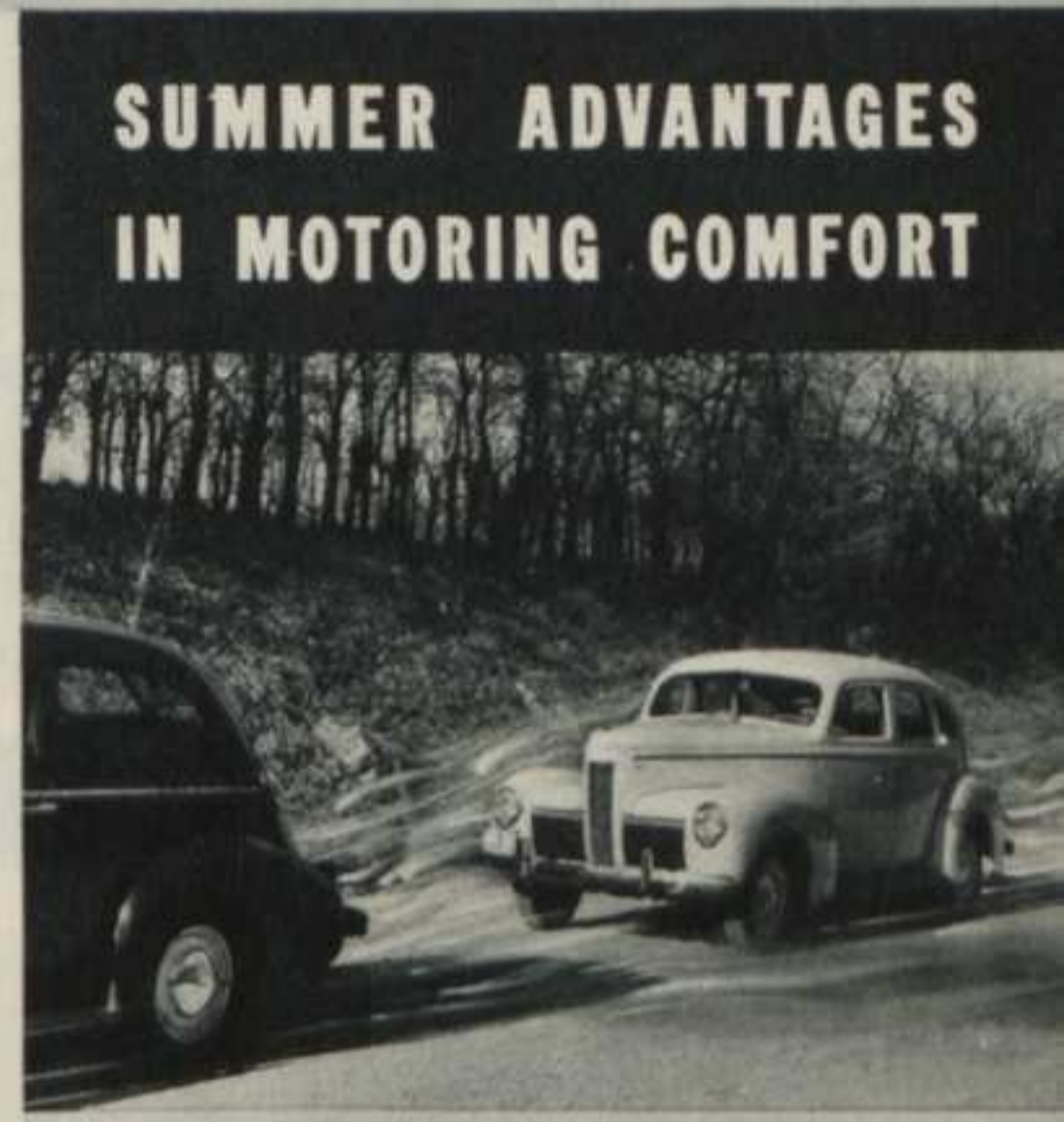
**NO  
WINDOW  
STEAMING**

Breath and body moisture is instantly whisked away under pressure before it can obscure driving vision. This prevents window steaming and fogging as in most cars and maintains visibility even under the most severe conditions. Driving in cold or stormy weather is safer because windows do not steam or frost up from breath moisture.



**POSITIVE  
DEFROSTER  
FOR  
STORMIEST  
WEATHER**

For blizzard conditions, a flick of the finger directs a blast of warm air directly against both right and left windshields, to swiftly clear off snow or sleet. These emergency defrosters attached to "Weather-Eye" system are positively efficient even in stormiest weather.

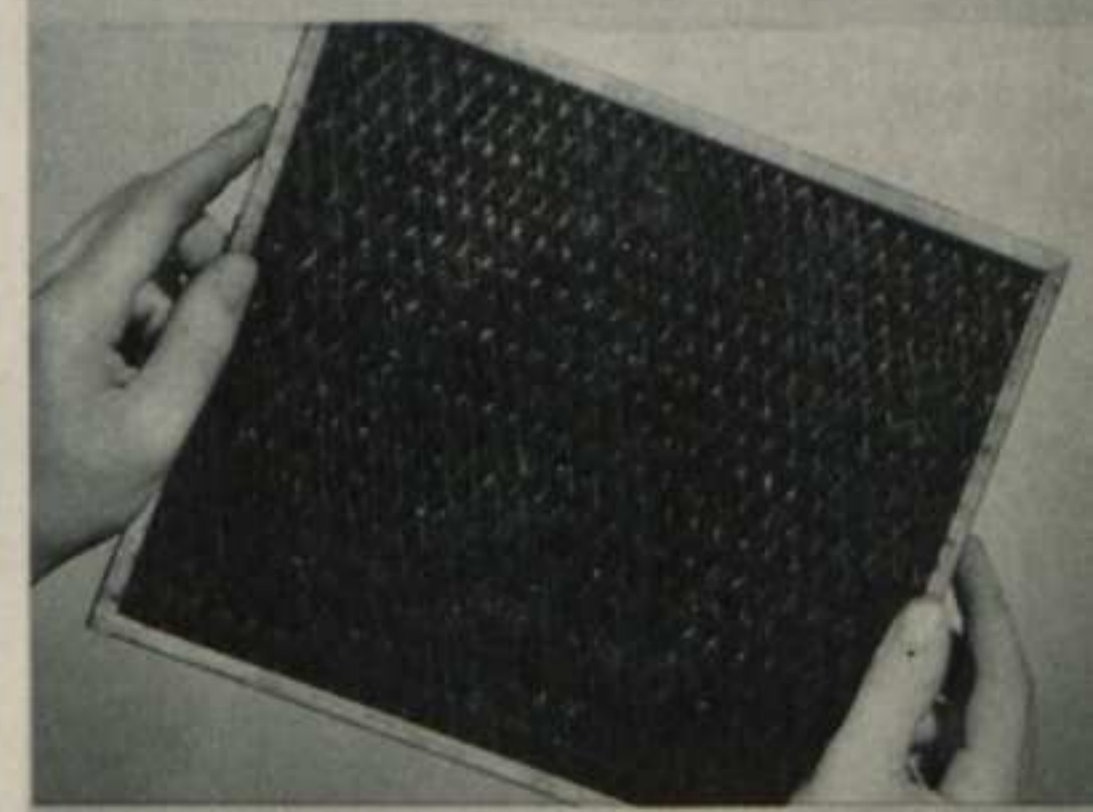


**SUMMER ADVANTAGES  
IN MOTORING COMFORT**

With all the windows closed tight against outside dust and dirt, you can ride through a "dust storm," yet breathe clean air—and arrive fresh and immaculate, without even so much as a hair out of place.



Just as in a dust storm, you can also close all windows against summer rains, yet have plenty of fresh air to breathe. Nash has a rain shedder in the "Weather-Eye" Conditioned Air system, which keeps out all wet weather, even in a driving rain.

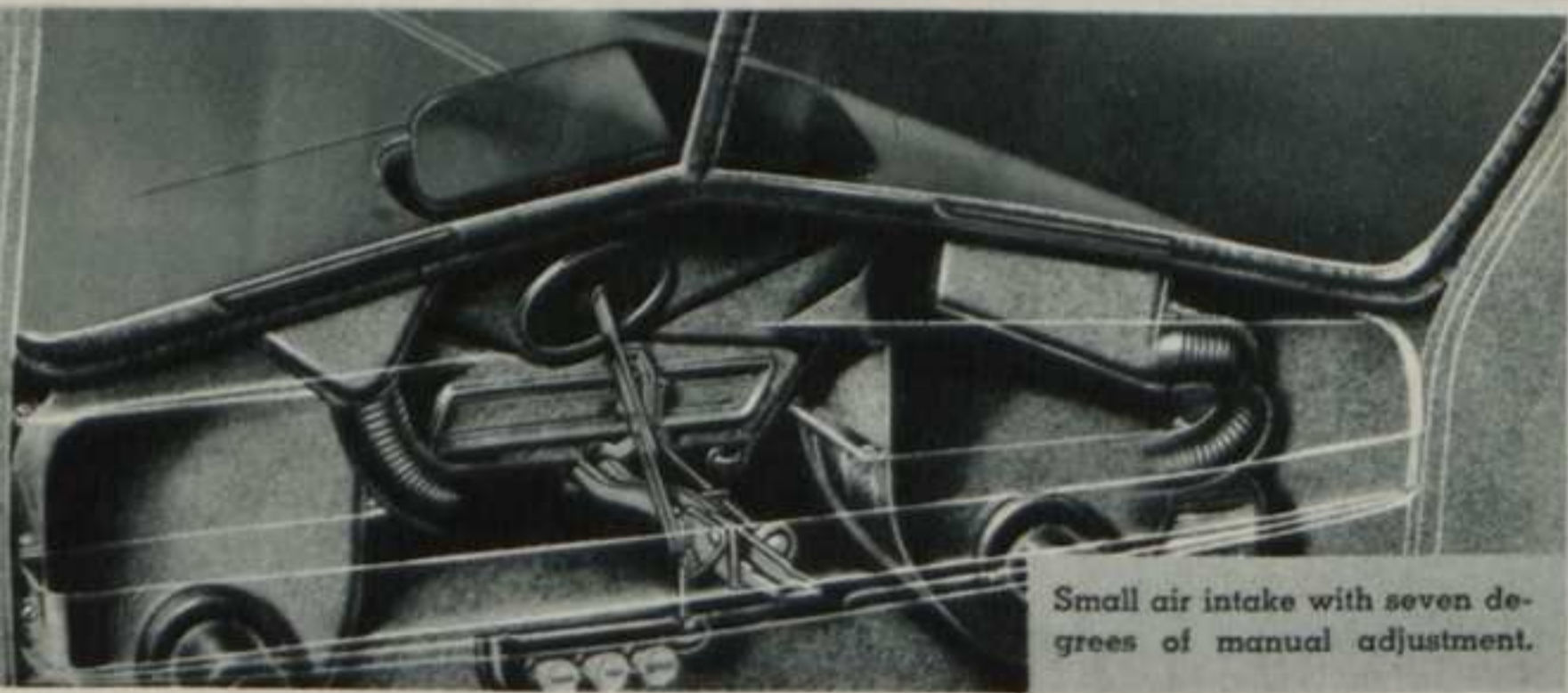


Nash's dust filter positively excludes all dust and dirt, soot and insects. Cars without this system would have drawn in all the refuse shown trapped by section of filter above.

# X-RAY SHOWS WHY OTHER SYSTEMS FAIL TO GIVE PROPER WINTER VENTILATION



Air intake back of radiator. No automatic temperature control.



Small air intake with seven degrees of manual adjustment.



Fresh air intake at bottom of door. No automatic control.

The main deficiency in other so-called "conditioned-air" systems — many of them first-experiments in 1940—is lack of enough pressure to provide satisfactory operation.

That results in exactly similar conditions to the old-fashioned water-heating systems, which merely heated and recirculated the same stale, fume-laden air. The X-Ray shows the obvious reasons. Most of the makeshift new systems consist of a small rubber air intake tube leading to an ordinary hot water heater. These systems actually can't afford to take in enough fresh air, because the heating unit can't properly warm it. Consequently, only a trickle of fresh air is admitted. None of these systems have the exclusive Automatic "Weather-Eye" Control. None has as efficient an air filter. None builds up as great a pressure to constantly expel stale air, tobacco smoke and dangerous monoxide fumes.





In virtually all cars equipped with ordinary hot water heaters, chilling blasts of outside air leak in around the edges of the doors and windows, causing winter colds and passenger discomfort.



Practically all the heat is directed to the front compartment, while rear seat passengers almost freeze for the lack of it. No wonder winter motoring has little or no appeal to all but Nash owners.



Without a constant influx of fresh outside air, cars become stuffy, causing drowsiness and headaches. Deadly monoxide fumes slow the driver's reactions . . . sometimes causing fatal accidents.



With all the windows closed, stale, stuffy air is recirculated over and over again. This, plus drafts leaking into the car, are contributing causes to winter colds experienced by many motorists.

### SCORE CARD

	Conditioned Air System	Automatic Weather-Eye	Fresh Air Intake	Air Filter		Conditioned Air System	Automatic Weather-Eye	Fresh Air Intake	Air Filter
NASH-LAFAYETTE	■	■	■	■	Hudson 6 and 8	■	■	■	■
Chevrolet Special De Luxe	■	■	■	■	Oldsmobile 70	■	■	■	■
Dodge Six	■	■	■	■	Pontiac 8 and Torpedo	■	■	■	■
Ford 85, De Luxe	■	■	■	■	Packard 110	■	■	■	■
Hudson 6-40 and Super 6	■	■	■	■	Studebaker Commander 6	■	■	■	■
Mercury	■	■	■	■	NASH AMBASSADOR EIGHT	■	■	■	■
Oldsmobile 60	■	■	■	■	Buick 60	■	■	■	■
Plymouth De Luxe Six	■	■	■	■	Chrysler Imperial	■	■	■	■
Pontiac Special and De Luxe	■	■	■	■	Hudson C. C. 8	■	■	■	■
Studebaker Champion	■	■	■	■	LaSalle	■	■	■	■
NASH AMBASSADOR SIX	■	■	■	■	Lincoln Zephyr	■	■	■	■
Buick 40-50	■	■	■	■	Oldsmobile 90	■	■	■	■
Chrysler Royal	■	■	■	■	Packard 8-120	■	■	■	■
De Soto	■	■	■	■	Studebaker President	■	■	■	■

EFFICIENT "CONDITIONED AIR" SYSTEM *Increases* RESALE VALUE

# HOW "WEATHER-EYE" SYSTEM BANISHES DANGERS OF MONOXIDE POISONING

## MOTOR MENACE ON ITS WAY OUT

Nash Air Conditioning Bans Carbon Monoxide.

Detroit, Dec. 2.—Winter driving is due for continued increases in popularity this year as the result of perfected methods of conditioning air in motor cars, and the solution of one of the most annoying and dangerous of winter-driving problems, according to automotive authorities here.

Prime offender in winter has been carbon monoxide gas, an important cause of driving fatigue, and consequently, a basic factor in many automobile accidents. Minute quantities of the gas in the air the motorist breathes can bring headaches, drowsiness and other driving discomforts. Unconsciousness and sometimes death can follow the accumulation of only fractional percentages of the gas in the interior of the car, recent studies reveal.

### May Soon Be Eliminated.

Fortunately, however, this motoring menace, against which motorists have been repeatedly warned, is already on its way out and may soon be entirely eliminated, it is reported by engineers of Nash Motors.

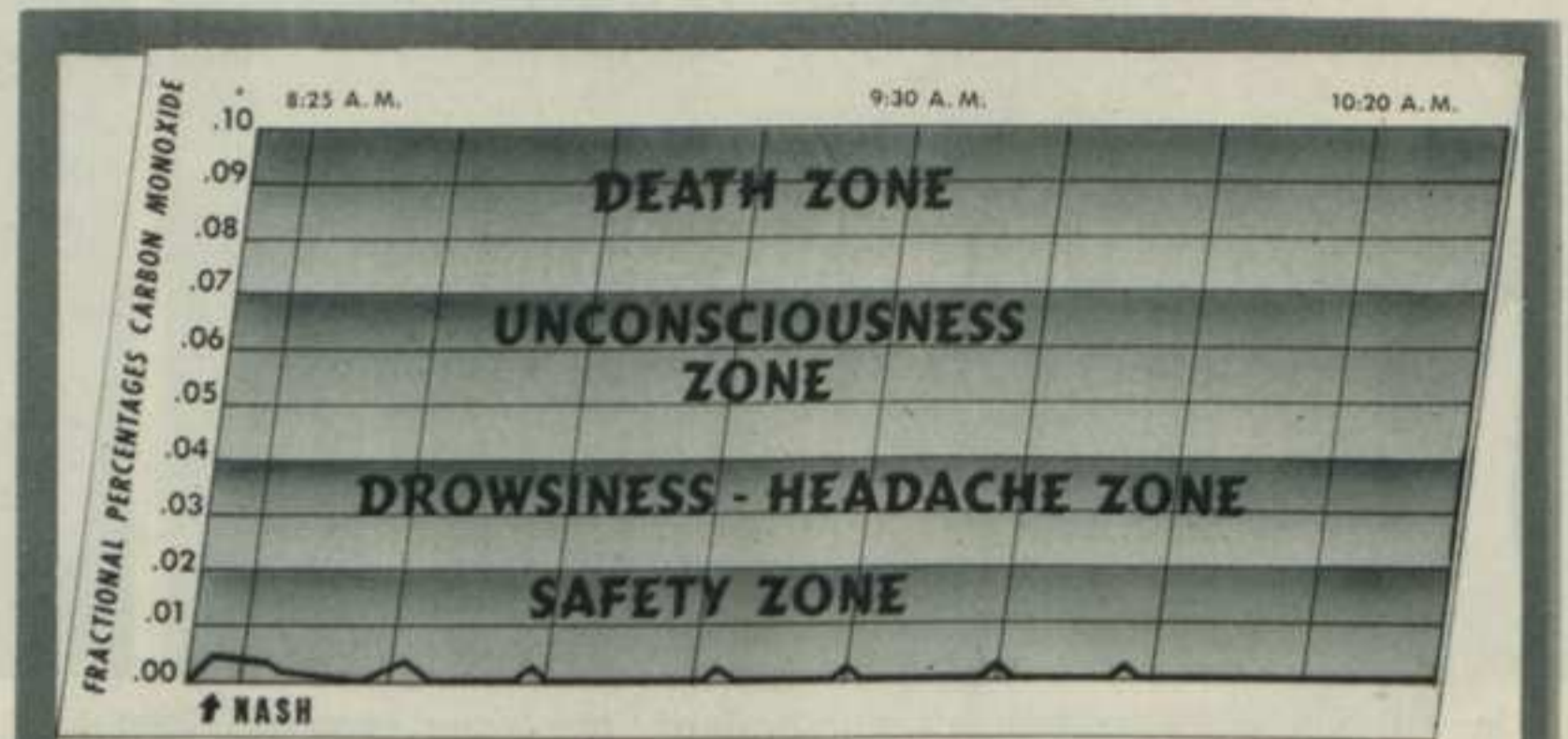
An inevitable by-product of combustion, carbon monoxide in itself cannot be eliminated, the engineers explained, pointing out that the average car's exhaust contains about 7 1/2 per cent of the deadly gas—over 70 times a lethal dose. Suction created by the forward motion of a car draws this gas forward as the exhaust is expelled and much of it seeps into the car through minute apertures, particularly at the rear.

In colder weather, when motorists drive with windows closed to keep warm, carbon monoxide has its best opportunity to work, seeping

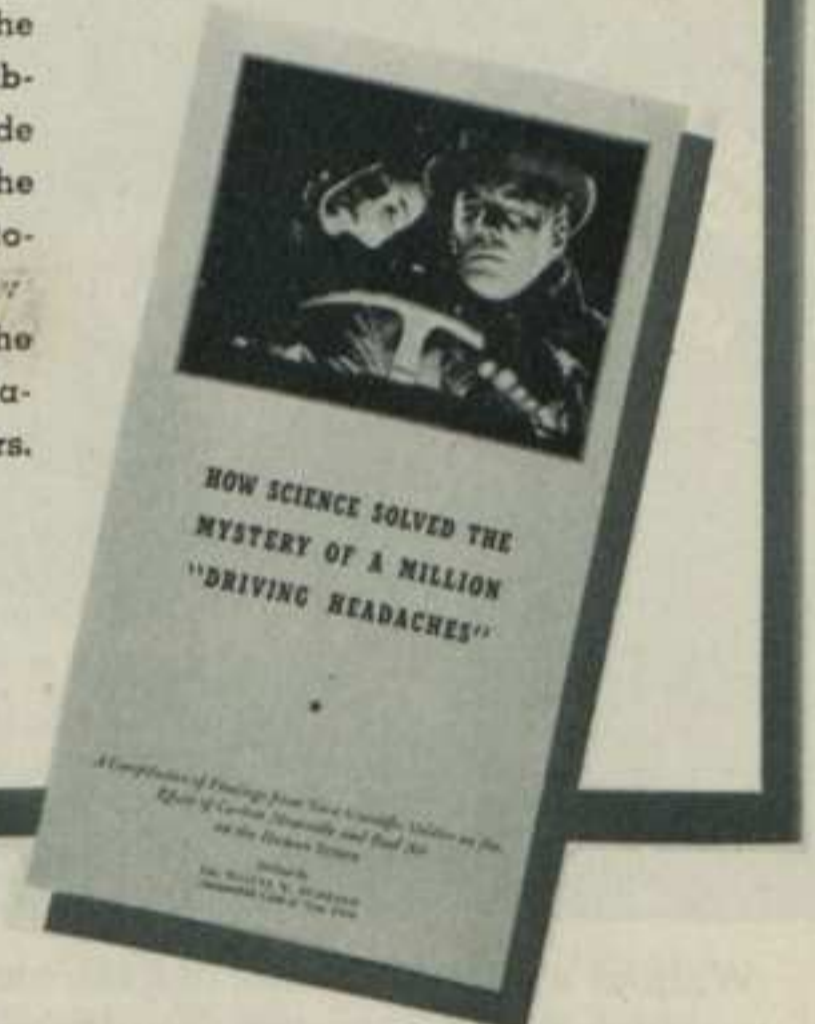
Operating on a new and exclusive principle, the Nash system of "Conditioned Air" for winter driving completely eliminates the driving perils of carbon monoxide. Even with windows tightly closed, the car is flooded with ever-fresh, pre-heated outside air! As much as 600 cubic feet of fresh air per minute is "scooped" in through the intake in the cowl ventilator. The steady influx of filtered fresh air builds up a slight pressure in the passenger compartment which constantly forces out stale air, tobacco smoke, odors and breath-moisture.

At right is shown a new booklet, edited by Dr. Walter W. Hubbard, of the Automobile Club of New York, which explains the importance of conditioned air for modern motor cars. It tells about carbon monoxide . . . drafts . . . stale, recirculated air . . . stuffy fumes. To those who have thought fume-laden air and odors a necessary part of winter motoring, this book explains how "driving headache" . . . fatigue . . . slow muscular reflex and drowsiness can often be the direct result of poisonous gas or bad air from improper ventilation.

And it tells how Nash engineers have developed a completely new approach to car-ventilation . . . creating the "Weather-Eye" system of conditioned air that for the first time gives you air to breathe in your motor car that all year through is as pure as you find in your own home.



The chart above graphically portrays the result of an actual test made under supervision. The line indicated by the arrow shows the almost complete absence of any trace of carbon monoxide in the fresh, filtered air provided by the Nash "Weather-Eye" system of Automatic Conditioned Air for winter driving. This test has been approved by the National Safety Council and the National Association of Safety Engineers.



**THIS EXPOSES YOUR FAMILY TO THIS**

**HOW TO JUDGE A CAR ON MODERN HEATING AND VENTILATING SYSTEMS**

- Is it 100% fresh air pressure-type?
- Does it take air from a clean source?
- Does it filter incoming air?
- Does it bar drafts and carbon monoxide seepage?
- Is the heating system automatic and thermostatically controlled?
- Does it heat the whole car adequately?
- Does cigarette smoke vanish with all windows closed?
- Do windshield and windows stay clear of fog or steam in rainy or cold weather?

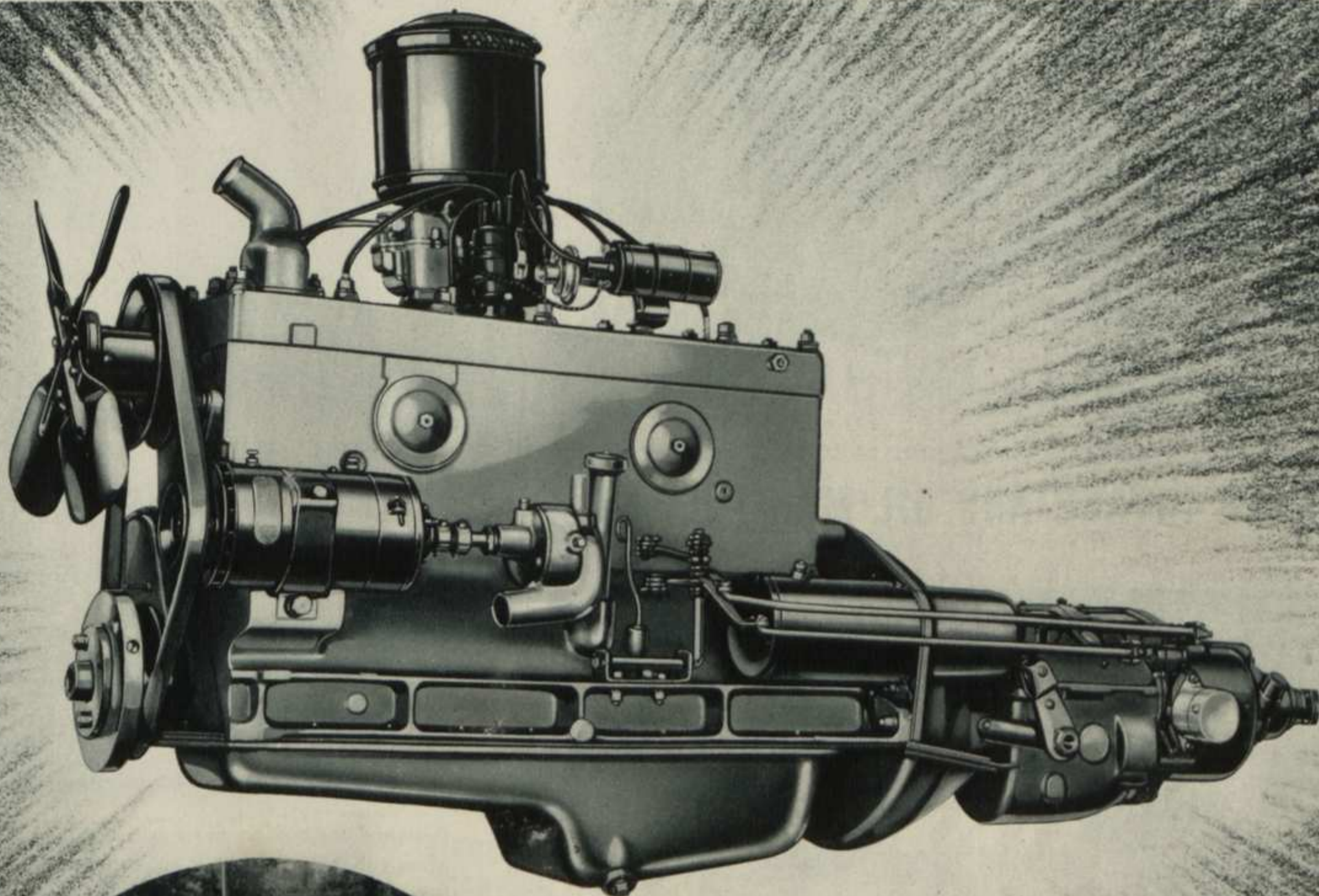
**THE NASH ANSWER TO ALL THESE QUESTIONS IS "YES"—IT'S THE CAR TO BUY!**

**NASH**

DROWSINESS, caused by stale, stuffy air, mingled with carbon monoxide, can produce dozing at the wheel—slow reactions in recognizing and avoiding danger . . . and then . . . CRASH! Scores of serious or fatal accidents every day, that are attributed to carelessness or inexperienced driving are actually due to bad ventilation—which, thanks to the Nash "Weather-Eye," is now eliminated.

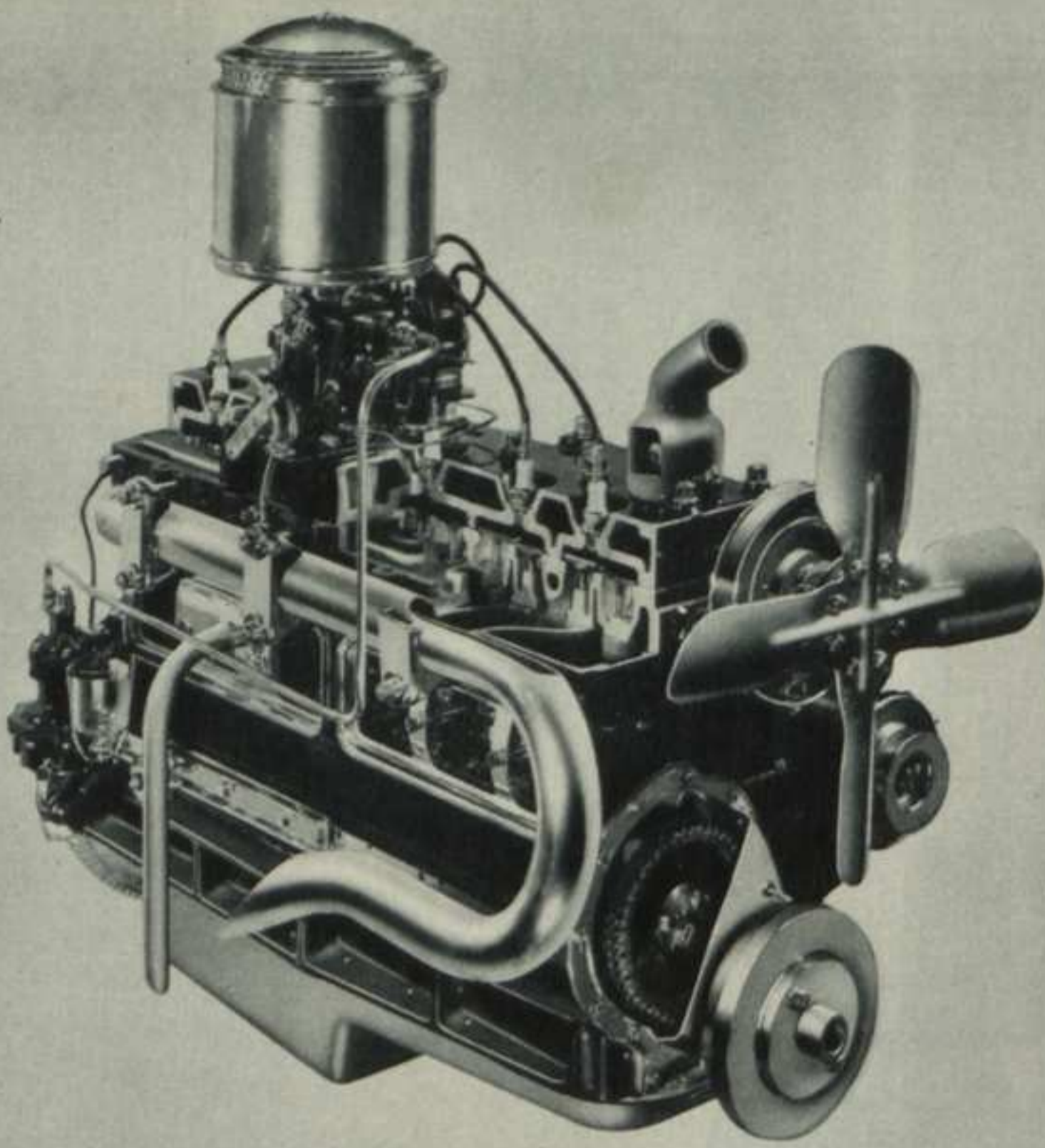
# X-RAY *Compares*

**MOTOR CAR ENGINES FOR 1940  
ECONOMY • POWER • PERFORMANCE**

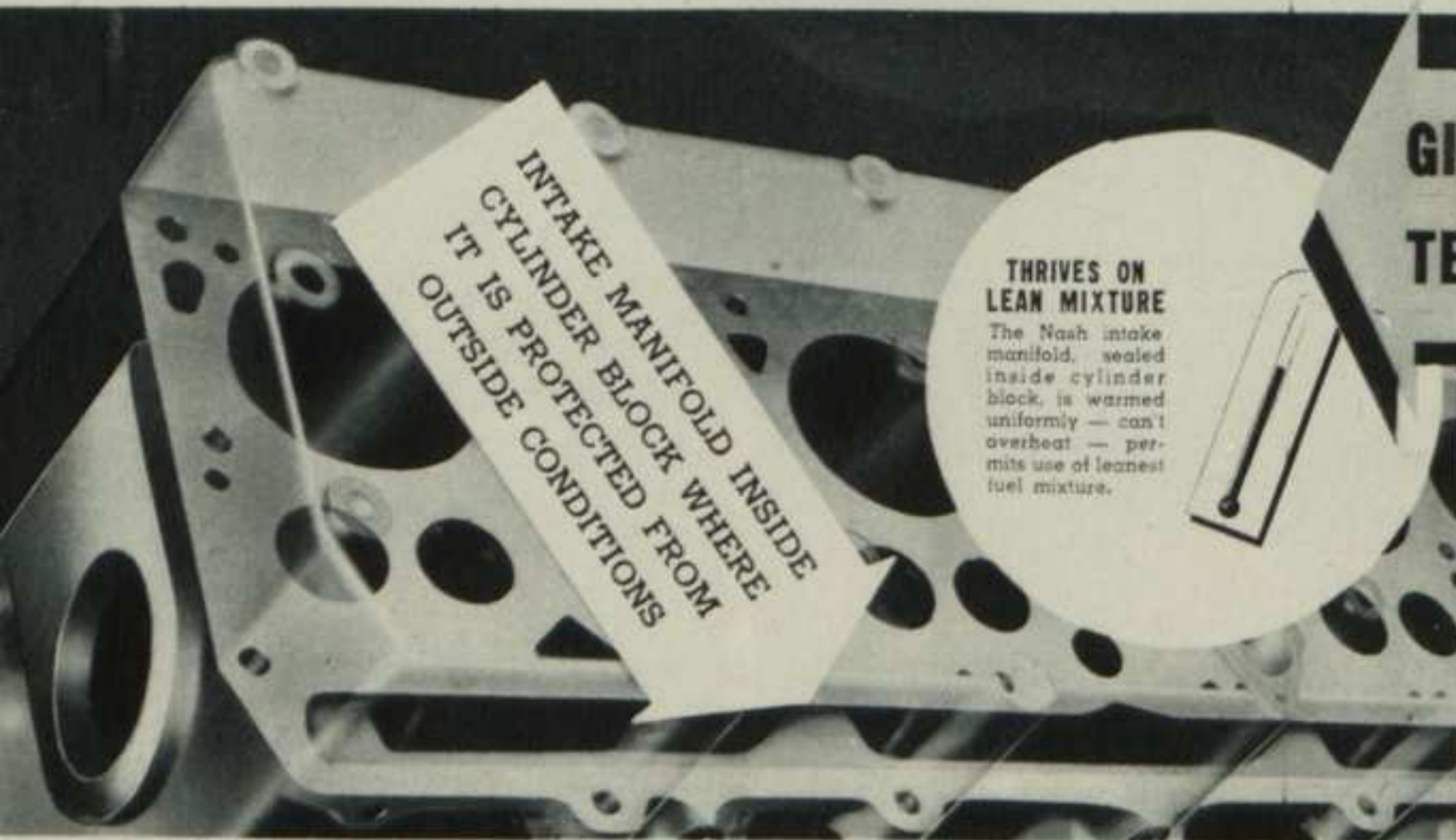


The heart of your car is the engine. And because there is a vast difference in the way engines are designed and built, you find tremendous contrasts in performance, power and economy—as well as in the “life” of your car investment! Just because the engine is out of sight, you can’t afford to take its quality for granted. This year, particularly, look carefully for “manufacturing economies” in materials and workmanship. Let the X-RAY show you the inside facts on 1940 car engines . . . and what they offer for your money!

**HERE'S WHY  
NASH SEALED MANIFOLD  
ENGINES GIVE GREATER  
PERFORMANCE AND  
ECONOMY**



**NASH INTAKE AND OIL MANIFOLDS ARE SEALED INSIDE THE ENGINE**



**INTAKE MANIFOLD INSIDE  
CYLINDER BLOCK WHERE  
IT IS PROTECTED FROM  
OUTSIDE CONDITIONS**

**THRIVES ON  
LEAN MIXTURE**

The Nash intake manifold, sealed inside cylinder block, is warmed uniformly — can't overheat — permits use of leanest fuel mixture.



**GIVES UNIFORM PERFORMANCE FOR ALL  
TEMPERATURE AND WEATHER CONDITIONS**

Designed and built on an exclusive principle—Nash gives you the world's most efficient automobile engines! Intake and oil manifolds are enclosed within the engine—so operating temperature is uniform winter and summer. You get quicker starting—uniformly brilliant performance under all conditions—with important savings on gas, oil and maintenance. Because fuel in Nash engines is protected from outside weather changes, you can use the same extremely lean fuel mixture all year round.

**OTHER TYPES**

The intake manifold in other type engines is exposed to outside conditions and is influenced by constant change in temperature—due both to weather and rate of speed. That affects the efficiency of the gas mixture. A richer mixture must be used together with a hot-spot manifold. Starting and performance are much less uniform. Consequently the fuel consumption is far greater than in Nash for equivalent horsepower rating and operating conditions.



**RICH MIXTURE  
REQUIRED BY  
OTHERS**

Outside manifolds of other cars alternately store and radiate heat. Rear cylinders always get hotter mixture than front cylinders. Constant temperature change affects performance—requires more fuel consumption.

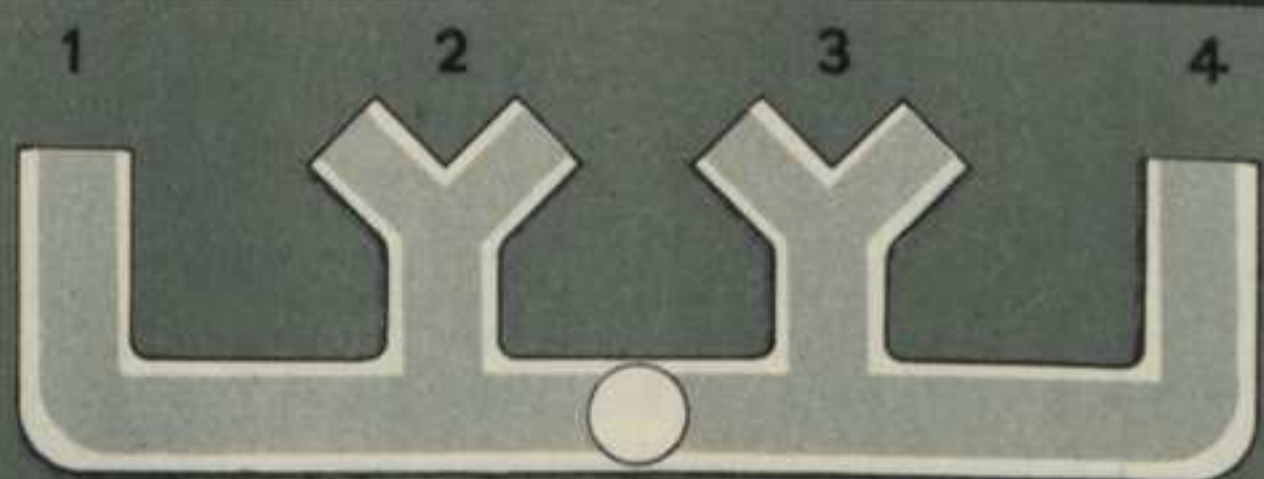


**HEAT  
DEFLECTOR**

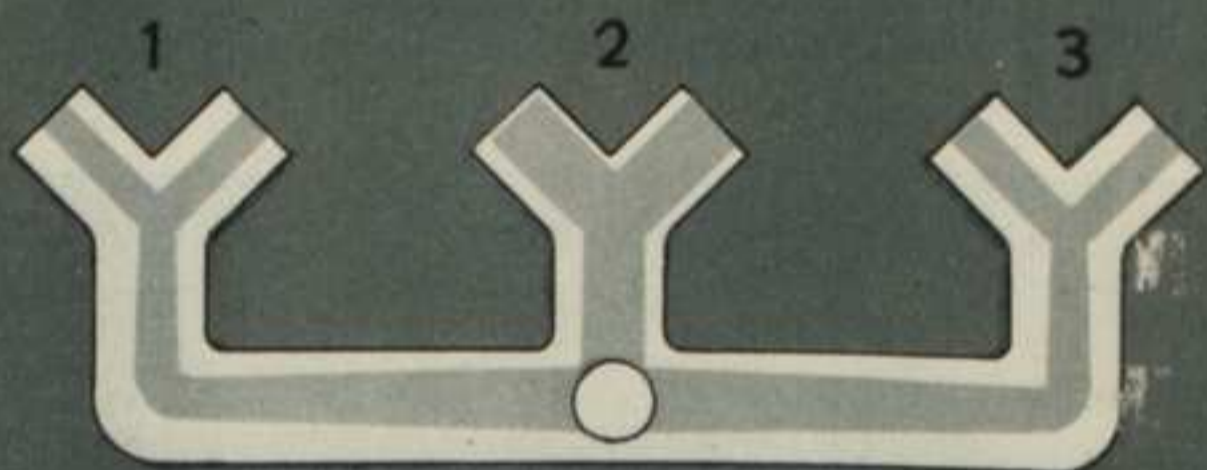
**INTAKE MANIFOLD  
EXPOSED TO OUT-  
SIDE CONDITIONS**

**"HOT BOX" HEATED BY  
ENGINE EXHAUST TO  
WARM INCOMING FUEL**





EQUAL FUEL DISTRIBUTION



UNEQUAL FUEL DISTRIBUTION

## Even Flow of Fuel to All Cylinders Assured by Nash 4-PORT Manifold

The design of many six-cylinder engines provides only three-port inlet manifolds. Consequently the end cylinders starve for lack of their proper proportion of fuel. This unbalanced fuel distribution frequently results in "rough" engine performance, undue vibration. Nash Sixes have four-port manifolds for more even flow of fuel mixture—smoother performance—and even greater economy.

### SINGLE VS DUAL CARBURETION

The diagram (at extreme top) illustrates the results of Nash-Lafayette's dual jet carburetion. With one carburetor passage for each three cylinders, all of the cylinders get an equal amount of the fuel mixture. It gives smoother, livelier performance with 10% better fuel economy.

Compare this with the lower diagram. Here single carburetion results in uneven distribution of fuel, with end cylinders getting less of the mixture. Consequently they do not produce power equal to the cylinders located nearest the carburetor—and the overall result is uneven performance and reduced fuel economy.

### SCORE CARD

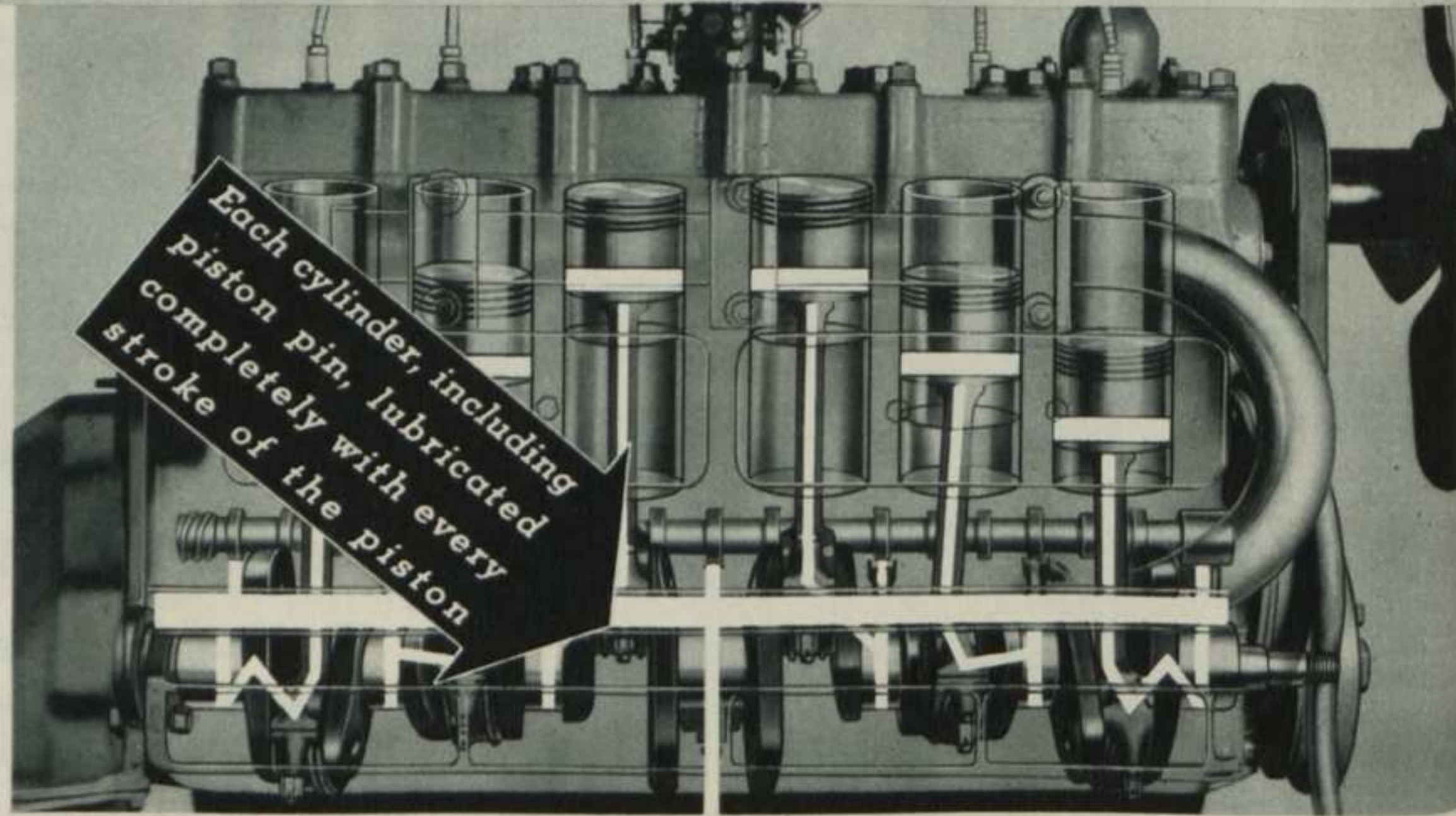
	Sealed Inlet Manifold	4-Intake Ports	Dual Jet Carburetion	Enclosed Oil Manifold
NASH LAFAYETTE	■	■	■	■
Chev. Spec. De L.	□	□	□	□
Dodge	□	□	□	□
Ford 85, De Luxe	□	■	■	■
Hudson Six	□	□	□	□
Mercury	□	■	■	■
Oldsmobile 60, 70	□	□	□	■
Plymouth De Luxe	□	□	□	■
Pontiac	□	□	□	■
Studebaker	□	□	□	■

# X-RAY REVEALS REASONS

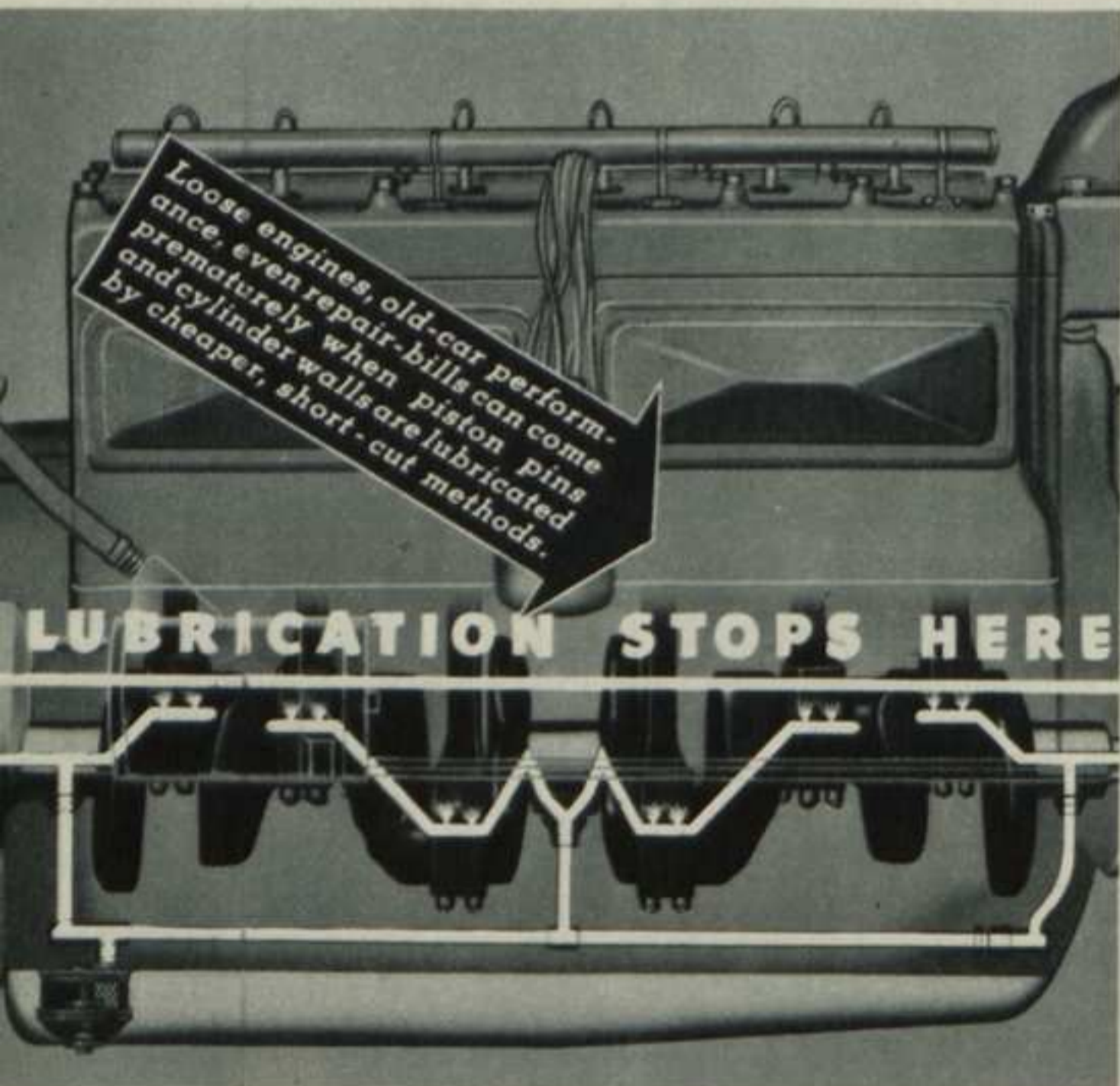
## WHY NASH CARS STAY YOUNG

### FULL-PRESSURE ENGINE LUBRICATION

Nash engines are built to outlast as well as out-perform everything else in their field. A nationwide survey among Nash owners revealed the fact that they had an average annual repair expense of only \$2.42! Full-pressure lubrication is outstanding among the quality design features that keep Nash engines "young" and economical. The following important bearings are lubricated under pressure from a positive gear-type pump: All main bearings; all connecting rod bearings; all piston pins; all cylinder walls; all camshaft bearings; timing chain; all rocker-arm bearings on Ambassador valve-in-head engines.



### X-RAY SHOWS WHY SOME SYSTEMS FAIL TO FULLY LUBRICATE ALL PARTS



SCORE CARD							
WHAT PARTS ARE LUBRICATED UNDER FULL PRESSURE							
Pressure to →	Main Bearings	Rod Bearings	Piston Pins	Timing Chain	Cylinder Walls	Camshaft Bearings	Total
NASH-LAFAYETTE							6
Chev. Spl. De Luxe							2
Dodge Six							5
Ford 85—De Luxe							5
Hudson 6-40 & Super 6			SPLASH				0
Mercury							5
Oldsmobile 60, 70							6
Plymouth De Luxe							5
Pontiac Spl. & De Luxe							6
Studebaker Champion							5
NASH AMB. SIX							6
Buick 40, 50							5
Chrysler Royal							5
De Soto							5
Hudson 6 and 8			SPLASH				0
Pontiac 8 and Torpedo							6
Packard 110							6
Studebaker Com.							5
NASH AMB. EIGHT							6
Buick 60							5
Chrysler Traveler							5
Hudson Eight			SPLASH				0
LaSalle							6
Lincoln Zephyr							5
Oldsmobile 90							6
Packard 120							6
Studebaker President							5

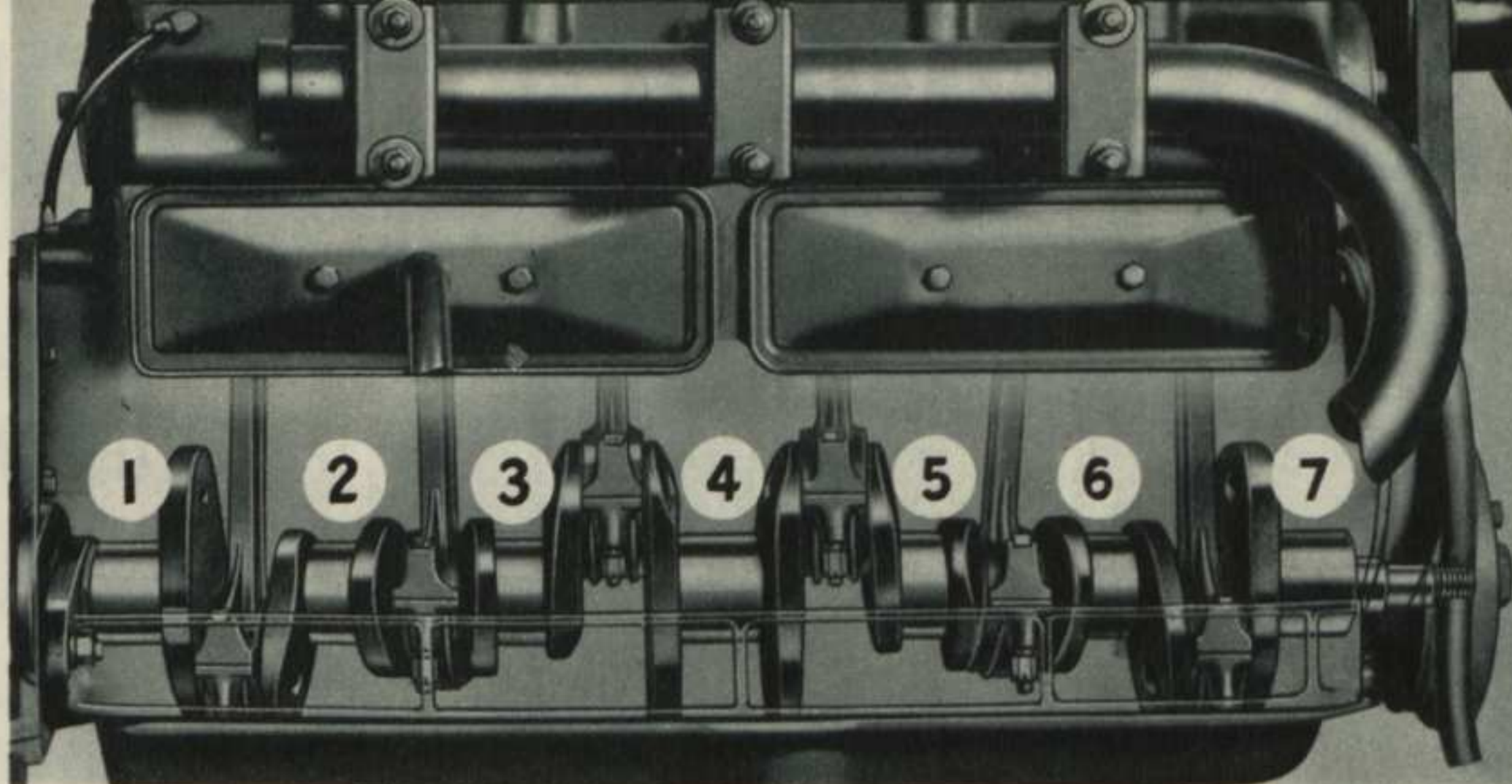
LONG-LIVED ENGINES SAVE MONEY—INCREASE RESALE VALUE

**NASH MULTIPLE-BEARING CRANKSHAFTS MINIMIZE VIBRATION, SAVE POWER AND WEAR**

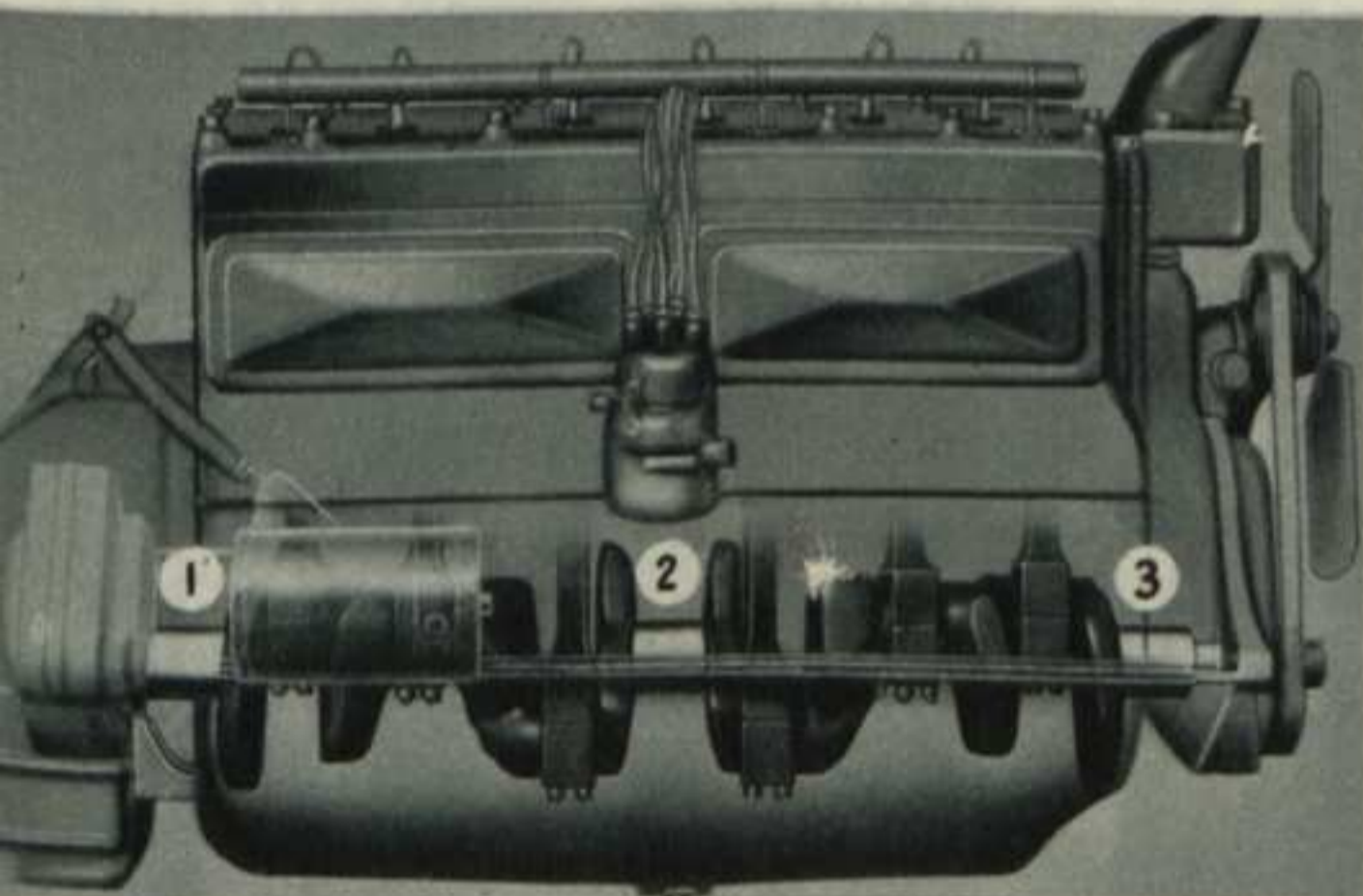
The more main bearings and the greater the bearing surface, the longer a motor car runs sweetly and smoothly.

NASH-LAFAYETTE and AMBASSADOR SIX have seven-bearing crankshafts with 66.34 sq. in. of Main Bearing Area.

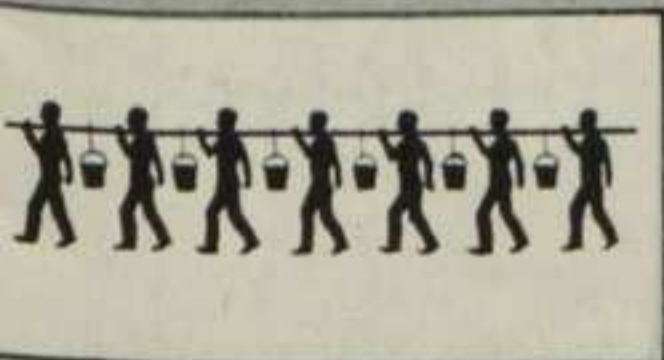
NASH AMBASSADOR EIGHT has a nine-main bearing crankshaft with 83.17 sq. in. of Main Bearing Area. (Very high-priced competitive cars—New Packard Super Eight and Cadillac V-16—have nine-bearing crankshafts.



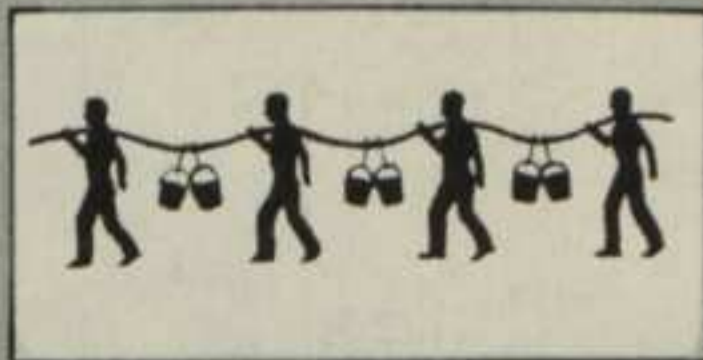
**Cars with only 3, 4 or 5 Main Bearings Can't Stand the Gaff—Their Days Are Truly "Numbered" in the Drafting Room!**



**NASH ENGINES STAY YOUNG  
KEEP THAT NEW CAR "FEEL" LONGER**



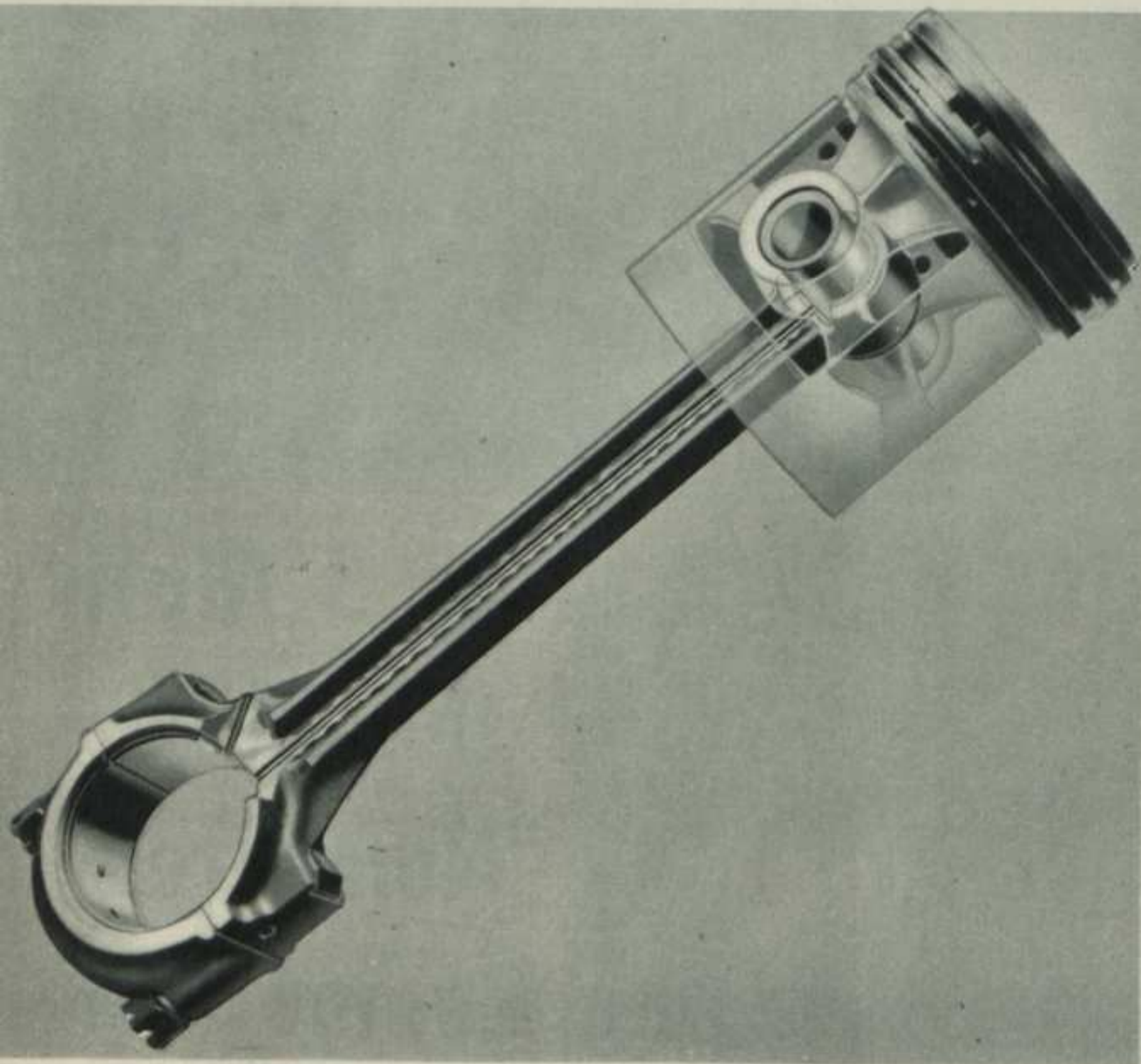
With seven bearings, the load of each connecting rod and piston is carried by a main bearing on either side. Rigid crankshaft alignment results to provide long bearing life.



With fewer main bearings the weight of the connecting rods and pistons is not as amply supported to check vibration and protect bearing life for extra thousands of miles of service.

SCORE CARD			
	No. of Main Bearings	Sq. In. of Main Bearing Area	Main Bearing on Each Side of Each Conn. Rod
NASH-LAFAYETTE	7	66.34	
Chevrolet Special De Luxe	4	46.74	
Dodge Six	4	40.42	
Ford 85, De Luxe	3	37.30	
Hudson "6"	3	42.96	
Mercury	3	37.30	
Oldsmobile 60, 70	4	51.24	
Plymouth De Luxe	4	36.54	
Pontiac Six	4	42.48	
Studebaker Champion	4	38.00	
NASH AMBASSADOR SIX	7	66.34	
Buick 40-50	5	52.24	
Chrysler Royal	4	45.64	
De Soto	4	45.64	
Pontiac Eight	5	51.32	
Packard 110	4	59.65	
Studebaker Commander 6	4	42.44	
NASH AMBASSADOR EIGHT	9	83.17	
Buick 60	5	60.47	
Chrysler Traveler	5	62.06	
Hudson Eight	5	60.74	
LaSalle	3	32.88	
Lincoln Zephyr	4	50.30	
Oldsmobile 90	5	55.29	
Packard 120	5	67.73	
Studebaker President 8	9	73.11	

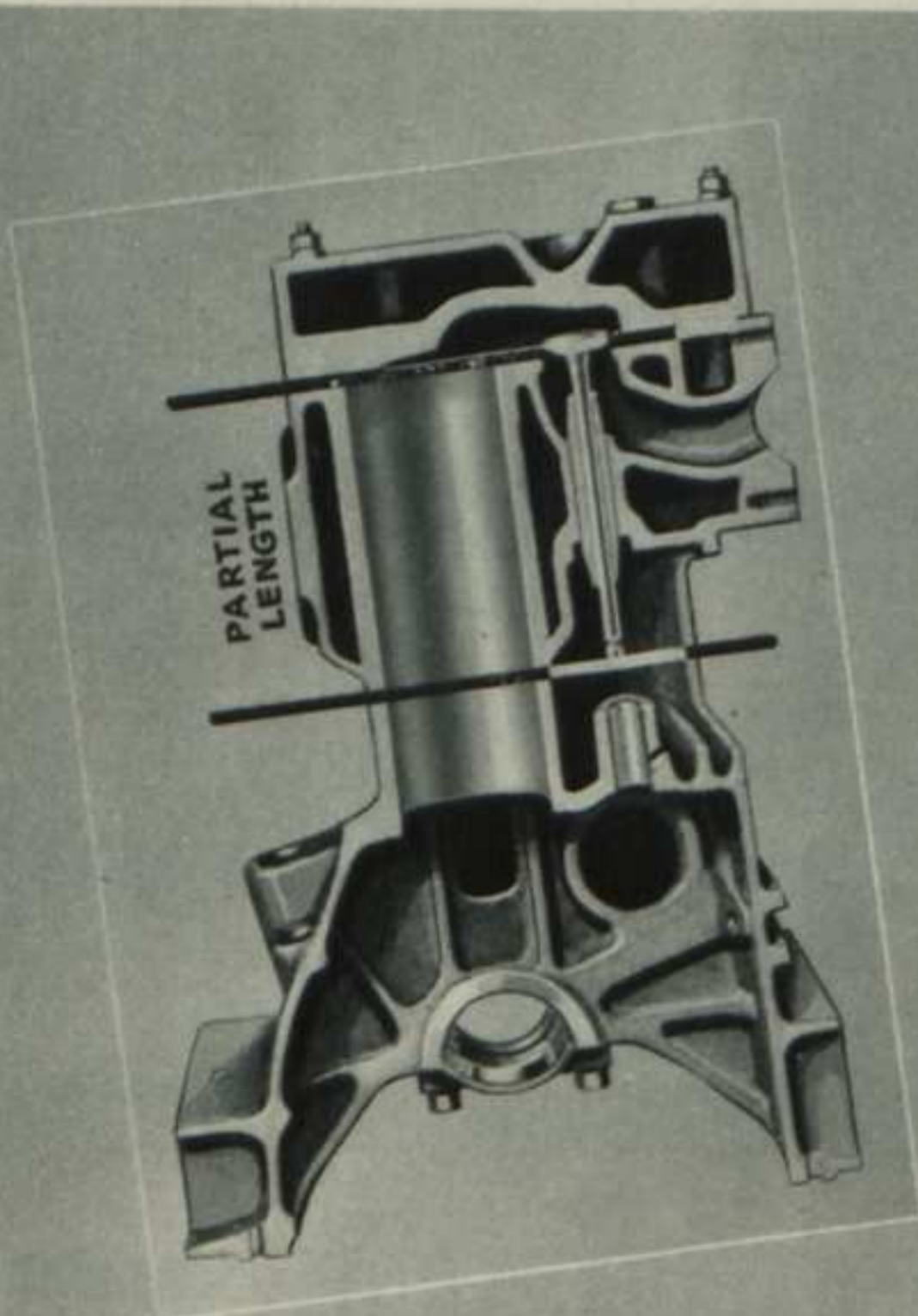
# X-RAY COMPARES "UNSEEN" ENGINE



## CONTROLLED STRUT- ALUMINUM ALLOY PISTONS

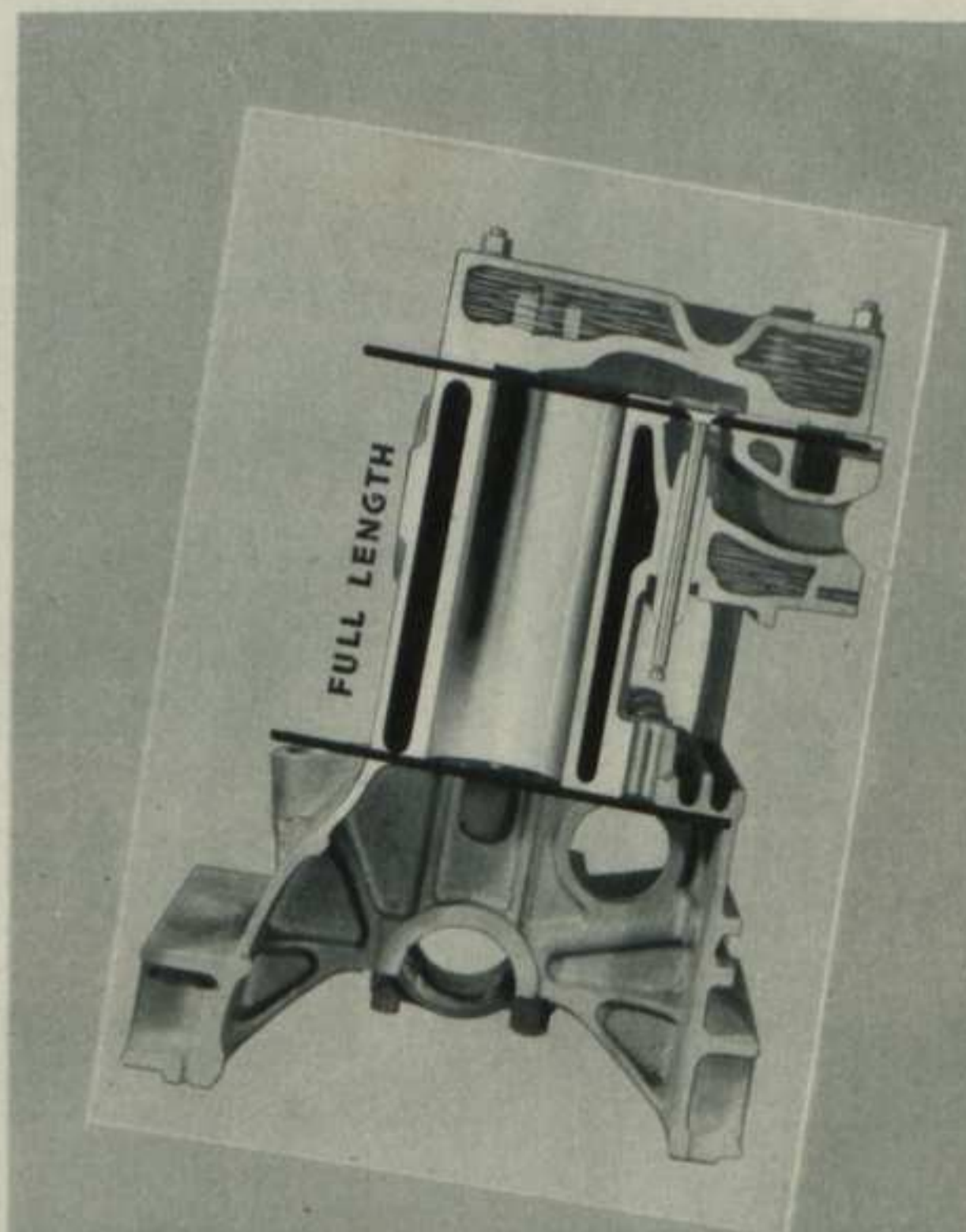
Typical of Nash cars, in hidden parts you never see, is the use of aluminum alloy pistons with Controlled Struts and four piston rings (instead of the usual three) to insure maximum performance and economy. This construction is employed by practically all of the higher priced cars. (Check the costlier makes in the "All Three" families.) The Nash method insures that the piston seal is perfect at all times with the cylinder walls. With the ordinary aluminum pistons that lack Controlled Struts, the pistons do not closely conform to the cylinder walls, permitting development of "piston slap" . . . power loss . . . oil pumping and decreased efficiency.

# X-RAY COMPARES FULL LENGTH AND PARTIAL WATER-JACKETING



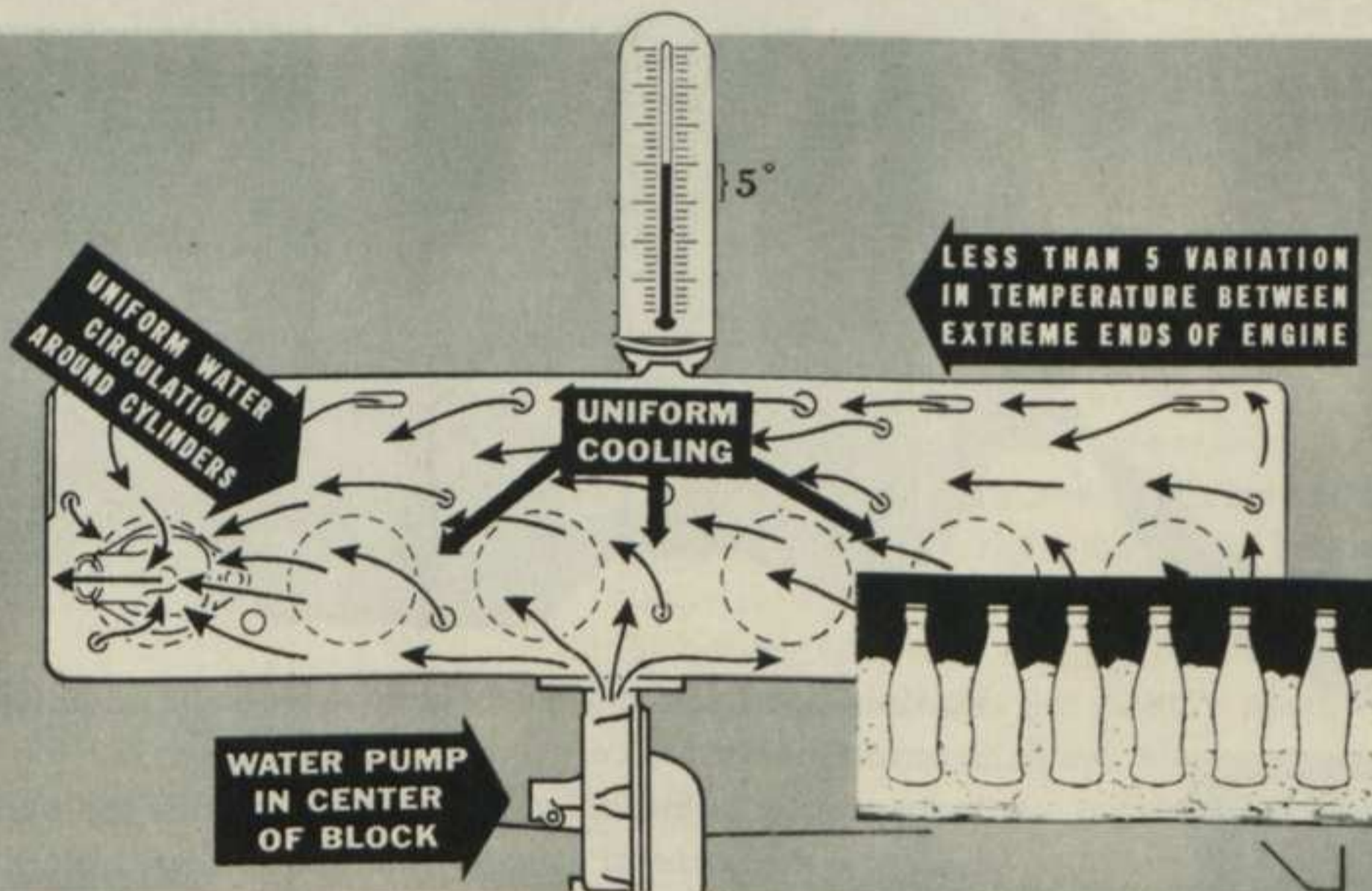
Though it costs more, Nash uses the quality construction of full-length water-jacketing for the better results it assures. Covering the full length of the cylinders with even cooling, this method prevents uneven heating and expansion of the cylinder walls. It prevents power losses . . . keeps oil temperature down, improves lubrication, contributes to quieter operation and longer engine life.

In engines that are only partly water-jacketed, cooling is less efficient and cylinders are subject to heat-distortion that produces premature wear and noisy operation. Oil runs hotter, consequently does not lubricate as well.



# FEATURES THAT KEEP COSTS DOWN!

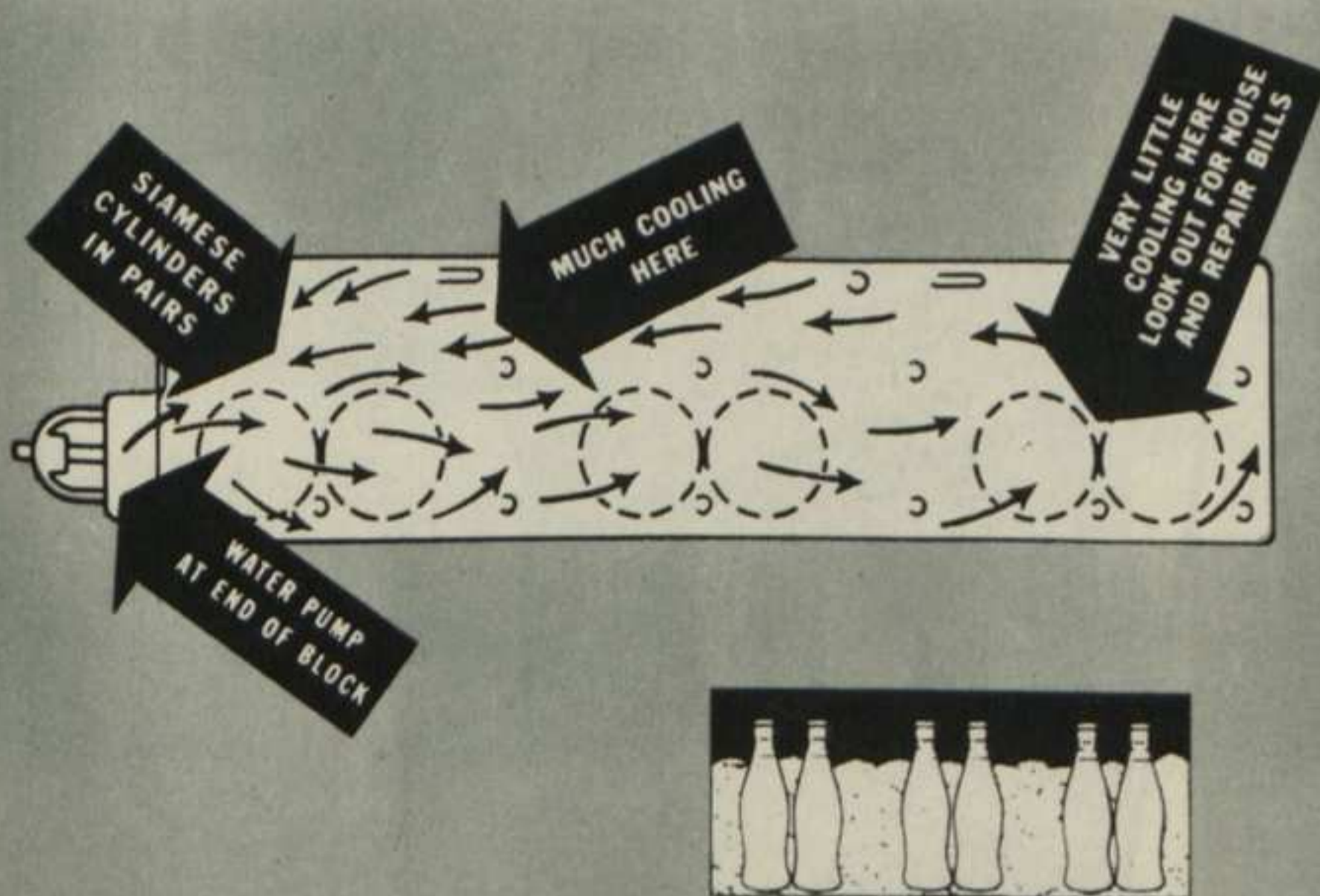
**NASH COOLING SYSTEM WITH COMPLETE WATER CIRCULATION  
MAINTAINS UNIFORM TEMPERATURES IN EACH AND EVERY  
CYLINDER... PREVENTS DISTORTION AND EARLY WEAR**



You can see why milk bottles individually packed around with ice will keep cool regardless of how hot it gets. In the same way the Nash cooling system presents the full circumference of each cylinder to the flow of cooling water within the engine. Expensive cars like Cadillac and Lincoln follow this costlier construction. Thus uniformly cooled, cylinders are not distorted by heat but stay truly round and retain their compression seal, providing greater oil and gas economy.

## COMPARE THIS X-RAY VIEW OF SYSTEM USED BY MANY OTHERS

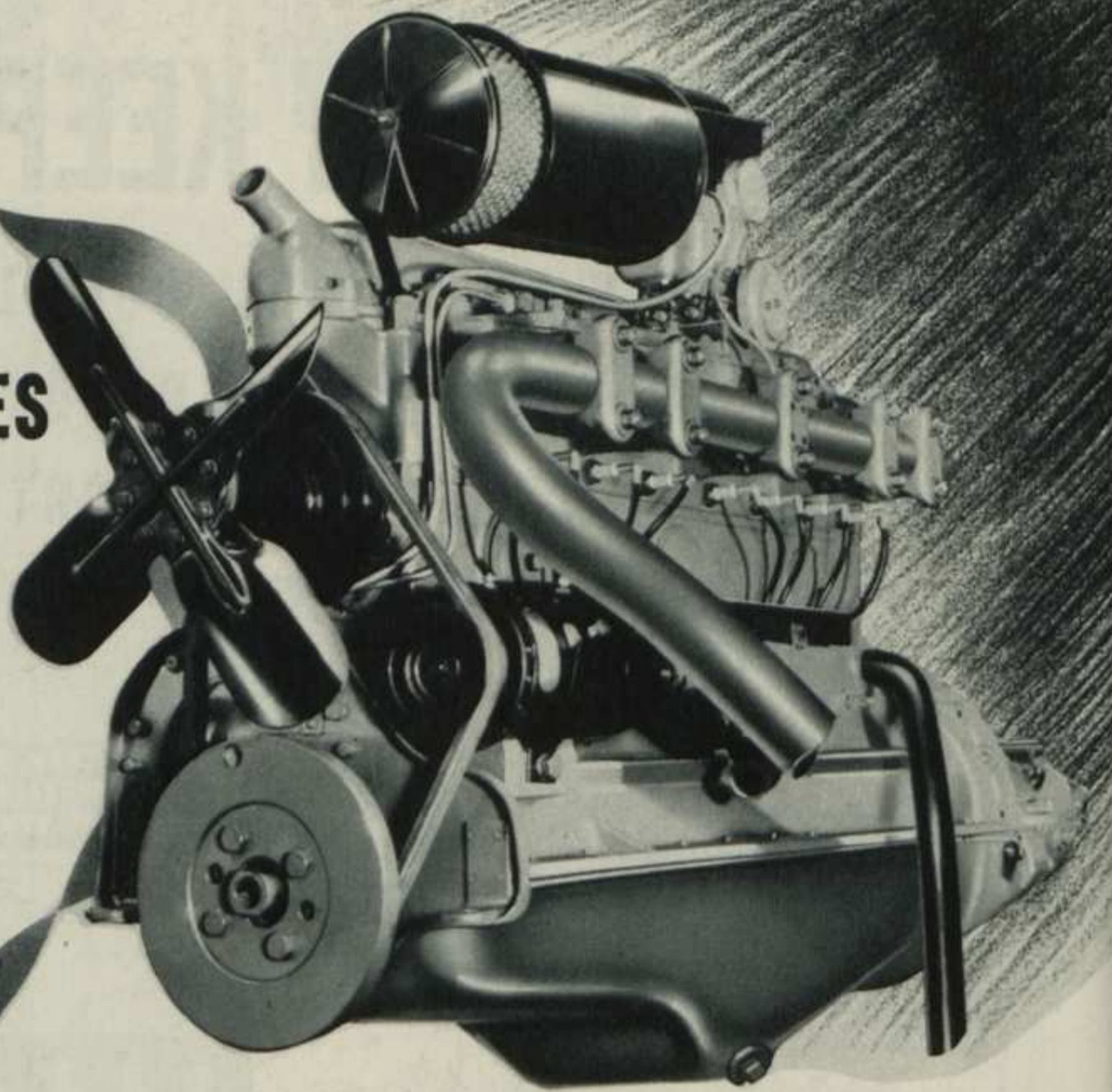
Many car engines retain old-fashioned, inefficient cooling systems, in which cylinders are cast in pairs, and are thus impossible to cool over 100% of their surface. Failure to flow the cooling medium completely around the cylinders results in heat distortion, hot-running, oil-eating engines, loss of power and sloppy, noisy operation.



### SCORE CARD

	Aluminum Pistons with Controlled Struts	Full Length Water Jacketing	Completely Cooled Cylinders	Score Total
NASH-LAFAYETTE	■	■	■	3
Chev. Spl. De Luxe	■	■	■	2
Dodge Six	■	■	■	2
Ford 85 De Luxe	■	■	■	2
Hudson Six	■	■	■	0
Mercury	■	■	■	2
Oldsmobile 60, 70	■	■	■	2
Plymouth De Luxe 6	■	■	■	1
Pontiac Spl. & De L. 6	■	■	■	2
Studebaker Cham.	■	■	■	1
NASH AMB. SIX	■	■	■	3
Buick 40, 50	■	■	■	1
Chrysler Royal 6	■	■	■	1
De Soto	■	■	■	1
Hudson 6 and 8	■	■	■	0
Pontiac 8 & Torpedo	■	■	■	2
Packard 110	■	■	■	2
Studebaker Com.	■	■	■	1
NASH AMB. EIGHT	■	■	■	3
Buick 60	■	■	■	1
Chrysler Traveler	■	■	■	1
Hudson C. C. 8	■	■	■	0
LaSalle	■	■	■	2
Lincoln Zephyr	■	■	■	2
Oldsmobile 90	■	■	■	2
Packard 120	■	■	■	2
Studebaker President	■	■	■	1

**NASH  
AMBASSADOR ENGINES  
EXCEL ALL  
OTHER VALVE-  
IN-HEAD  
MOTORS!**



Valve-in-head design is justly famous for basic advantages in power, performance, economy and stamina. But don't let anyone tell you that all valve-in-head engines are built to the same traditions of quality! Just take a keen look at the unbiased facts revealed by the X-Ray. Compare, for instance, the vital difference that Sealed-In Manifolds, alone, mean in performance and economy. Check which valve-in-head engines give you such advantages as full-length water jackets, full-pressure lubrication, controlled strut, aluminum alloy pistons, rifle-bored connecting rods and Twin Ignition. Know these fundamental inside facts before you buy any car. They mean a world of difference in your ownership enjoyment—as well as in resale value!

**WORLD  
RECORDS**

**ON LAND**



Every winner of the famous Indianapolis Speedway classic for the past 12 years has been powered by a valve-in-head engine — conclusive proof of the superior power, speed and stamina of this construction.

**ON WATER**



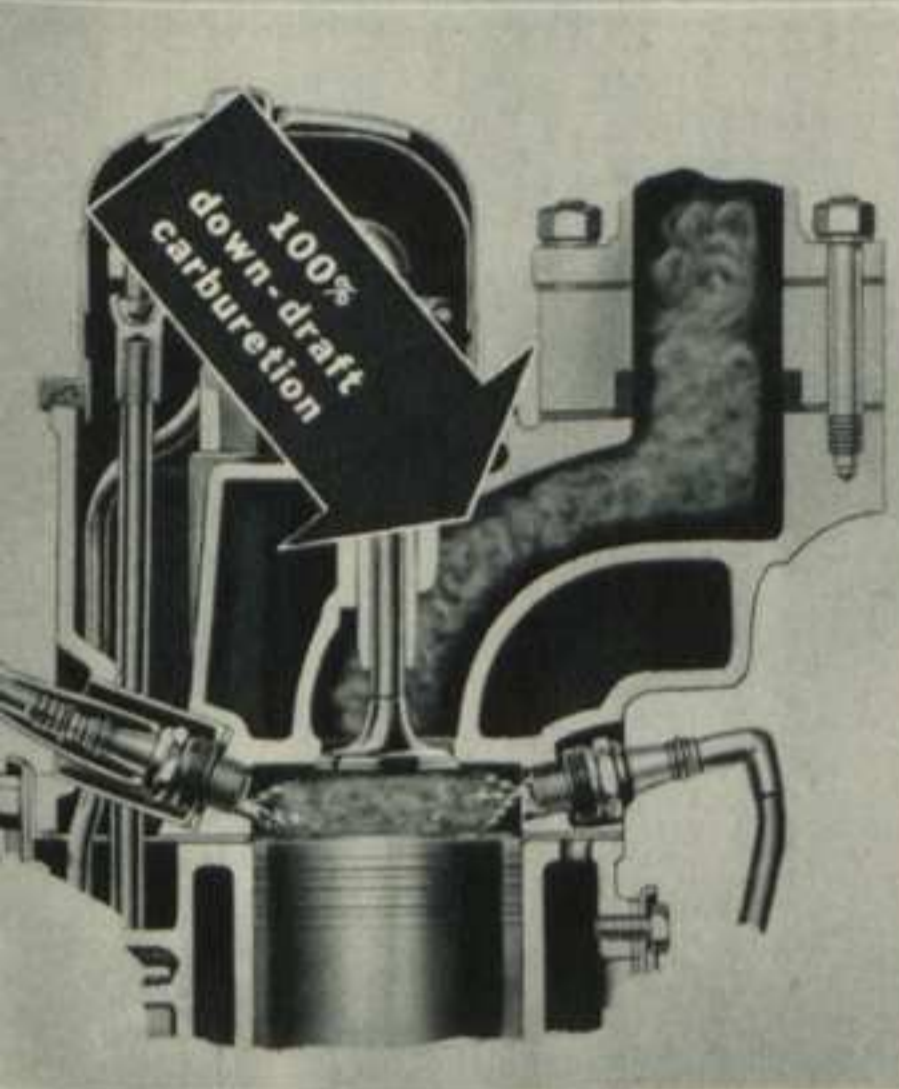
Valve-in-head engines power the world's fastest speed boats! Leading marine speed designers, everywhere, standardize on this proven principle of engine

**IN THE AIR**



Practically all aircraft engines, whether for commercial, pleasure or military purposes, employ valve-in-head design — conclusive proof that this type is not only the most efficient and economical, but likewise the most dependable for air travel.

# YOU GET THE EXTRA EFFICIENCY OF 100% DOWN-DRAFT CARBURETION *in Every Nash Ambassador Engine!*



The boy sliding straight down has less distance to go. It's the same with 100% down-draft carburetion.



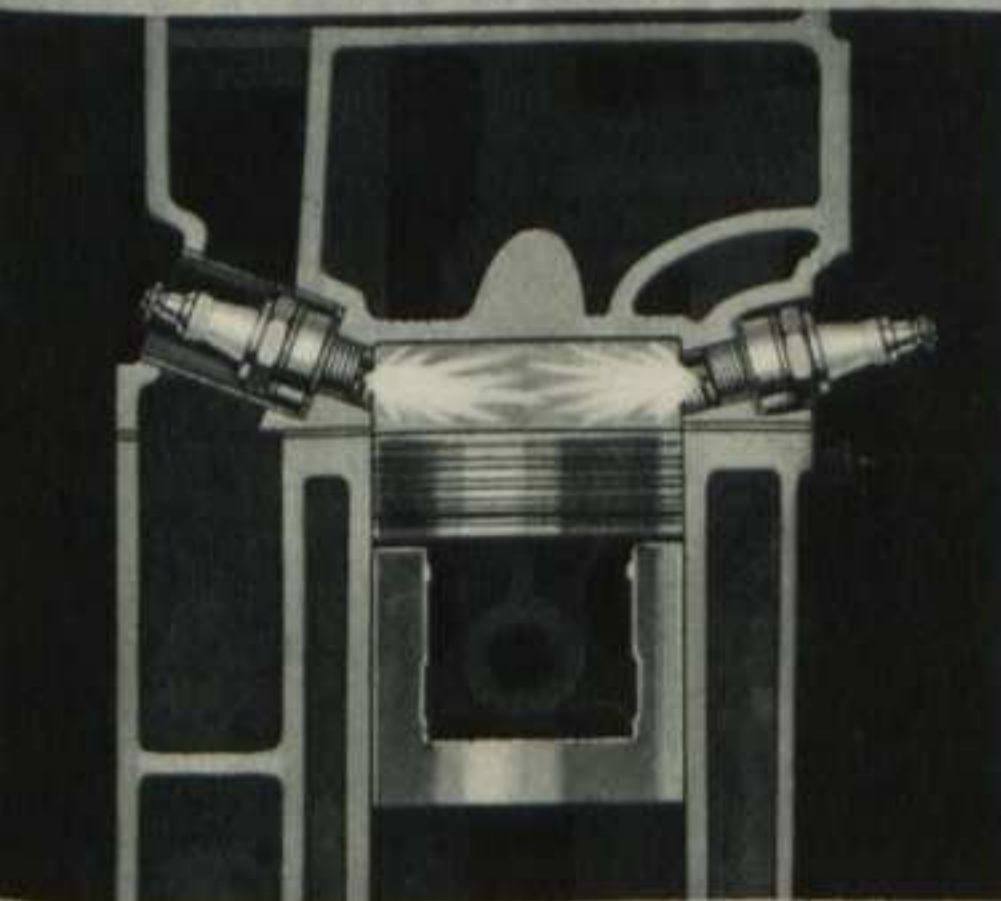
Fuel mixture which has to travel down, then up, as the boy in this illustration, is delayed reaching the cylinders.



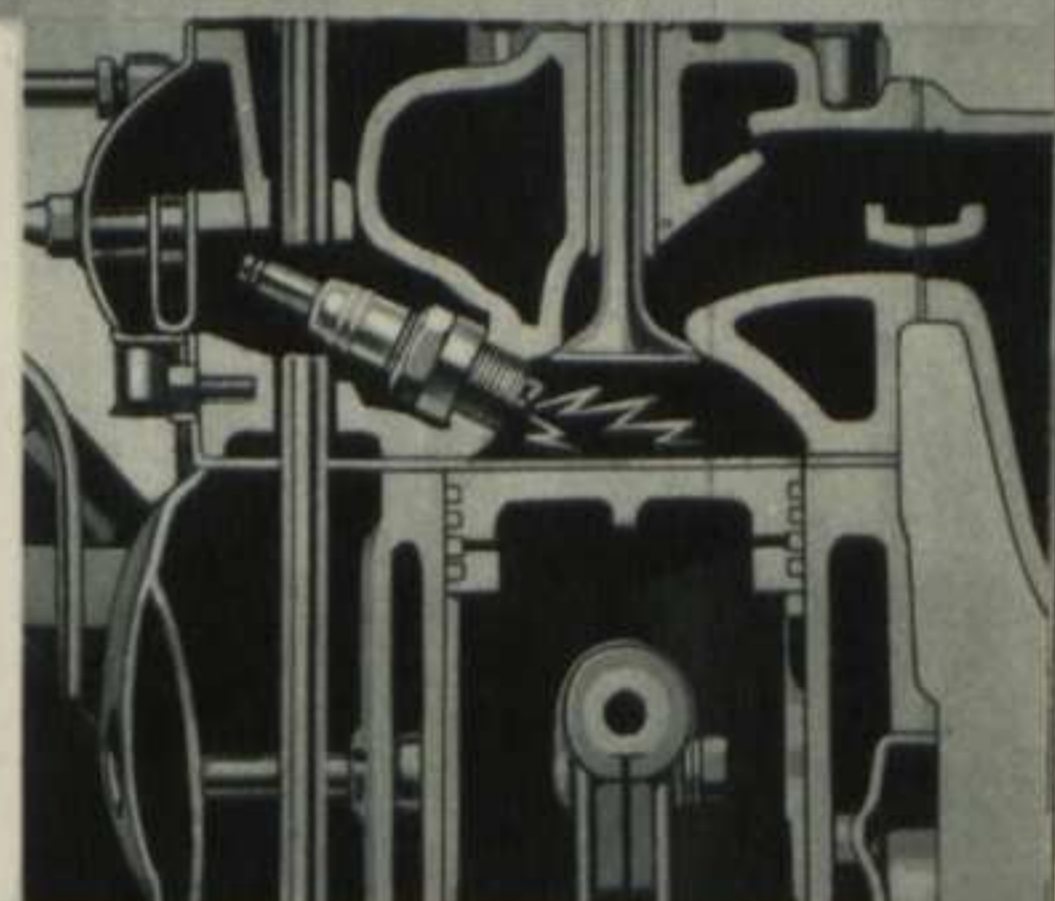
Engine efficiency is improved by full down-draft carburetion because it speeds the uniform flow of fuel mixture to the cylinders. To retard this flow impedes efficiency. Yet even today there are many engines with only PARTIAL down-draft carburetion. In the example diagrammed at the right, the flow of fuel is actually reversed before reaching the cylinder. At left you see how Nash's 100% down-draft carburetion conducts the mixture downward, by the shortest, straightest, most economical route, into the cylinder to provide extra power.



## YOU GET MORE POWER *With Valve-in-Head Twin Ignition*



With two plugs firing in unison in each cylinder, combustion is far more rapid and complete than if only one is used. The result is greater power, livelier performance and improved fuel economy. On all big transport plane engines, dependable twin-ignition is a Government air commerce requirement. The Nash Ambassadors are the ONLY American cars giving you this important superiority.



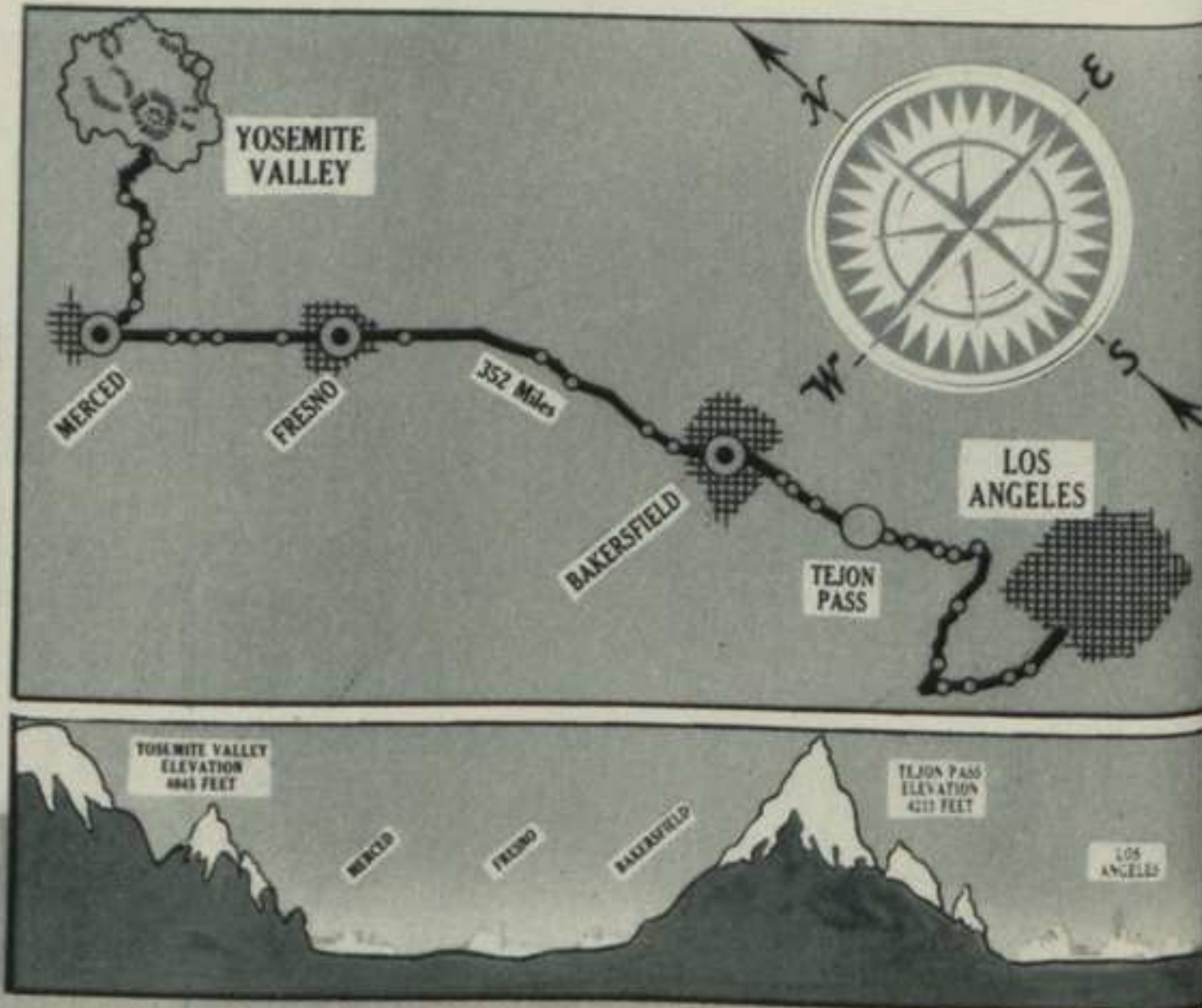
## You Get More Mileage *With Valve-in-Head Design*



In valve-in-head engines, the intake and exhaust valves are located directly above the pistons. Energy created by combustion of the fuel mixture is immediately above the piston head, providing full downward thrust on the piston, thus increasing the power output. Added advantages are a freer passage for the incoming fuel mixture, speedier and more complete filling of the cylinders, quicker disposal of the exhaust gases, cooler operation — and the elimination of power waste. The results are greater power and performance under all driving conditions with more mileage from every gallon of gasoline!

# NASH ECONOMY PROVED BY TWO WINS IN GILMORE ECONOMY RUN!

Official First Place Records: Lafayette, 23.76 Miles Per Gallon! Ambassador-8, 21.43 Miles Per Gallon! Nash Ambassador-6 Also Places High with 23.05 Miles Per Gallon!



For many years a winner in this famous economy run, Nash again in 1940 demonstrated its outstanding economy by winning two firsts and placing high with a third entry in the gruelling 315 mile Gilmore-Yosemite Run, under official A.A.A. observation! The Nash-Lafayette, for the second straight year won in its

popular price class with the amazing new average of 23.76 miles per gallon! . . . The Nash Ambassador-8 won its class with 21.43 miles per gallon, while the

Ambassador-6 was a third Nash leader with 23.05 miles per gallon! Experts considered the tests a conclusive triumph for Nash's "Sealed Manifold Engines."

## 1685 Miles on 1<sup>9</sup>/<sub>24</sub> Pints of Oil in Scorching Death Valley Heat

*Nash is just as thrifty in its use of oil as it is in gasoline mileage. And here's the proof!*

Running steadily for two days in the blazing furnace of Death Valley, a completely standard Nash-Lafayette last summer established an amazing record in oil efficiency.

With six quarts of oil, measured and sealed in the crankcase by officials of the Los Angeles County Weights and Measures Department, the Nash was driven at the top speed that roads would permit, through heat that reached 130 degrees, yet with the oil pressure gauge never varying from 35 pounds. And thanks to Nash's enclosed oil and intake manifolds, and its superb cooling system, never once did the engine show signs of overheating. Including the trip out from Los Angeles and return, 1,685 miles were covered on less than 1-9/24 pints of oil . . . an amazing record!

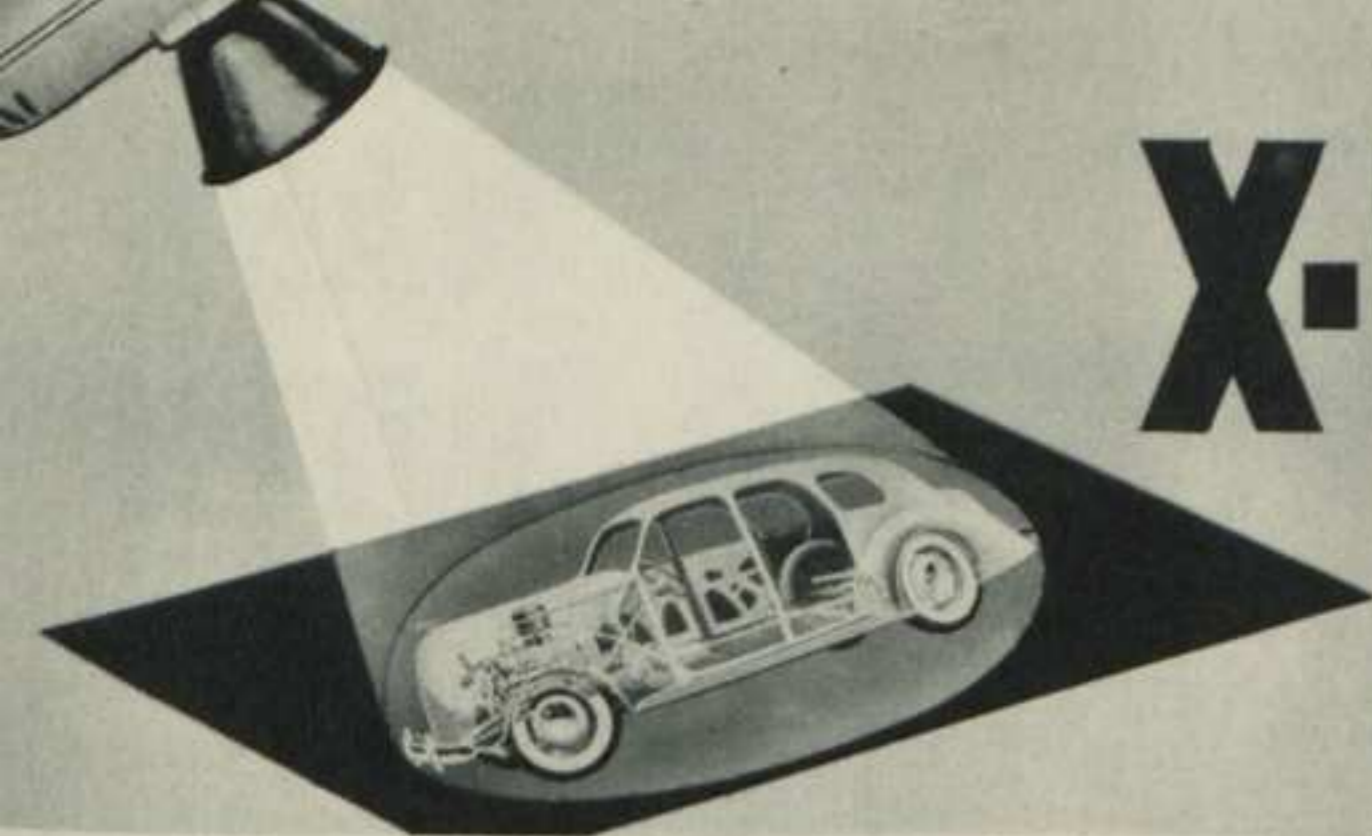


**HOW TO JUDGE A CAR ON ITS ENGINE**

- Is it free of all vibration when you feel the floor board or instrument panel?
- Is the intake manifold sealed in for economy and uniform performance?
- Does it have more than six crankshaft bearings?
- Does it accelerate smoothly and quietly without annoying vibration?
- Does it really have full-pressure lubrication?

**THE NASH ANSWER TO ALL THESE QUESTIONS IS "YES"—IT'S THE CAR TO BUY!**



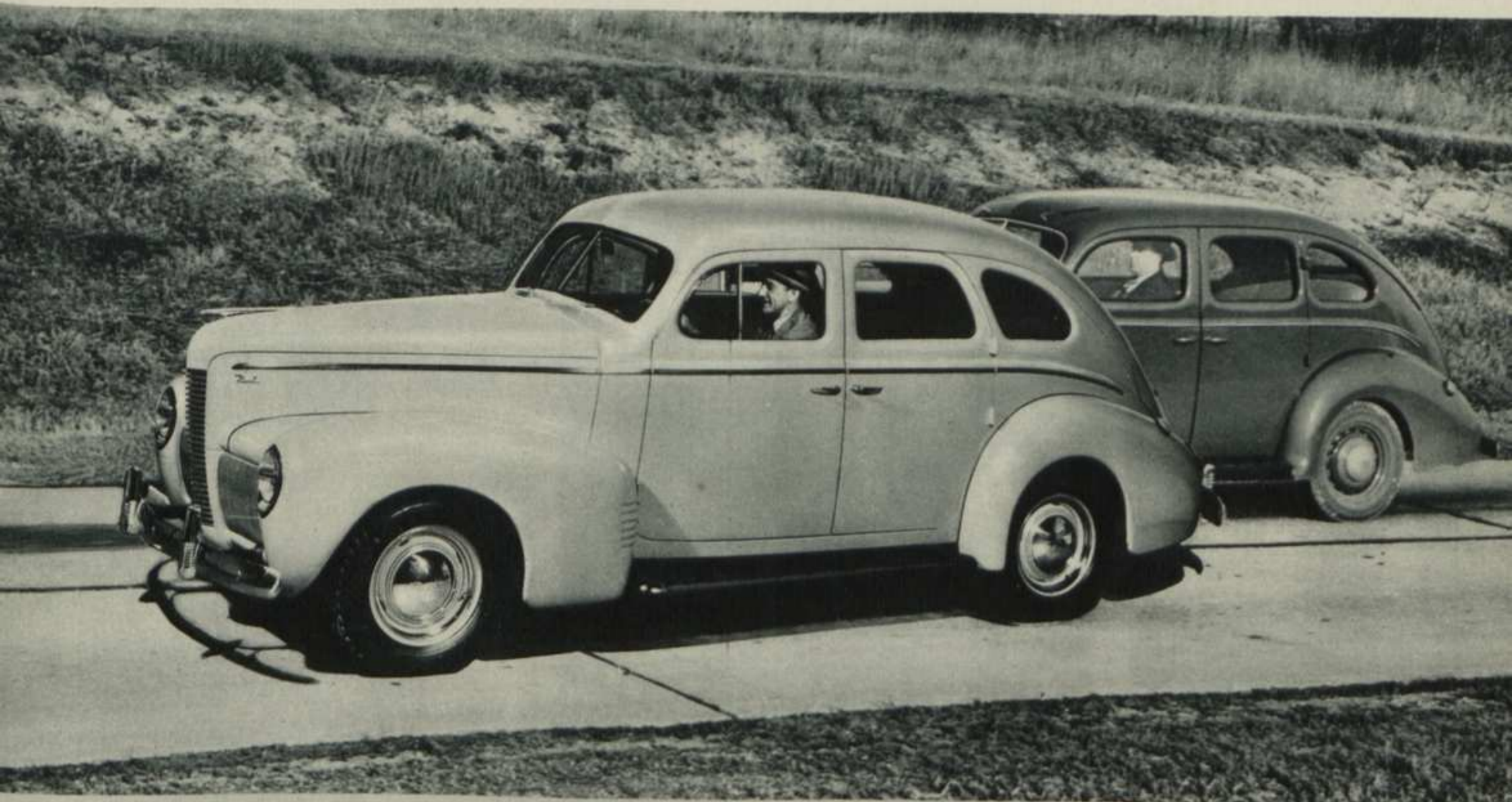


# X-RAY *Looks at*

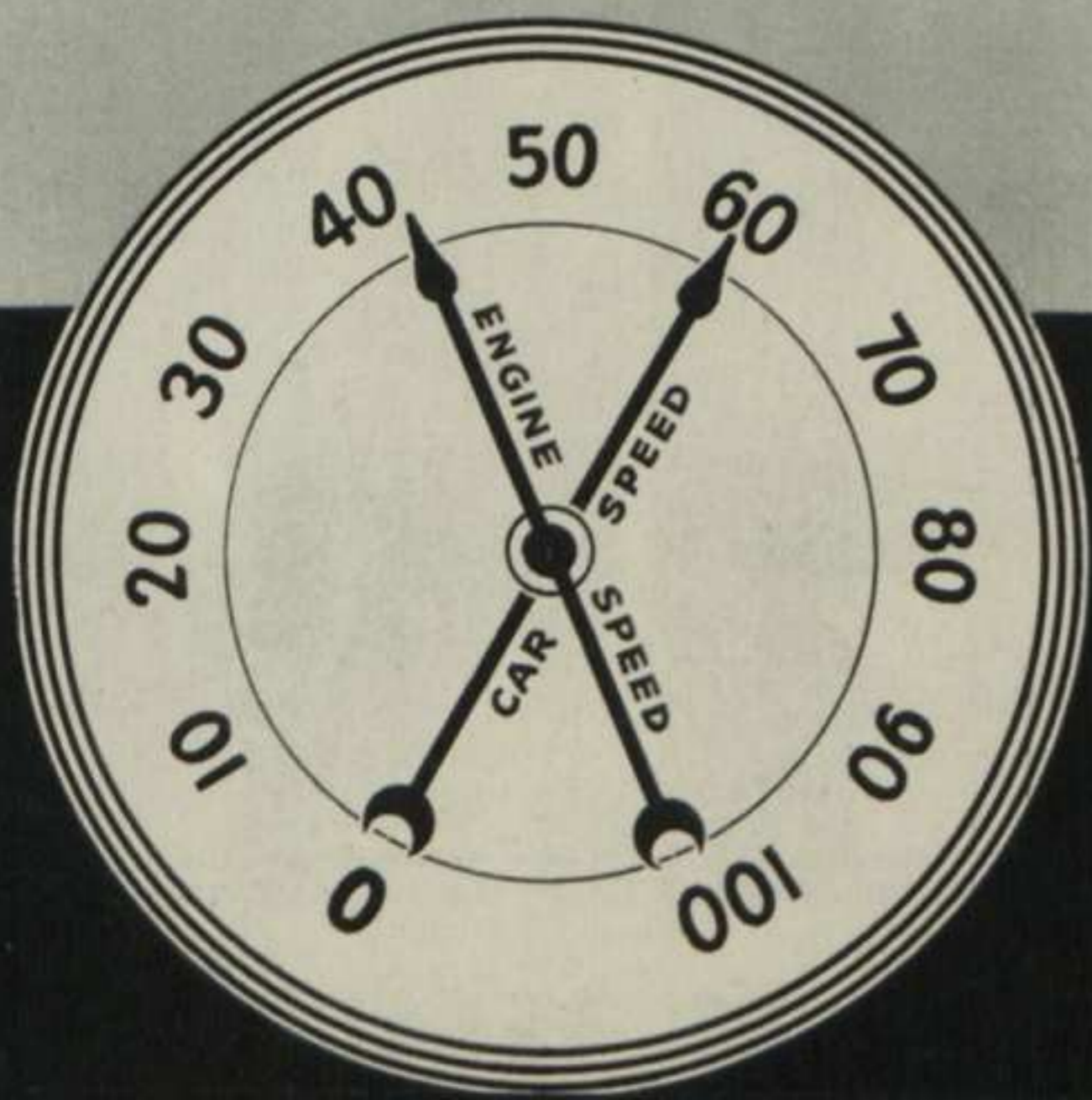
## AUTOMATIC FOURTH SPEED

(CRUISING GEAR)

### ECONOMY AND PERFORMANCE



With Automatic Fourth Speed, when your Nash is traveling 60 your engine loafs along at only 42 miles per hour. Saves gas - saves oil - saves engine wear!



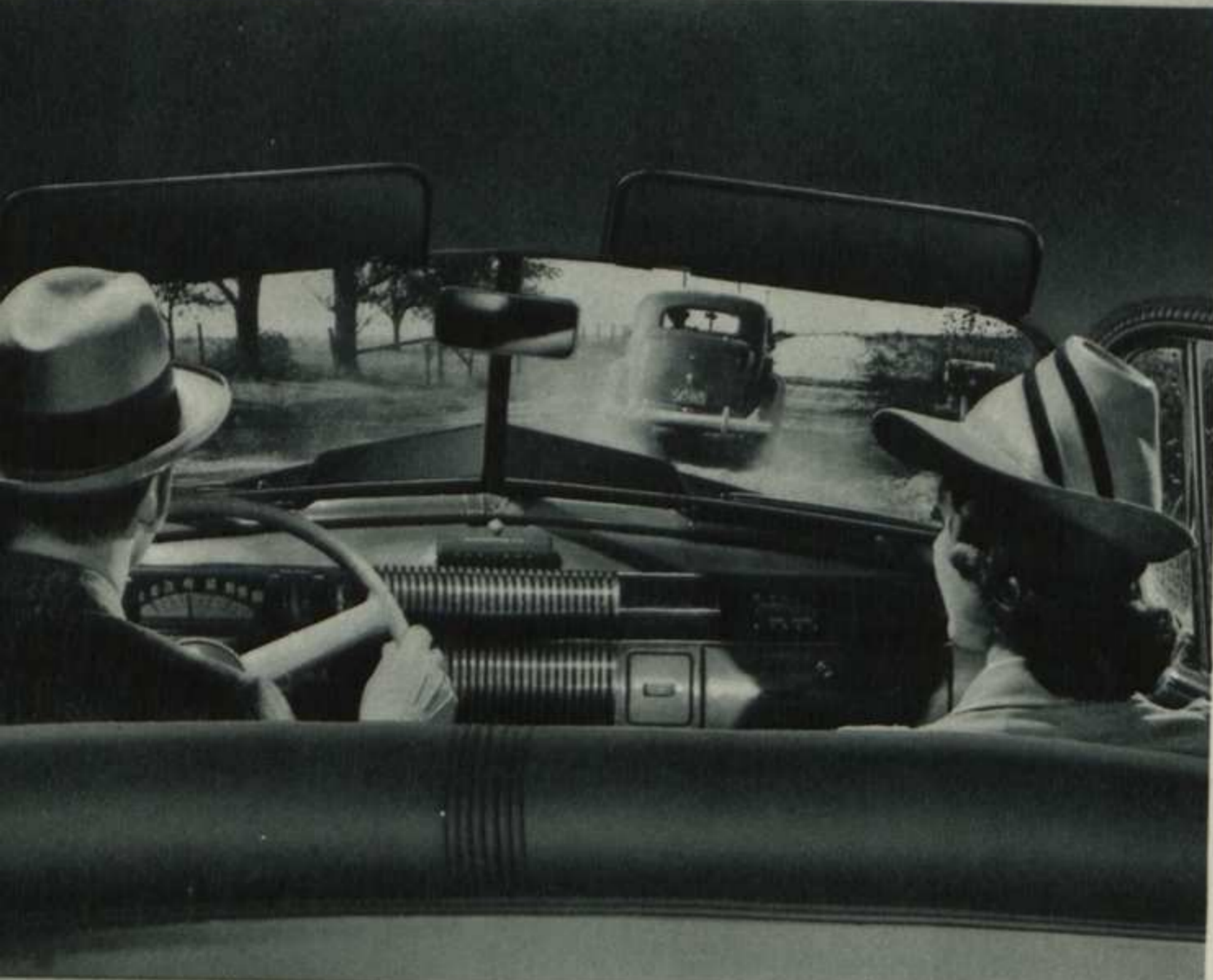
Are savings up to 25% on gas—50% on oil and 30% on engine wear worth while?

Of course, they are! And that's exactly what the new 1940 Nash Fourth Speed Forward is designed to give you.

Today, with networks of super-highways covering America, trips of one, two, five thousand miles are commonplace—and the Average Motorist's annual mileage is on the increase. That's why Fourth Speed Forward is no longer just an "accessory that gives wings to motoring"—but an indispensable economy in saving gas, oil and upkeep!

Nash has been the leader in perfecting Automatic Fourth Speed—and for 1940 it adapts this economy and comfort feature to your normal city driving.

# A NEW DRIVING THRILL . . . NASH FOURTH SPEED FORWARD WITH NEW AUTOMATIC OVERTAKE



**NEW AUTOMATIC OVERTAKE.** There's an extra safety factor in Nash's new "step-down" Automatic Overtake Gear. The instant you need it, a nudge of the throttle brings back the terrific pick-up of Nash's normal third speed! You're past the emergency in a flash—and smoothly on your way in Automatic "Fourth" Speed again!

More thrills per mile are coming to you . . . when the speedometer touches "35," and the new Nash Automatic Fourth Speed cuts in!

For here, in a flash, you've traded wheels for wings—you're skimming along with the exhilarating rush of a gliding plane. Cloaked in silence—with engine revolutions reduced by 30%—you swoop through valley and countryside so smoothly and quietly you feel as if you're flying! (And ever after, you're going to find "only three gears" . . . even in the finest of cars . . . just a little humdrum.)

Moreover, you'll have the satisfaction of knowing that this nerve-tingling new motoring joy is saving you money, on gas, oil and upkeep, every Fourth-Speed mile you drive!



**ALMOST MAGIC IN ITS EASE . . .** Nash's Fourth Speed Forward brings a new meaning to the "mastery of distance." Whether for a trip across town or cross country, when you slip behind the wheel of a Nash, motoring becomes a great adventure again.

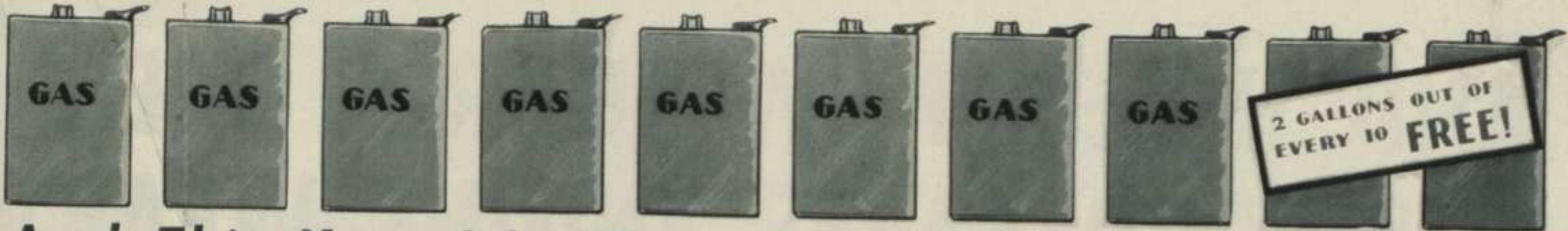


**YOUR ENGINE SEEMS TO "SLEEP,"** as the miles go by! Except for the trees and towns gliding silently by like a sound movie without sound, you would think your engine asleep, so smooth and vibrationless is the effortless power delivered in Fourth Speed Forward.



**YOU FEEL RELAXED AND RESTED** after longest drives! At 30% reduced engine speed, noise and the strain mentally associated with high speed driving are eliminated—and you reach your destination fresh and relaxed, even after an all-day trip.

**MODERN ENGINEERING MAINTAINS RESALE VALUE!**



**And This Year It's "City Geared" to Give You Even More Thrift Mileage on Every Gallon of Gas**



**WITH NASH FOURTH SPEED FORWARD, YOU GET 2 FREE GALLONS OF GAS IN EVERY 10 YOU BUY!**

Now the super-thrill of motoring—Nash's Fourth Speed Forward — saves you **MORE** money than ever!

For it's "city-geared" to go into action at 33 to 35 miles per hour. As 80% of your driving is at this speed or faster, you now get the advantages and economies of Fourth Speed Forward **ON ALL BUT A FRACTION OF YOUR MILEAGE!**

That means, if you drive approximately 15,000 miles in a year, about 12,000 miles of it will be in Fourth Speed Forward—with a saving to the average driver of approximately 180 gallons of gas annually. You will also save the inconvenience of **ONE** out of every **FIVE** stops for gas!

Here's an example that quickly "visualizes" the big fuel savings that Nash Fourth Speed Forward actually gives. If you were driving cross-country from New York to San Francisco, your **EXTRA GAS MILEAGE** in Fourth Speed Forward would mean the equivalent of **FREE FUEL** all the way from Salt Lake City on to the end of your trip!

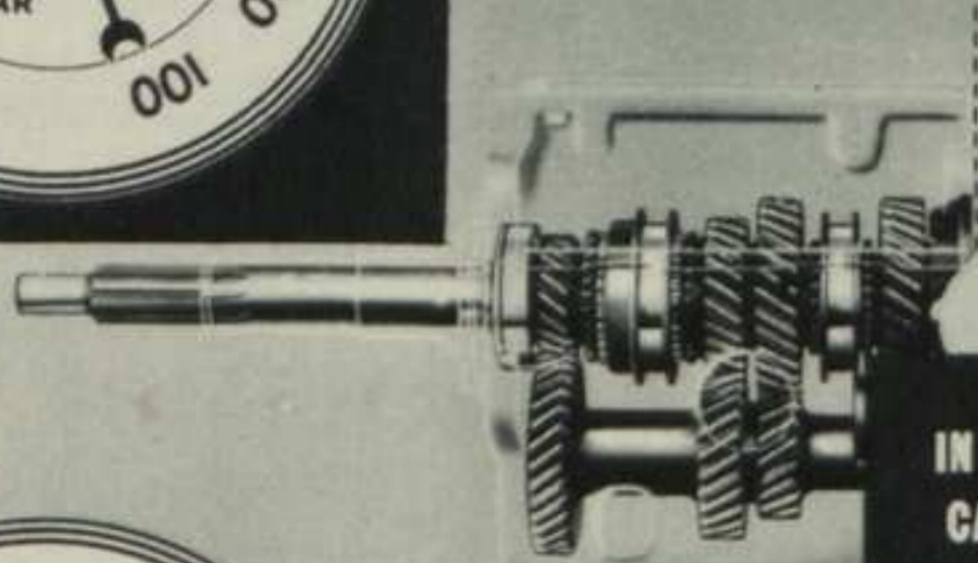
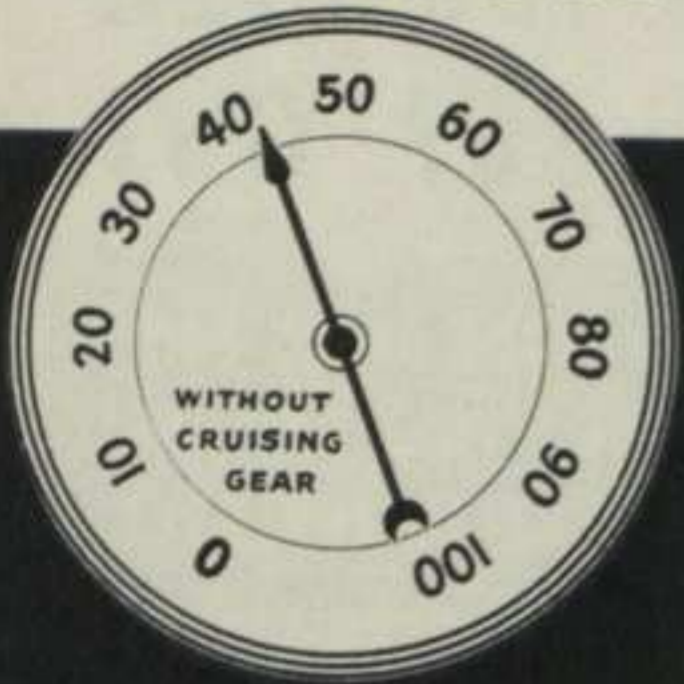


**SAVES UP TO 50% ON OIL**

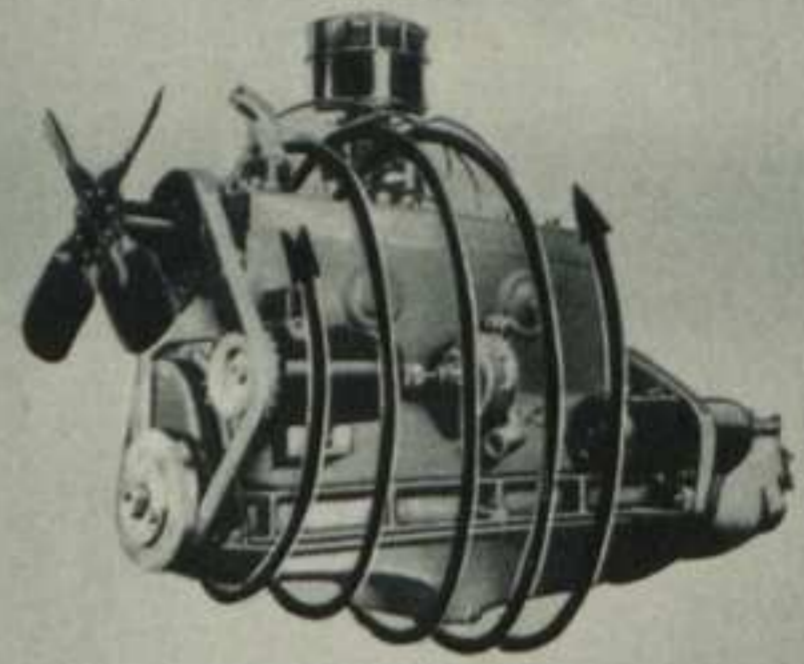
Amazing but true—the unrivaled oil economy for which Nash's engines are famous is improved by savings up to 50% with the new Fourth Speed Forward. Reduced engine revolutions means less high speed oil waste and cooler oil for better lubrication.

Without Fourth Speed Forward, the engine of a conventional car might be compared to a short-legged boy that must take 4.4 steps to cover a given distance . . . With Automatic Fourth Speed in operation, the engine of your Nash or Nash-Lafayette is like a long-legged athlete that covers the same distance in three strides.

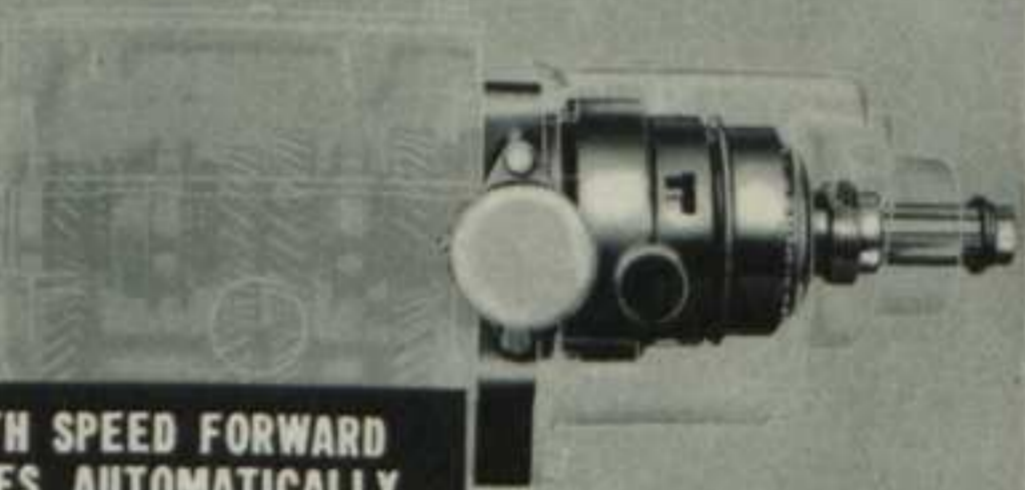
# AND HERE'S HOW FOURTH SPEED FORWARD SAVES ENGINE WEAR!



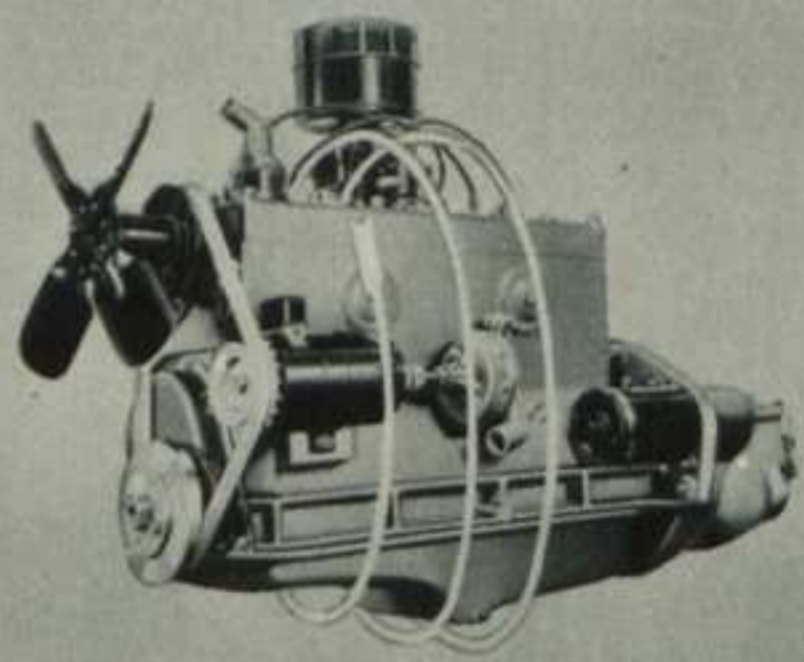
**IN LOWER SPEED RANGES, CAR IS DRIVEN THROUGH REGULAR GEARS**



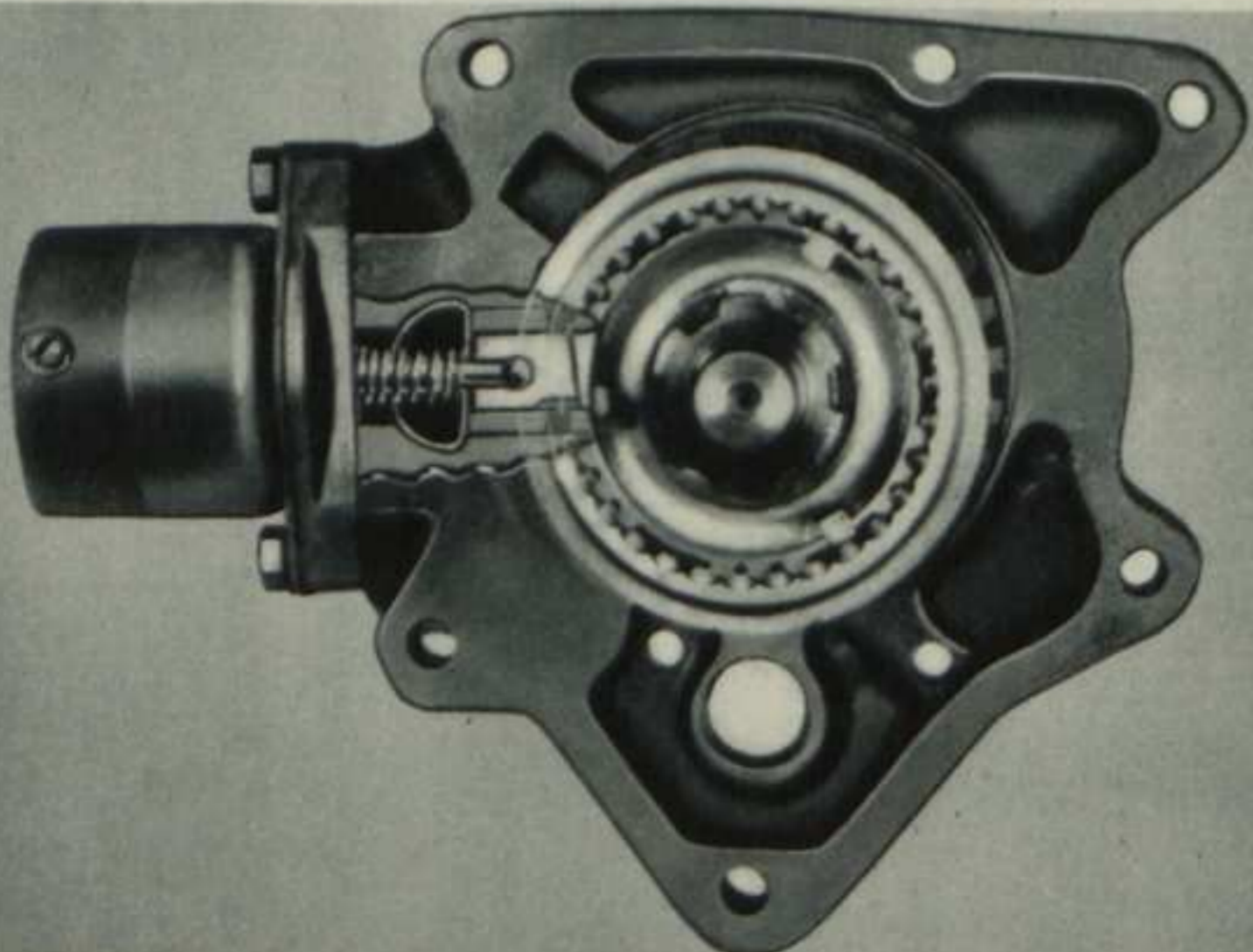
**WITHOUT FOURTH SPEED FORWARD** in operation the engine makes 4.4 revolutions to 1 turn of the wheels . . . requires more gas and oil at high speed . . . runs much faster.



**FOURTH SPEED FORWARD ENGAGES AUTOMATICALLY . . . REDUCES ENGINE REVOLUTIONS . . . PROLONGS MOTOR LIFE**



**WITH FOURTH SPEED FORWARD** in operation, the same engine makes only 3.1 revolutions to 1 turn of the wheels. That results in 30% less engine wear . . . less fuel, oil consumption and quieter performance.

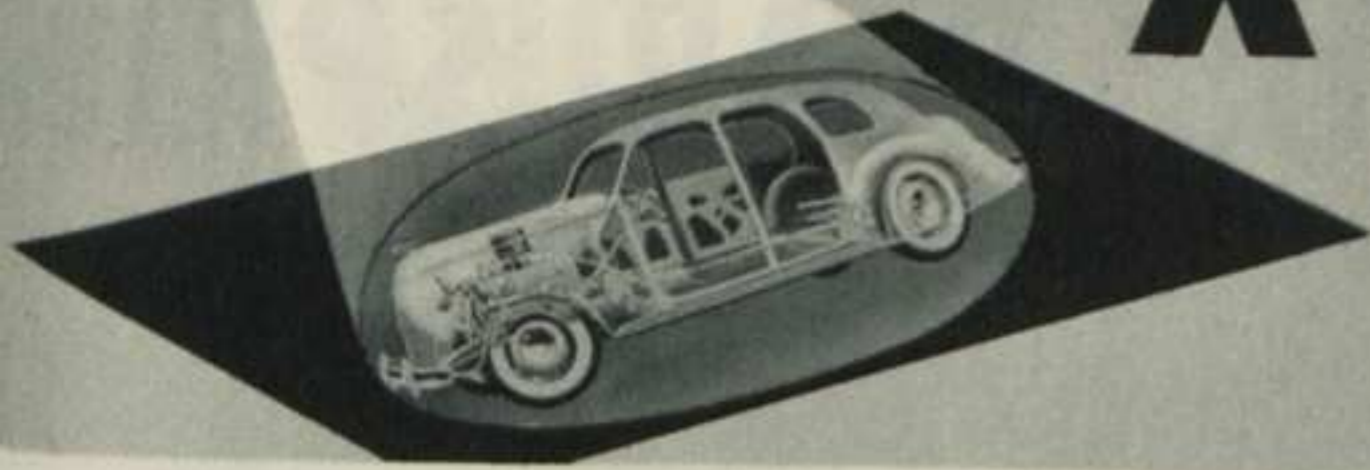


The automatic overtake is a simple electrical device that permits the instant return to regular "third" gear for rapid acceleration to overtake and pass other slower moving vehicles. When the foot accelerator is depressed its full travel, this energizes a solenoid that effects the magnetic release of the steel plunger shown in the sectional view above, returning the car instantly to third gear.

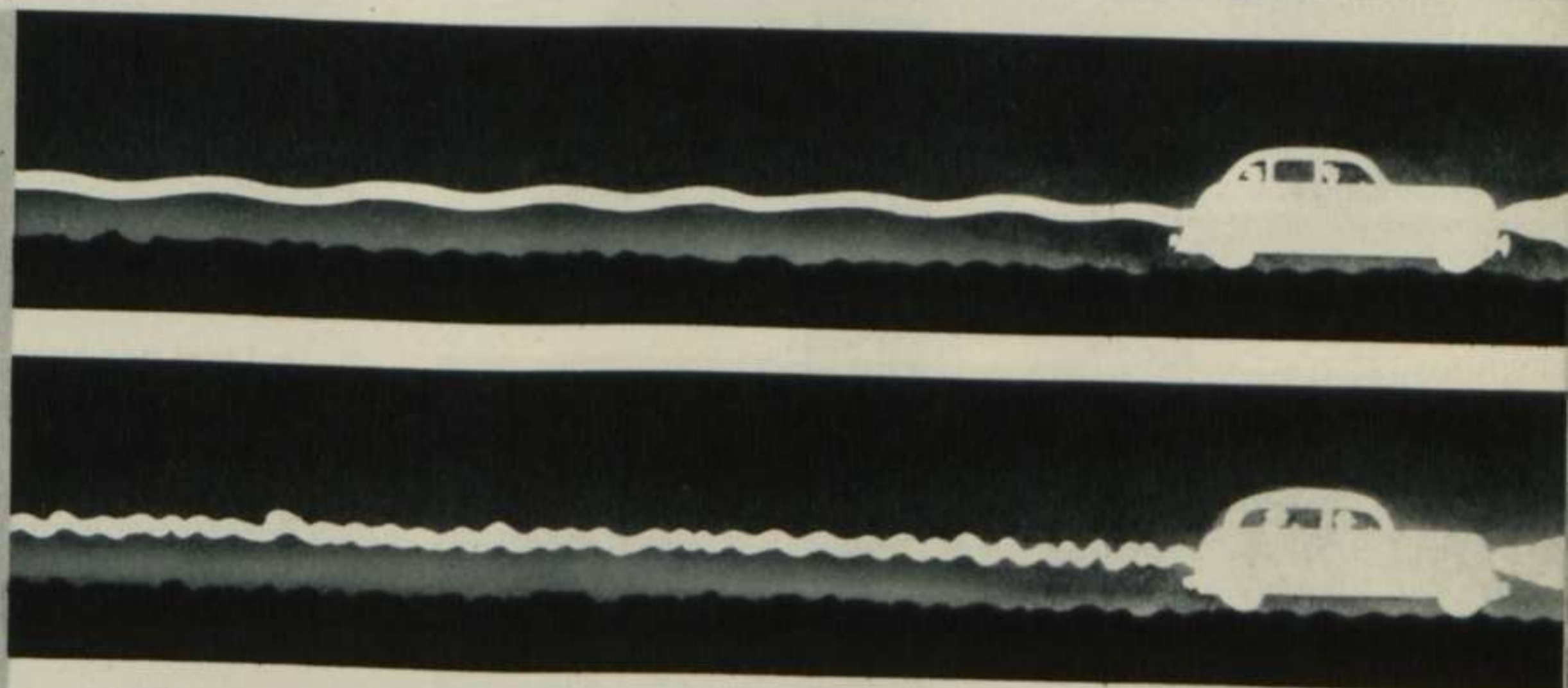
## SCORE CARD

	Automatic Fourth Speed Optional		Automatic Fourth Speed Optional
NASH LAFAYETTE		Hudson 6-8	
Chevrolet Spec. De L.		Oldsmobile 70	Auto. Trans.
Dodge Six		Pontiac Eight	
Ford 85 De Luxe		Packard 110	
Hudson 6		Studebaker Comm. 6	
Mercury		NASH AMB. EIGHT	
Oldsmobile 60	Auto. Trans.	Buick 60	
Plymouth De L.		Chrysler Traveler	
Pontiac Six		Hudson C. C. 8	
Studebaker Champ.		LaSalle	
NASH AMB. SIX		Lincoln Zephyr	
Buick 40-50		Oldsmobile 90	Auto. Trans.
Chrysler Royal		Packard 120	
De Soto		Studebaker Pres. 8	

# X-RAY *Compares* 1940 MOTOR CAR COMFORT FEATURES



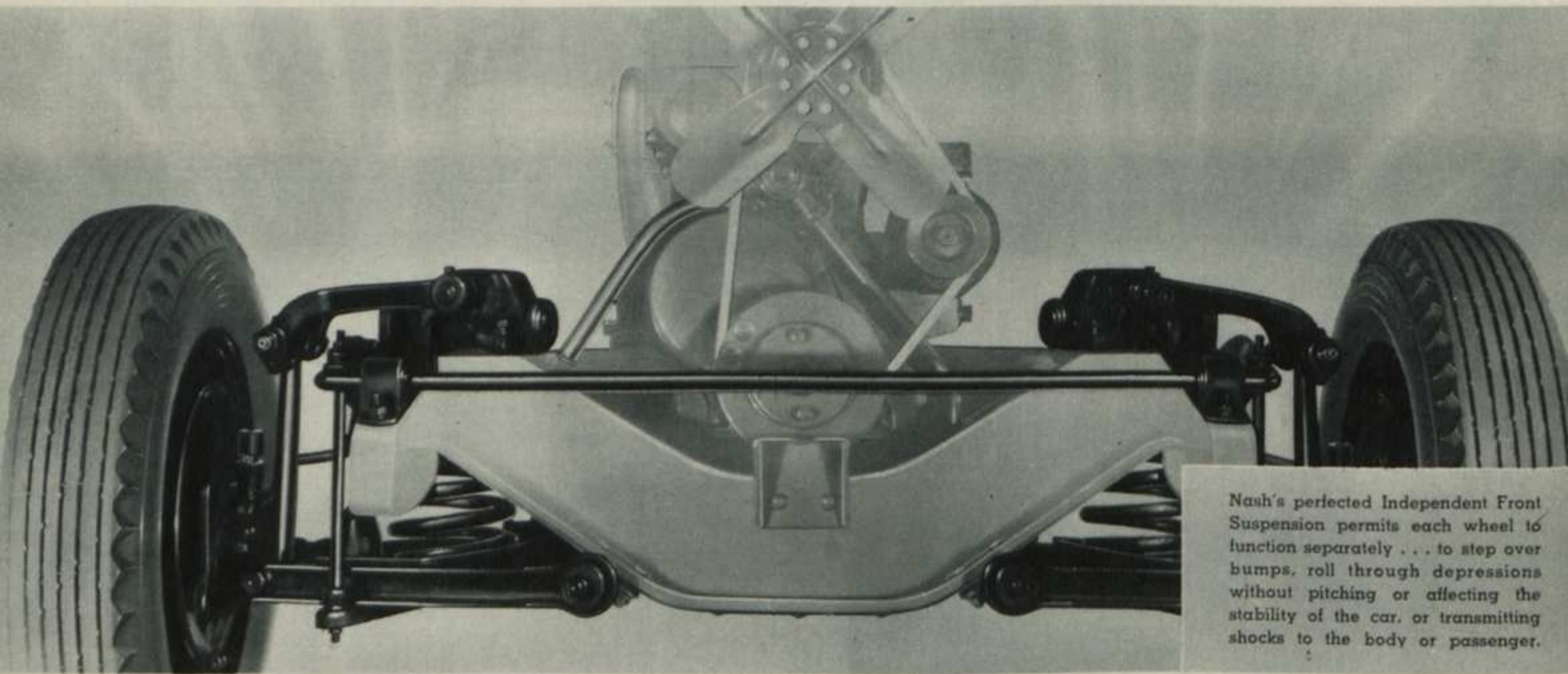
The diagram above shows how engineers "take a picture" of the riding qualities of a car. A time exposure of a moving car with a fixed light on the side traces a white line on the film—recording the car's "reaction" to jolts and jars on the road. Compare the long, easy undulations of the car pictured at top (which records the new Nash Arrow-Flight Ride) with the jittery, bumpy line below that tells the story of discomforting shocks and jolts you get in many other late model cars.



When you buy a 1940 car, you're entitled to the latest advancements in comfort features—smooth ride, restful seats, soundproofed quiet, easy steering, all the other things that go into motoring comfort. So don't let the chorus of claims about new wonders of motor car comfort confuse you!

There's a simple way to get the facts—see which cars have made genuine advancements in comfort—which have introduced cheap substitutes under the dazzling guise of "improvements." The Automobile X-Ray for 1940 offers you—not words or claims—but reliable, scientific information that has been thoroughly checked for accuracy.

# NASH ALONE COMBINES INDEPENDENT FRONT LONG SYNCHRONOUS REAR SPRINGS



Nash's perfected Independent Front Suspension permits each wheel to function separately . . . to step over bumps, roll through depressions without pitching or affecting the stability of the car, or transmitting shocks to the body or passenger.

## MIDSECTION SEATING



All seats in the new 1940 Nash cars are cradled in the Middle Zone, ahead of the "shock-line" above the rear axle, to prevent pitching, eliminate bouncing and fatigue.

## BALANCED WEIGHT DISTRIBUTION



In the new 1940 Nashes weight is evenly distributed—almost pound for pound—on all wheels to insure better roadability . . . and bounce-

## CRADLED, *Bounce Free* RIDING COMFORT

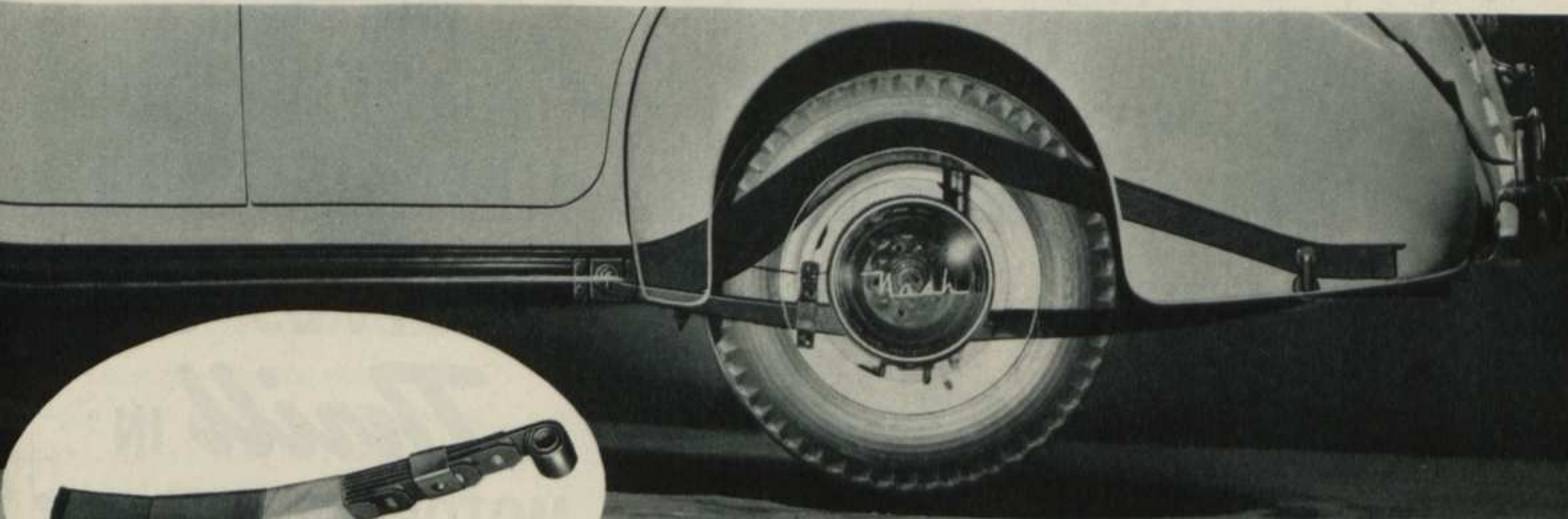
Long, patient research by Nash engineers to develop an independent front coil spring suspension, which they could approve for Nash cars, is this year rewarded by success! Overcoming objections heretofore found in all such systems, the new perfected Nash suspension is combined in the 1940 models with extra-long, synchronous rear springs and super-hydraulic shocks to vastly improve riding comfort, steering ease, safety and roadability.

Here are some of the new advantages Nash owners enjoy:

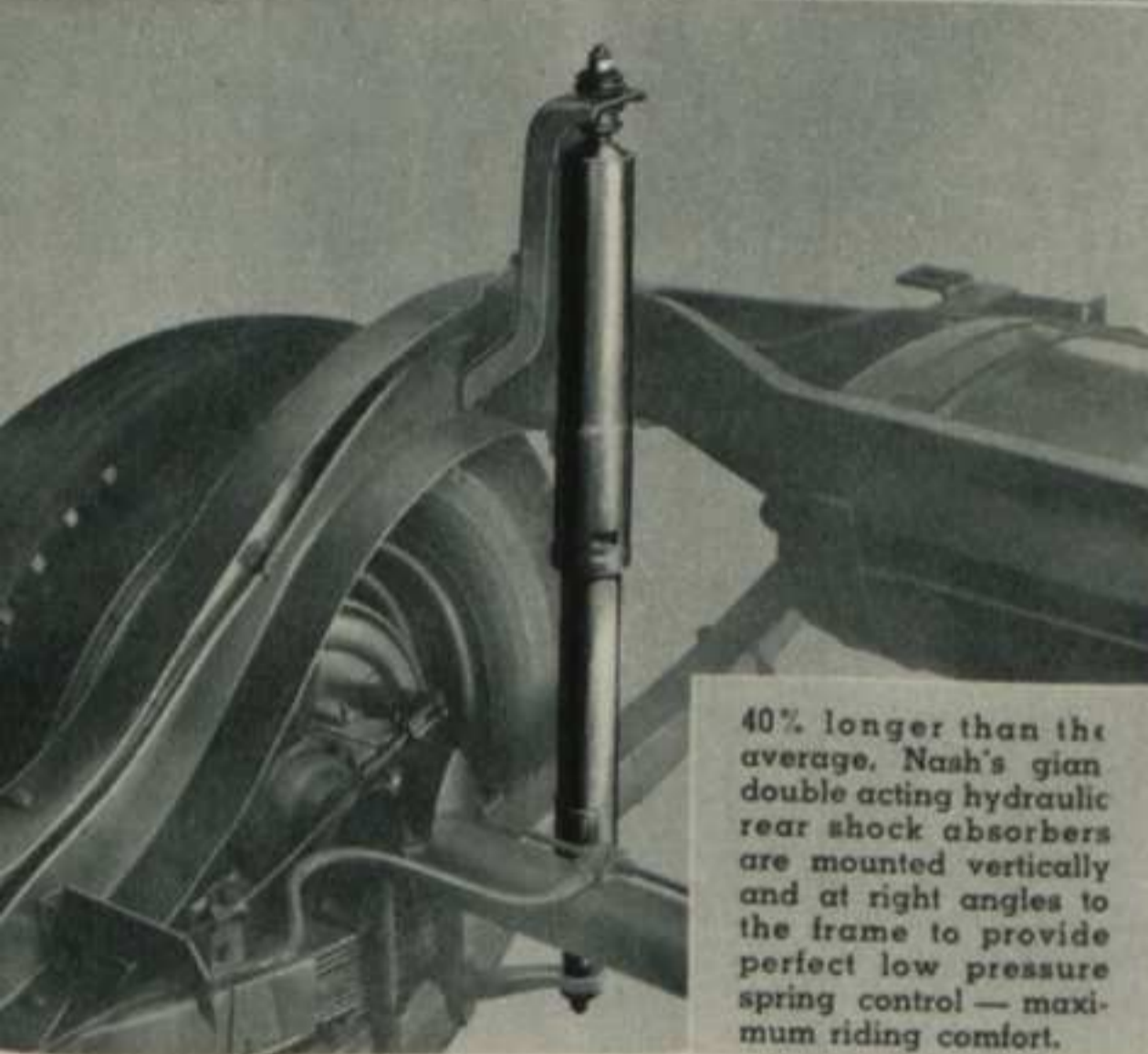
- Level ride over all types of roads.
- Shock-free, arrow-straight steering.
- Independent front wheel action.
- Elimination of car wander and shimmy.
- Constant front wheel alignment for maximum tire life.
- Better stability and roadability.
- Greater handling ease and safety.

The most important advantage of the new Nash Riding System is the type of ride provided. Most motorists will mentally associate it with the riding qualities of heavy, expensive cars. This is due, chiefly, to the level ride which results from independent front wheel action in combination with giant, double-acting, vertically mounted rear shock absorbers and extra long soft-acting rear springs. No car, lacking this combination, can match the riding comfort and handling ease of the 1940 Nash car.

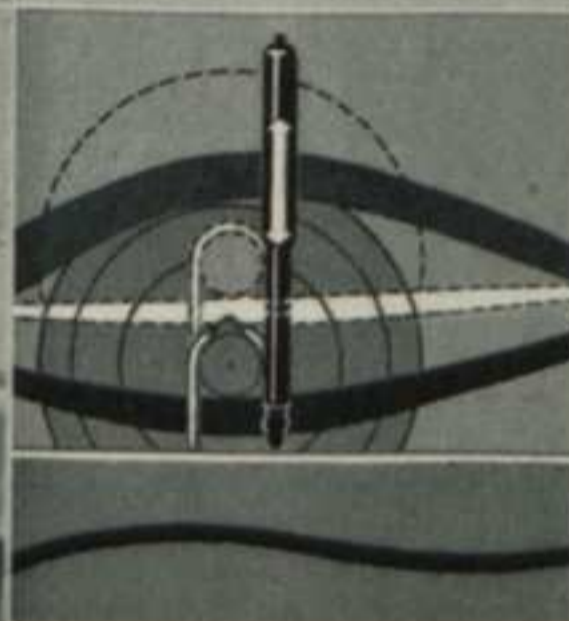
# T FRONT SUSPENSION WITH EXTRA GS AND GIANT SHOCK ABSORBERS



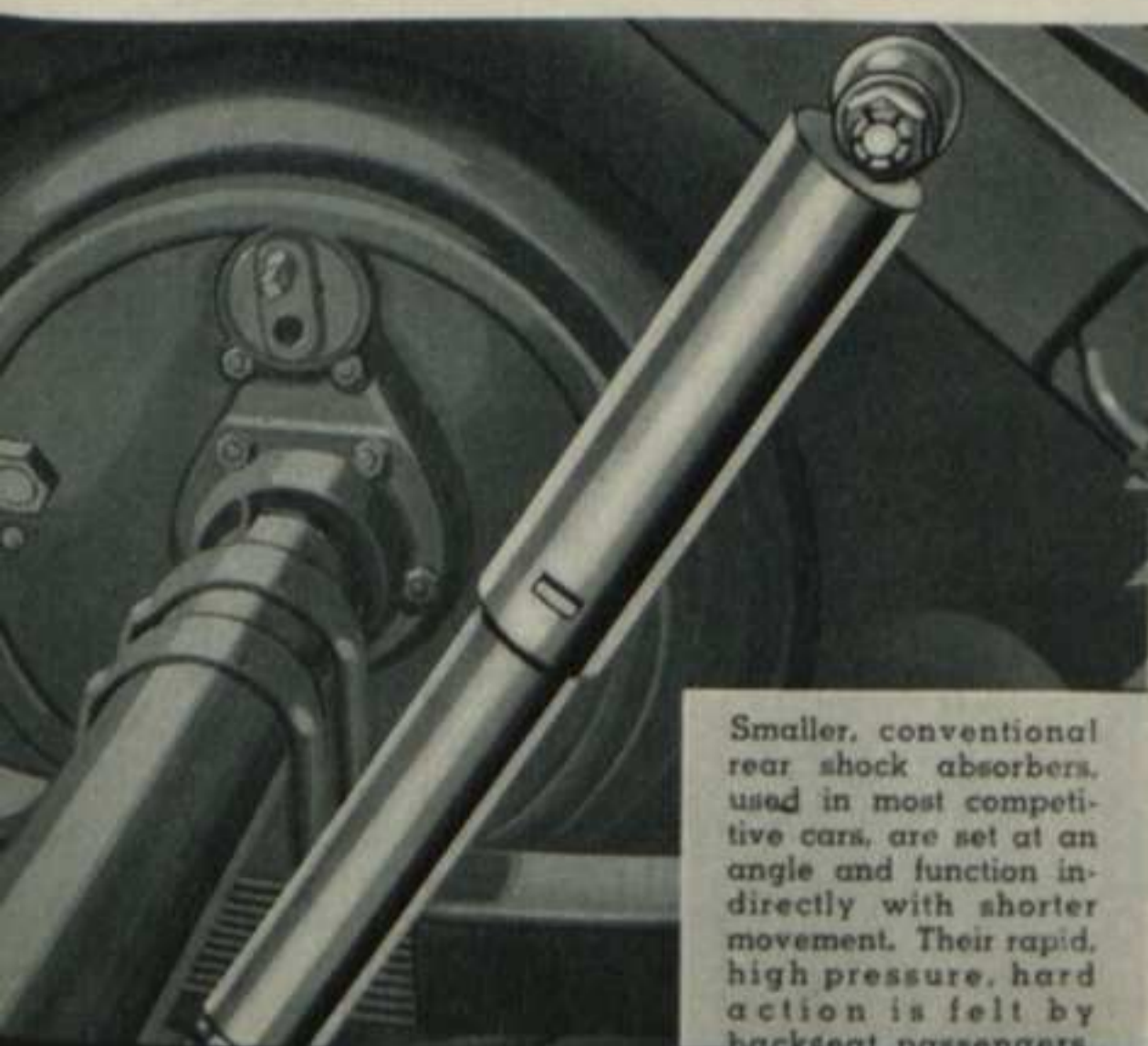
These extra long, semi-elliptic Nash rear leaf-springs are synchronized with the front end suspension system to eliminate pitching and tossing, and are controlled by giant, low-pressure vertically mounted hydraulic shock absorbers, the largest of their type used on most present-day cars. Special spring leaf lubricant and metal covers give Nash rear springs uniformly soft and resilient action regardless of temperature changes. Spring leaf inserts of pre-lubricated bearing metal reduce interleaf friction, insure quiet, resilient, squeak-free action for thousands of miles.



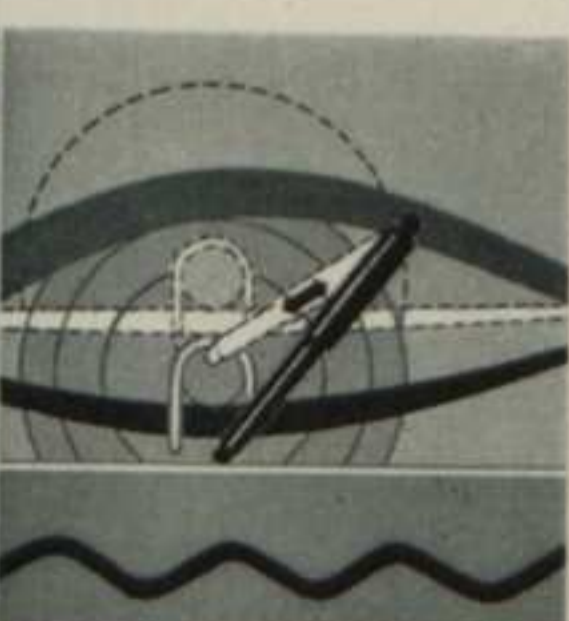
40% longer than the average, Nash's giant double acting hydraulic rear shock absorbers are mounted vertically and at right angles to the frame to provide perfect low pressure spring control — maximum riding comfort.



Nash's vertically mounted shock absorbers provide full low pressure direct action to absorb road shocks in one or two long gentle undulations because they function in direct relation with the axle movement.



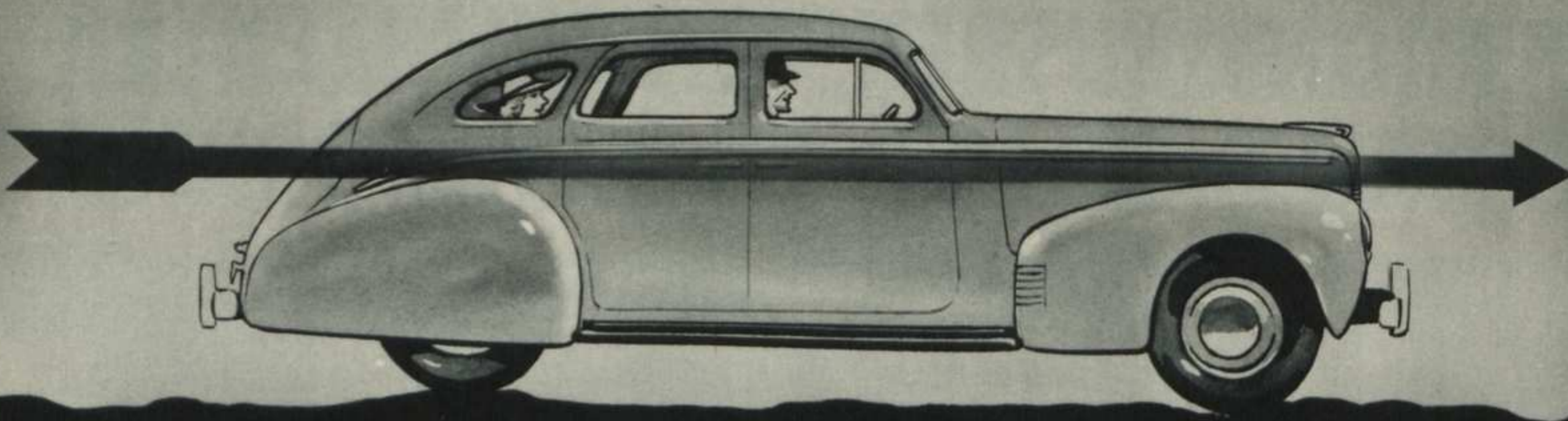
Smaller, conventional rear shock absorbers, used in most competitive cars, are set at an angle and function indirectly with shorter movement. Their rapid, high pressure, hard action is felt by backseat passengers.



The short angle mounted shock absorbers used on most cars move through an arc as a unit with the rear axle, providing high pressure, jerky indirect action...passenger discomfort.

## SCORE CARD

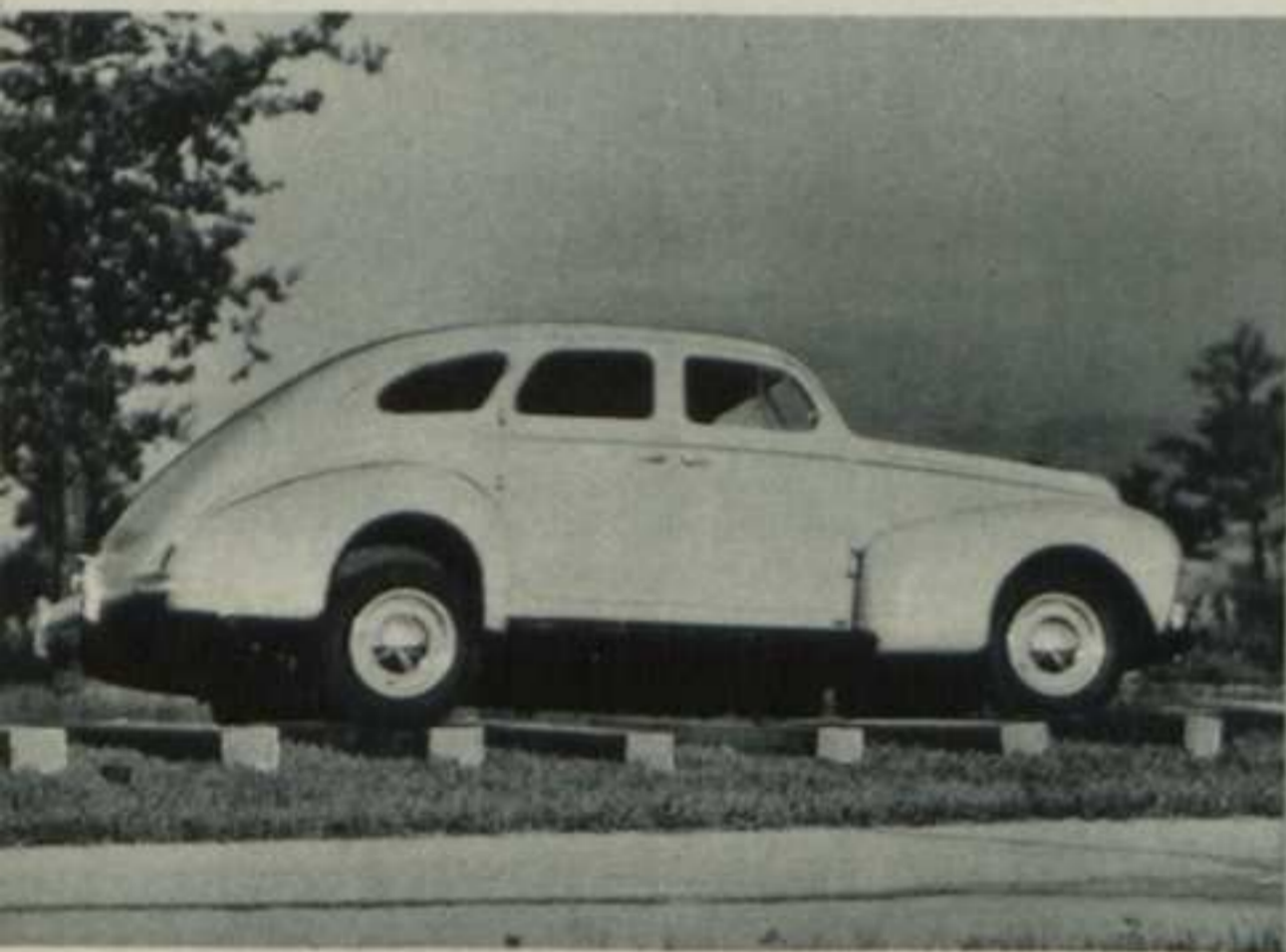
	Independent Coil Springs on Front	Metal Spring Covers—Leaf Inserts—Rear	Vertical Mtd. Rear Shock Absorbers
NASH-LAFAYETTE			
Chevrolet Spl. De L.			
Dodge Six			
Ford 85 De Luxe			
Hudson Six			
Mercury			
Oldsmobile 60, 70			
Plymouth De Luxe			
Pontiac Six			
Studebaker Cham.			
NASH AMB. SIX			
Buick 40, 50			
Chrysler Royal			
De Soto			
Hudson 6-8			
Pontiac Eight			
Packard 110			
Studebaker Com. 6			
NASH AMB. EIGHT			
Buick 60			
Chrysler Traveler			
Hudson C. C. 8			
LaSalle			
Lincoln Zephyr			
Oldsmobile 90			
Packard 120			
Studebaker Pres. 8			



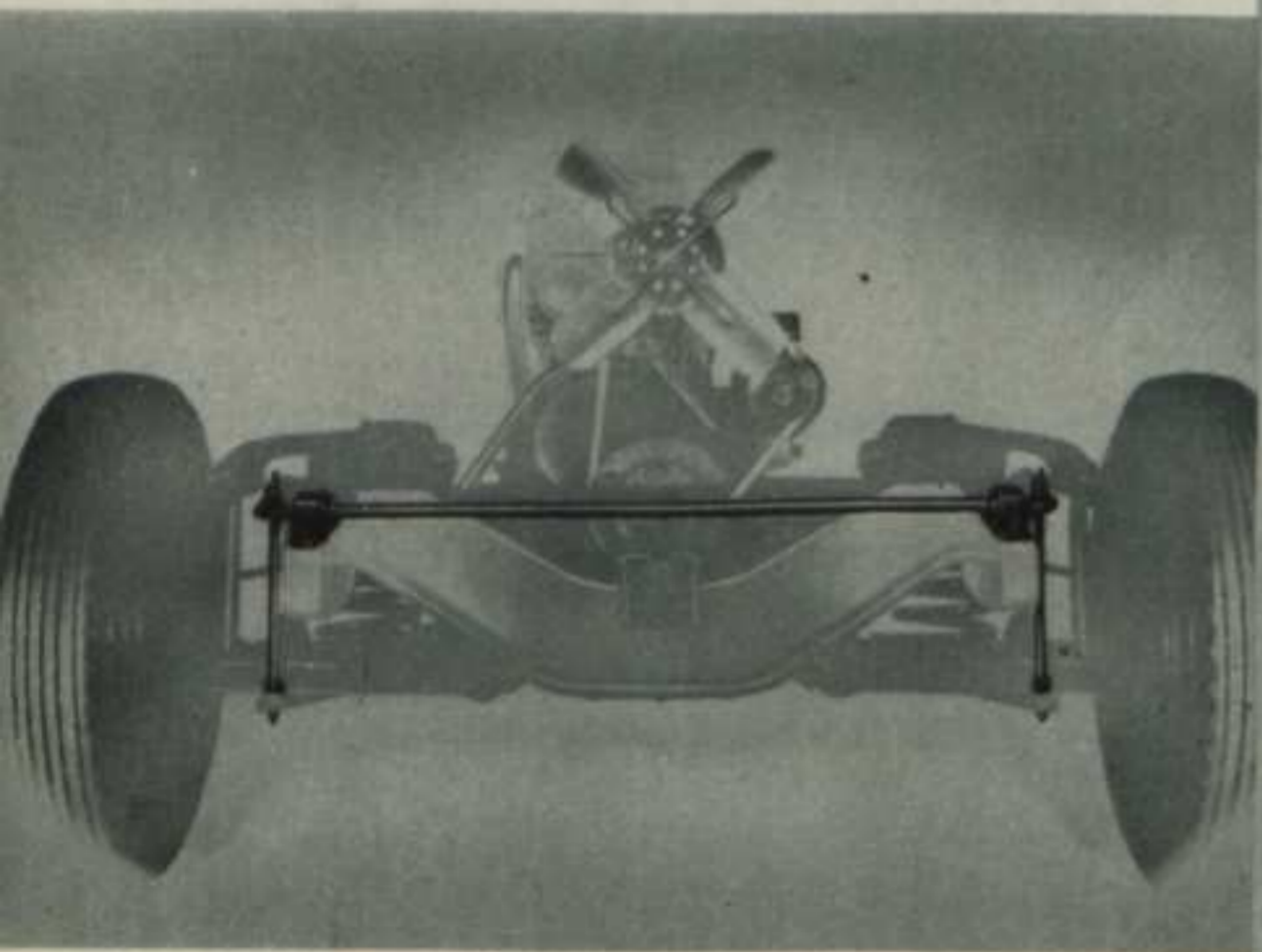
# NASH ARROW-FLIGHT RIDE GIVES NEW

## *Thrill* IN

## MOTORING COMFORT



Nash stability defies "railroad tie test." With two wheels on ground and two running on railroad ties 24 inches apart, Nash shows how new Arrow-Flight Ride negotiates rough going without pitching or tossing.



Nash perfected Ride Stabilizer steadies the car on curves, eliminates side-roll and holds an even keel at all speeds. Steering is easier and any tendency to wander is neutralized, improving roadability.



With one wheel up on a bump, note the perfectly level position maintained by the Nash body. This is due to vertical independent front wheel action in Nash's perfected coil spring suspension — which makes rough roads seem like boulevards.



In all three series of its new cars, Nash incorporates a totally new combination of features to produce the thrill ride of America! You won't know you're riding—you'll think you're flying in the 1940 Nash!

In this remarkable new system Nash engineers have found the secret of equalized weight distribution on all four wheels . . . with independently sprung front wheels to step over bumps . . . super-flexible synchronous springs and giant shocks to absorb jolts and jars, and the Nash ride stabilizer to eliminate sidesway.

Combined with Nash Foam-Sponge Rubber Seat Cushions, the result is undreamed-of riding comfort. The car has the steadiness of a crack train. It hugs the road, skims over rough spots, and takes curves as smoothly and safely as though running on rails!

Try it. Drive it. Compare it. Five minutes of the new 1940 Nash Arrow-Flight Ride will give you a riding sensation you'll never forget!

**HOW TO JUDGE A CAR ON COMFORT**

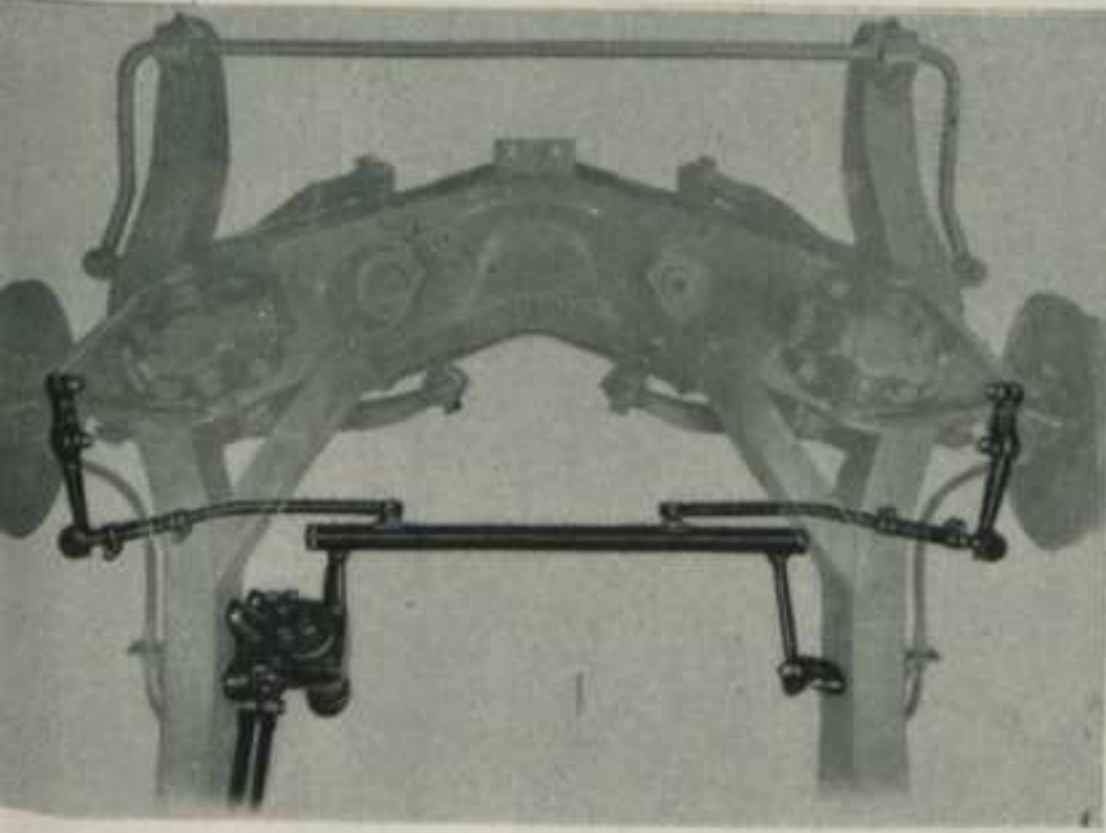
- Do rear shock absorbers have adequate travel for full cushioning?
- Can you go over a rocky road without feeling the road shock in your steering wheel?
- Are seats chair height?
- Does your steering hold the course so you do not constantly have to "right" the wheel?

**THE NASH ANSWER TO ALL THESE QUESTIONS IS "YES"—IT'S THE CAR TO BUY!**

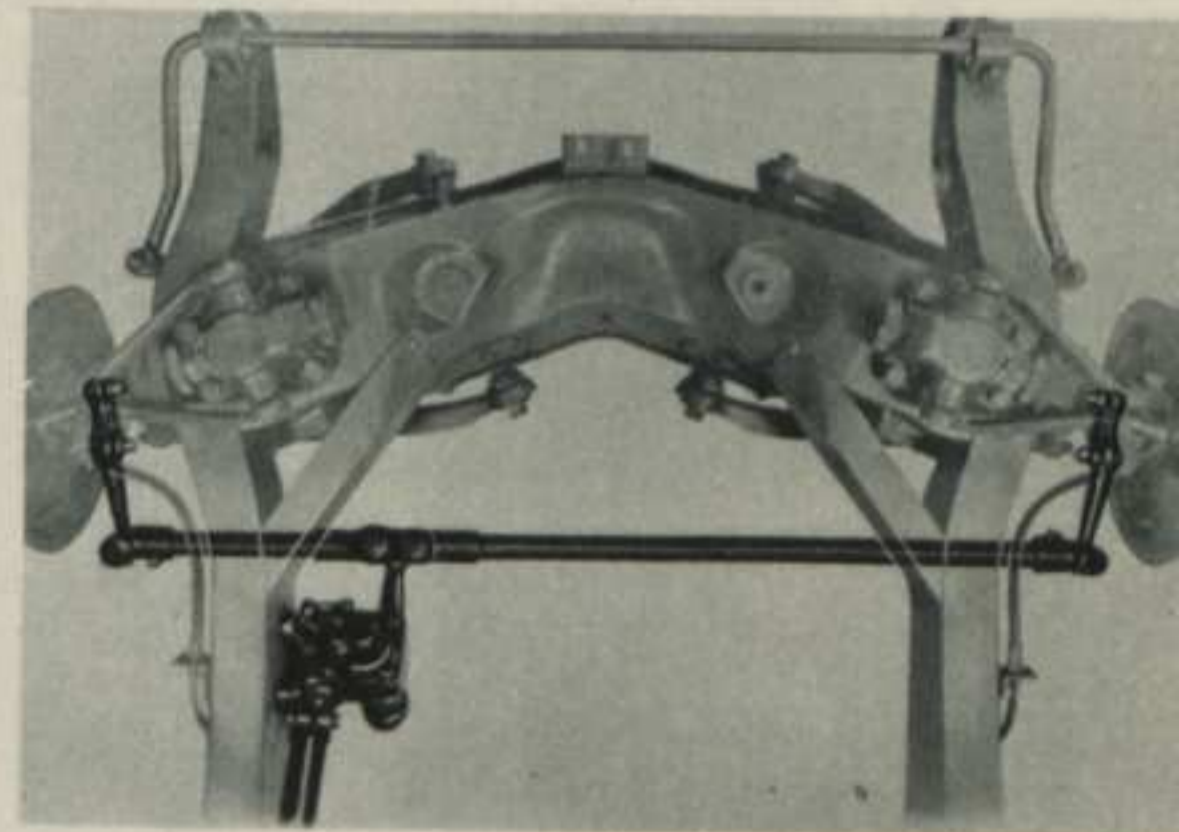
**NASH**



# HERE'S HOW NEW NASH DUAL CONTROL GIVES TRUE "ARROW-STRAIGHT" STEERING



COMPARE  
NASH DUAL  
LINKAGE  
SYSTEM  
VS.  
CONVENTIONAL  
SINGLE  
LINKAGE  
CONTROL

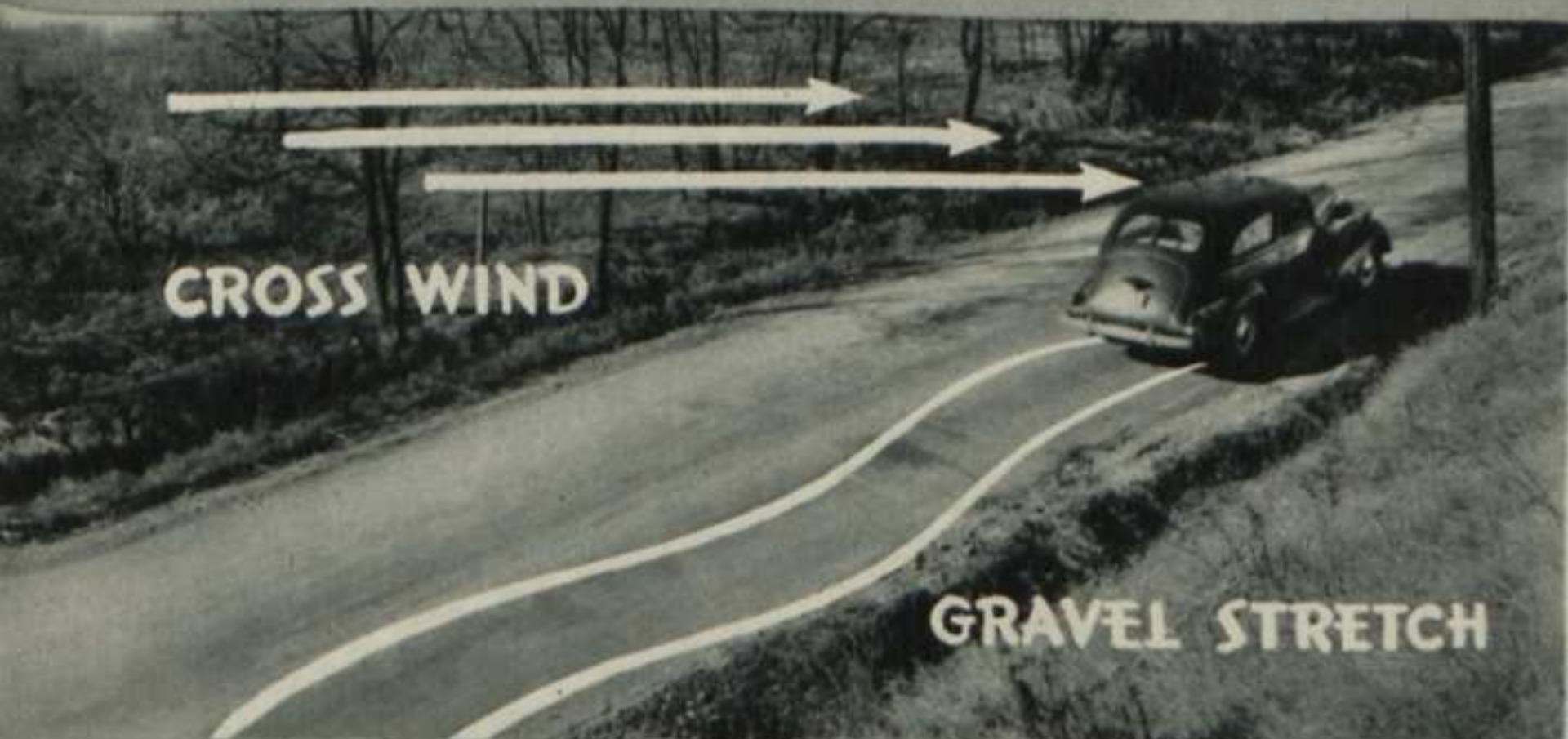


The Nash Dual Arrow-Straight steering system has equal length tie-rods for perfect steering geometry . . . long tire life. Road shocks cannot be transmitted directly to the steering gear.

The majority of cars have unequal length tie-rods that introduce error in steering geometry, affect tire life. Road shocks are transmitted directly to the steering gear.

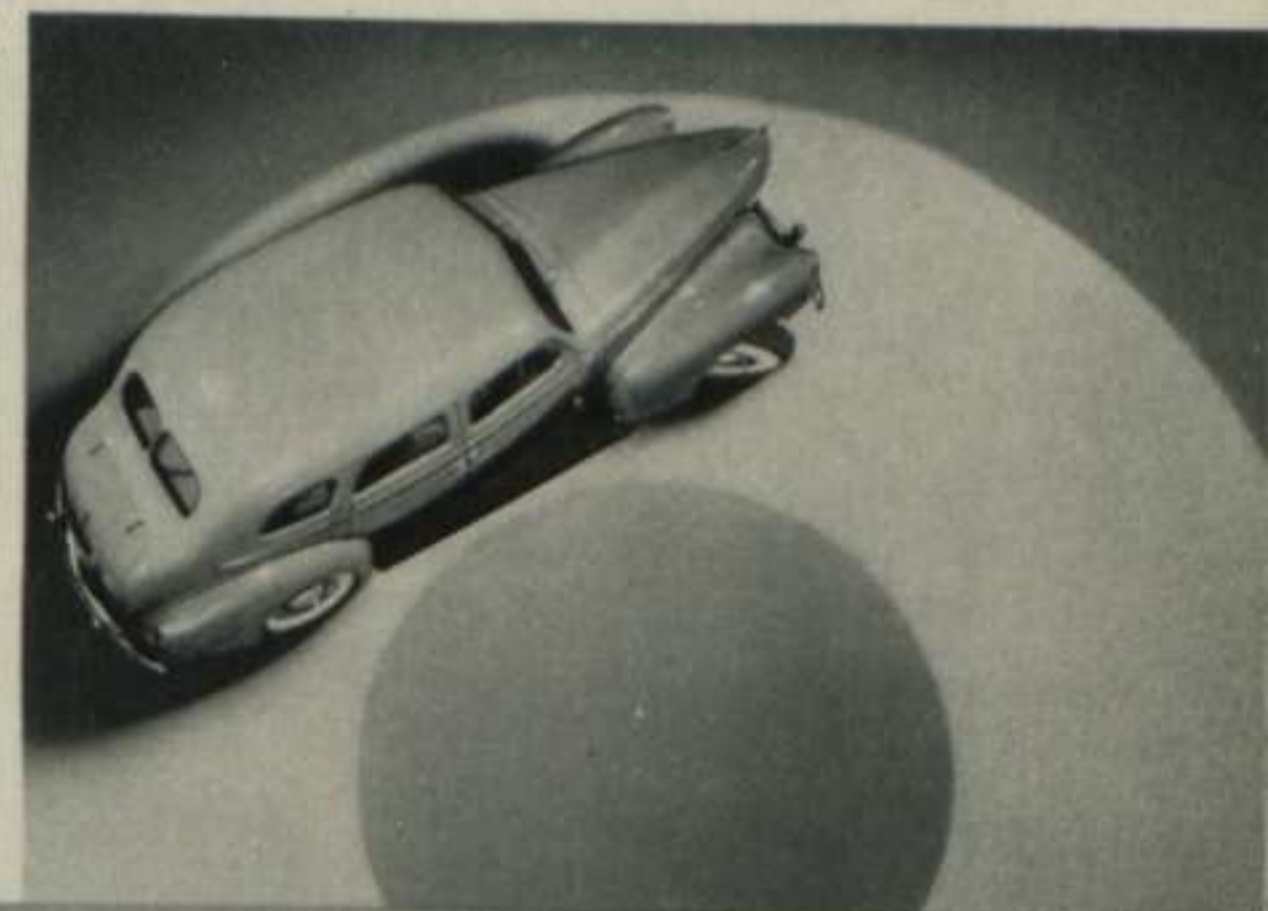


With the Dual Arrow-Straight steering system your Nash will walk a chalk line down a gravel road with only a finger-tip touch on the wheel. There's no tugging at the wheel to "fight" cross winds and steering is safer, more steady and effortless.



Driving most cars in a cross-wind is a genuine effort, for it calls for continually fighting the wheel. On single linkage steering systems it requires more effort to hold the car on the desired course, is more fatiguing for the driver on long trips.

SCORE CARD			
	Dual Arrow Straight Steering		Dual Arrow Straight Steering
NASH LAFAYETTE	■	Hudson 6, 8	■
Chevrolet Spl. De L.	■	Pontiac Eight	■
Ford-85 De Luxe	■	Packard 110	■
Hudson Six	■	Studebaker Com. 6	■
Mercury	■	NASH AMB. "8"	■
Oldsmobile 60, 70	■	Buick 60	■
Plymouth De Luxe	■	Chrysler Traveler	■
Pontiac Six	■	Hudson C. C. 8	■
Studebaker Cham.	■	LaSalle	■
NASH AMB. "6"	■	Lincoln Zephyr	■
Buick 40, 50	■	Oldsmobile 90	■
Chrysler Royal	■	Packard 120	■
De Soto	■	Studebaker Pres. 8	■



"Shoe-horn parking" is another new advantage in the 1940 Nash. Shorter turning radius permits the Nash Lafayette and Ambassadors to turn around in streets of average width—and to slip snugly into small parking spaces.

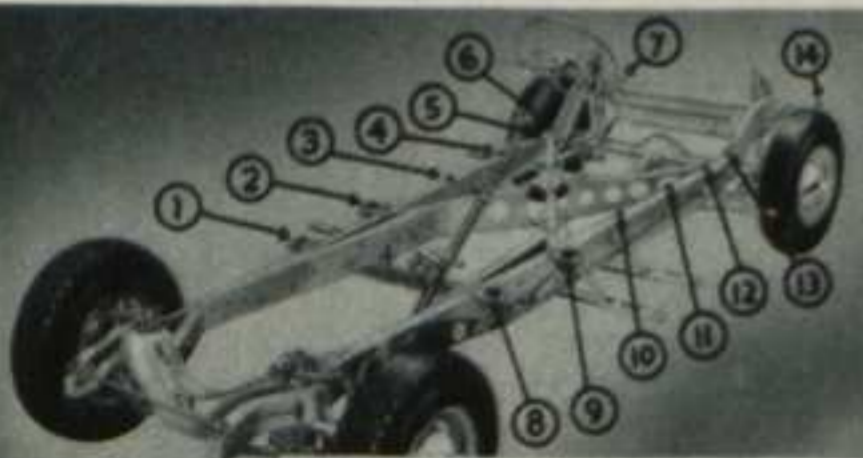


**NASH**  
**Soundproofing**  
**Lets You Talk and**  
**Be Heard Without**  
**Raising Your Voice**

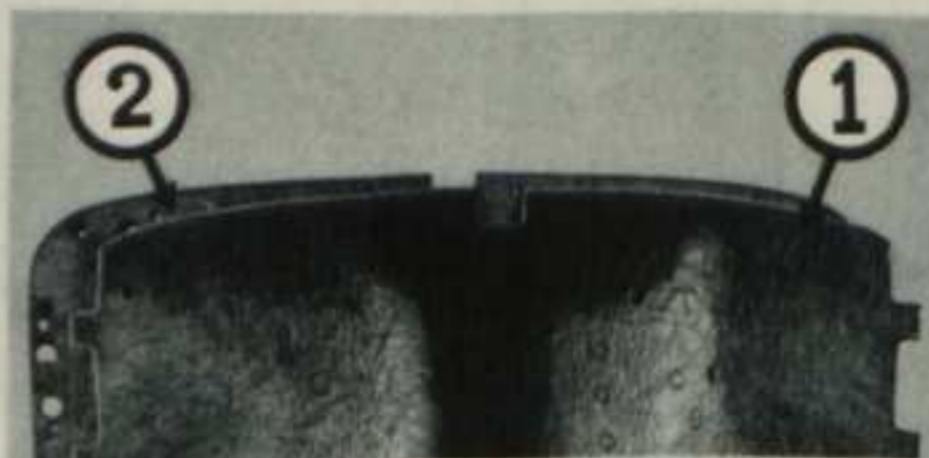
# X-RAY SHOWS HOW NASH *Soundproofs* THE QUIETEST CARS EVER BUILT

Scientific tests with precision sound instruments prove how much the new 1940 Nash contributes to restful motoring quiet. Nash sound engineers used super-sensitive microphones to locate and measure interior noises, which were then systematically deadened or completely eliminated. An actual sound reduction of 25% was accomplished—making all the difference in the world from the standpoint of human nerve-reaction and motoring enjoyment.

Passengers in the 1940 Nash do not have to shout to be heard. Traffic noises are hushed so you ride along wrapped in a blanket of silence . . . you can talk in ordinary tones even though the car may be parked beside a steam-shovel, or traveling 70 miles an hour on the highway. You can drive with the windows closed, thanks to Nash's Weather Eye Conditioned Air System. This quietness lets you ride relaxed—reduces fatigue—increases motoring enjoyment.



The new Nash bodies are insulated from the frame at 14 points by Fabreeka—a patented material with remarkably effective sound-proofing qualities.



Double cowl insulation pads instead of only the usual one, deaden noises from under the hood—keep engine sounds outside of the car interior.



Fabreeka silent spring mountings, located at the point where rear axle is attached to the springs, block off disturbing running gear noises.

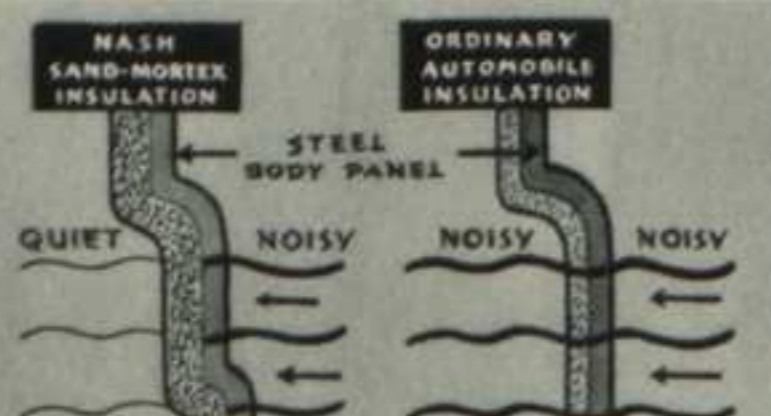


Diagram above shows how sound waves easily penetrate a solid . . . but "dancing sand" dissipates them before they can penetrate the car interior.

HOW TO JUDGE A CAR ON SOUNDPROOFING

Does the car have more than 50 pounds of sound-proofing material?

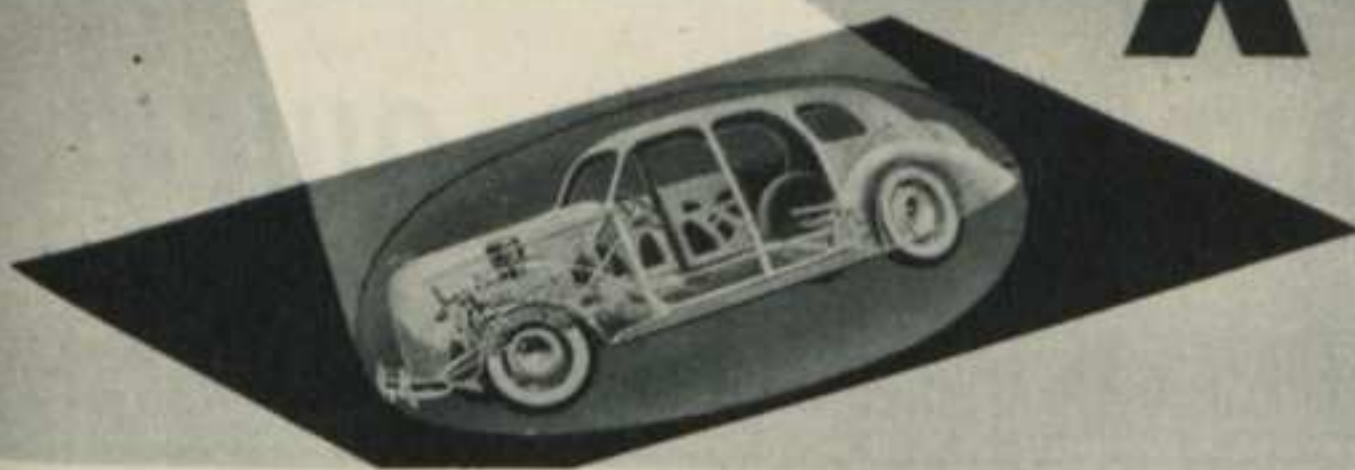
Does it have double cowl pad between you and engine?

Can you talk naturally and without strain at 60 miles per hour?

When you close the windows on a noisy street, is there a marked difference in silence?

THE NASH ANSWER TO ALL THESE QUESTIONS IS "YES"—IT'S THE CAR TO BUY!

**NASH**



# X-RAY *Compares* SAFETY FEATURES



**WHY  
GAMBLE  
WITH  
SAFETY  
?**

Why take chances on the all-important question of safety! Insist on the utmost protection any car can give for you and your family. Complete safety means all-year, all-weather, day-and-night visibility; roadability that's geared-to-the-track like a train; straight, true, wander-proof steering . . . and equalized, non-skid braking power on all four wheels. More . . . it means protection from the other fellow—shatter-proof safety glass that resists discoloration, Sealed-Beam headlights that show the side of the road as well as far ahead—and the strongest steel body money can buy, to mention outstanding safety factors.

On following pages, the X-Ray impartially compares the conventional safety standards built into most cars, with the extra margins of inbuilt protection that every Nash car provides and that you'll want!

# X-RAY COMPARES BRAKES . . .

DOZENS OF TIMES A DAY YOU HAVE TO STOP . . . **QUICK!**

. . . when a child darts out from the curb



. . . when traffic lights flash red



. . . when a grade-crossing suddenly looms



. . . when a car swerves in front of you



FAST, HEAVY TRAFFIC TODAY DEMANDS SUPER

## Hydraulic Brakes!

To meet the safety requirements of fast modern traffic, the entire automobile industry has finally adopted the "foolproof" principle of hydraulic brakes. But there is a tremendous difference in the size, design—and efficiency of hydraulic brakes employed by various manufacturers. Nash uses big, sturdy SUPER-HYDRAULICS—with extra margins of braking area to car weight, for added safety. For example, the sheer braking power of Nash cars equals that of many 1½-ton trucks! This additional braking surface results in more positive car control, prolongs lining life and assures thousands of extra miles without adjustments.

### CONVENTIONAL HYDRAULIC BRAKES

The main deficiency of conventional hydraulic brakes is small brake lining area and the use of inadequate brake drums. On the following page, compare the larger braking area of Nash cars with the brake lining area of various competitive makes.

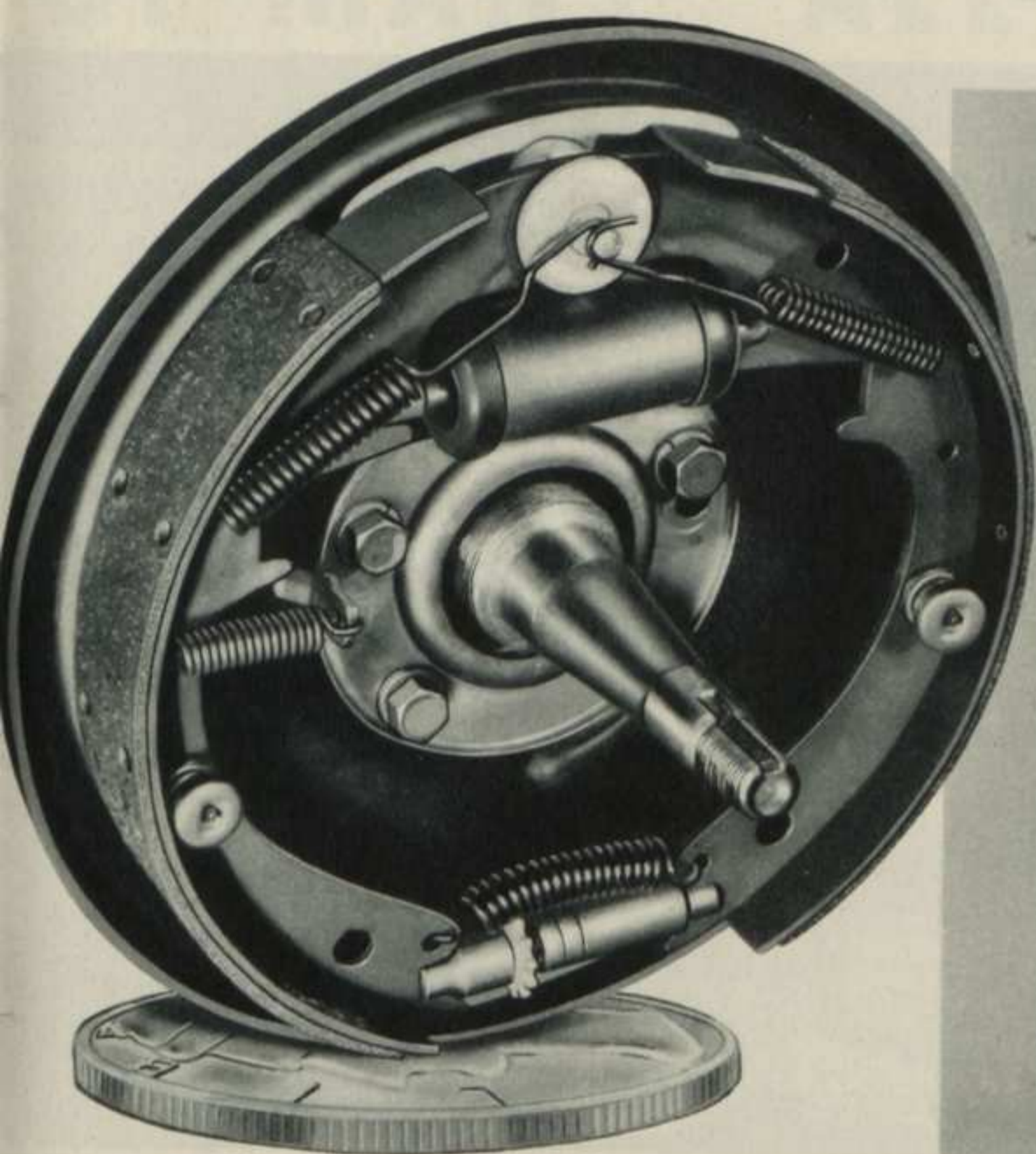


The design of Nash's Super-Hydraulic Brakes utilizes the motion of the revolving brake-drum to apply the forward brake shoe. Simultaneously, this pressure is transferred to the rear shoe through the flexible anchor—assuring equalized brake action on all four wheels and longer lining wear.



In conventional hydraulic brakes, the rotation of the drum applies pressure to the front shoe, but tends to force the rear shoe away from the drum. Unequal pressure results—the lining on the front shoe wears at a faster rate than that on rear shoe, requiring frequent adjustment, premature wear.

# IN SIZE . . . POWER . . . SAFETY!



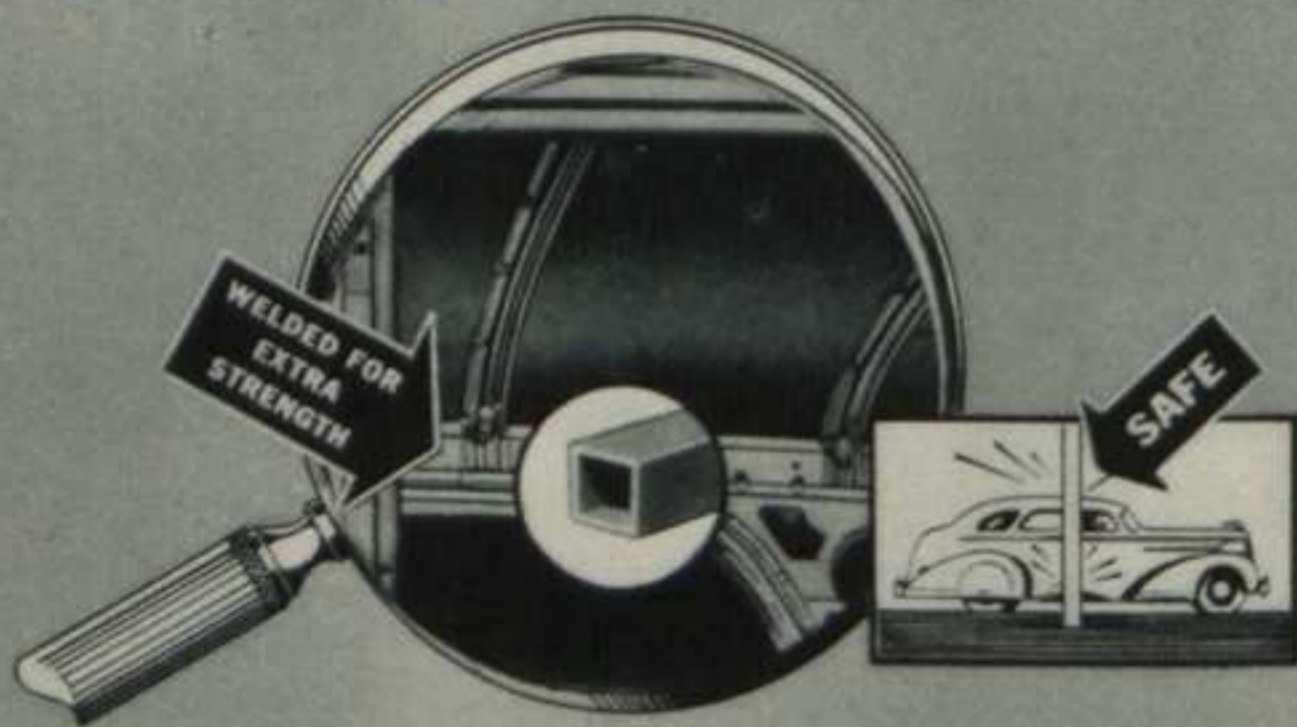
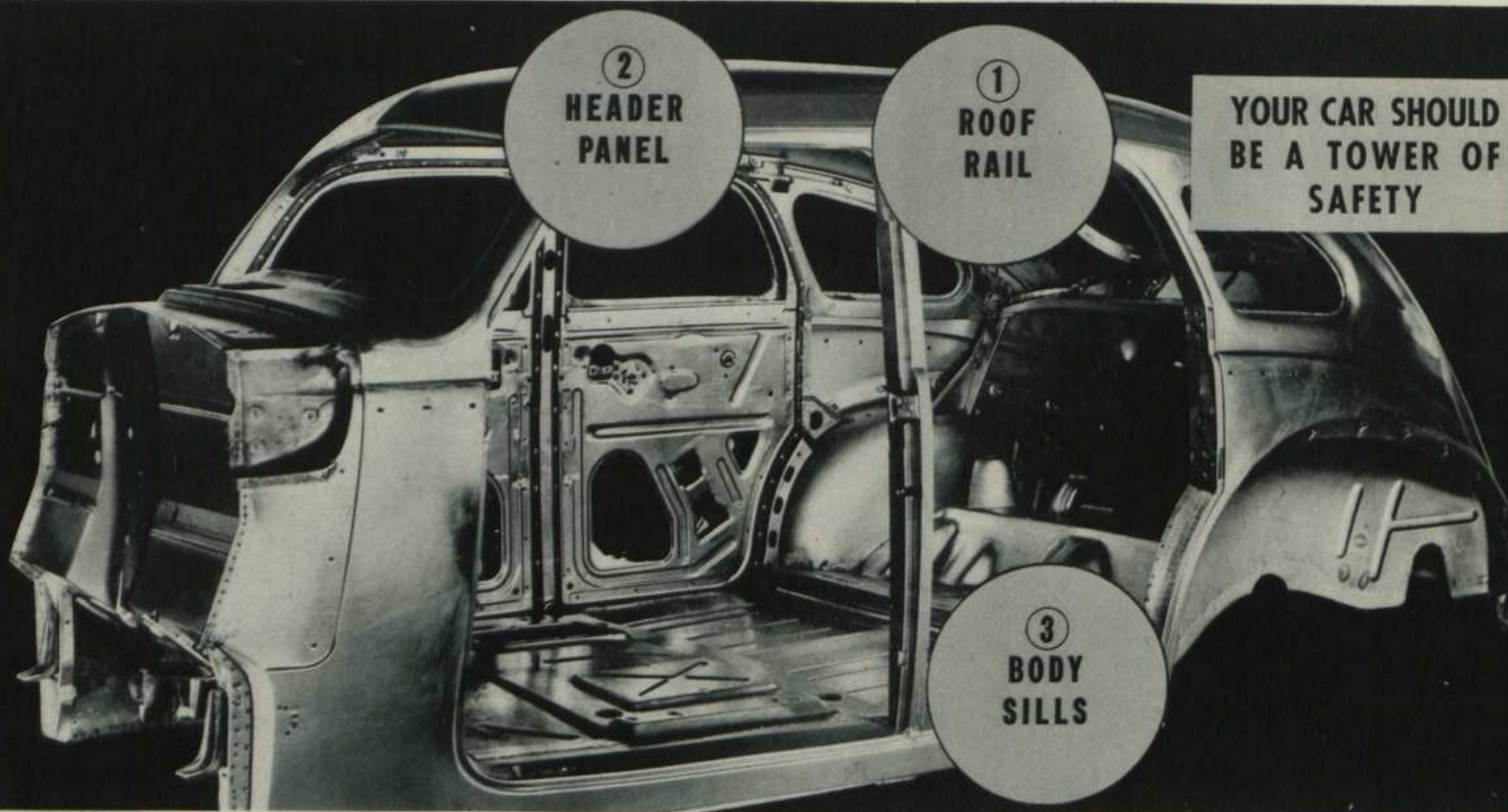
## Power To STOP ON A DIME

Nash's husky, time-tested, super-hydraulic brakes are noted for their ease of operation and dependable action. Pedal pressure is so light that only a touch is required to operate the system. Equalized brake pressure on all four wheels assures positive, smooth, straightline deceleration . . . power to stop on a dime when you want to!

### X-RAY SHOWS YOU HOW BIG BRAKES ACTUALLY ARE FOR THEIR PRICE CLASS

NASH LAFAYETTE	169 Sq. In.	NASH AMBASSADOR SIX	169 Sq. In.	NASH AMBASSADOR EIGHT	216 Sq. In.
Chevrolet Special Deluxe	158 Sq. In.	Buick 40-50	158 Sq. In.	Buick 60	206 Sq. In.
Dodge Six	155 Sq. In.	Chrysler Royal	155 Sq. In.	Chrysler Traveler	189 Sq. In.
Ford 85 Deluxe	163 Sq. In.	DeSoto Custom	155 Sq. In.	Hudson C. C. Eight	167 Sq. In.
Hudson 6-40	133 Sq. In.	Hudson C. C. Six	167 Sq. In.	LaSalle	196 Sq. In.
Mercury	163 Sq. In.	Oldsmobile 70	148 Sq. In.	Lincoln Zephyr	168 Sq. In.
Oldsmobile 60	148 Sq. In.	Pontiac Eight	149 Sq. In.	Oldsmobile 90	170 Sq. In.
Plymouth Deluxe	144 Sq. In.	Packard 110	159 Sq. In.	Packard 120	171 Sq. In.
Pontiac Six	149 Sq. In.	Studebaker Commander	150 Sq. In.	Studebaker Pres. Eight	169 Sq. In.
Studebaker Champion	124 Sq. In.				

# X-RAY EXPOSES WEAKNESSES



Nash uses this heavy box-section construction — welded for extra strength — to give maximum safety in its body roof rails.

**1**



This frail, flange-type roof rail construction used in many competitive "steel bodies" — cannot compare for strength with Nash.

## "ALL-STEEL" SOUNDS SAFE — BUT CHECK THESE VITAL DIFFERENCES IN CONSTRUCTION

Don't take the safety of an automobile body for granted, just because it's "all-steel." Some all-steel bodies are stronger than others and afford a greater degree of protection in case of accident. Where safety for you and your family is concerned, buy with your eyes wide open!

As an example of greater strength and resistance to impact that Nash builds into its bodies, compare the internal construction features shown on this and the following page. At every point, the X-Ray shows that Nash construction is more rigid and safer. Nash provides strength where it is most needed, to resist twisting strains and insure maximum protection.

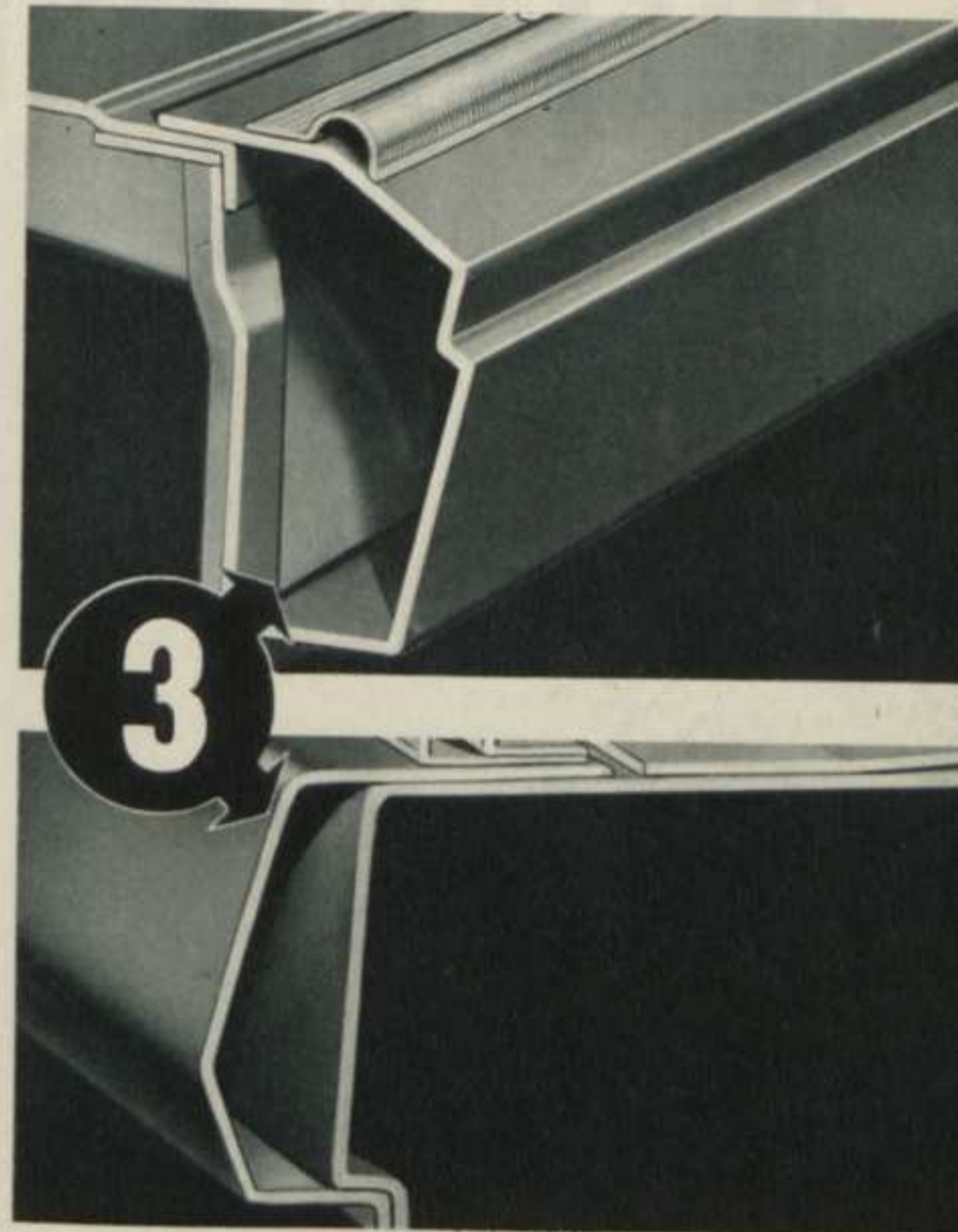
# OF MANY "ALL-STEEL" BODIES



In case of impact, the front header panel in a steel body is subjected to terrific stress and strain. Would you feel satisfied in your own mind with the protection afforded your family by the narrow header panel shown at lower-left?

Nash uses the strongest double steel arch header panel built into an automobile body. Note the width and sturdiness of this unit pictured at upper left. Compare it with the conventional narrow type of header panel used in many cars below it.

Nash cars have the strongest body-sill construction found in any car. The cross-section photo (top right) shows that Nash uses a complete box-type construction, acknowledged to be the strongest known. At lower right you see the smaller type of body sill used by many other manufacturers. It cannot begin to compare for strength and rigidity with the more expensive but safer Nash method.



## AND HERE ARE 2 NEW NASH SAFETY FEATURES

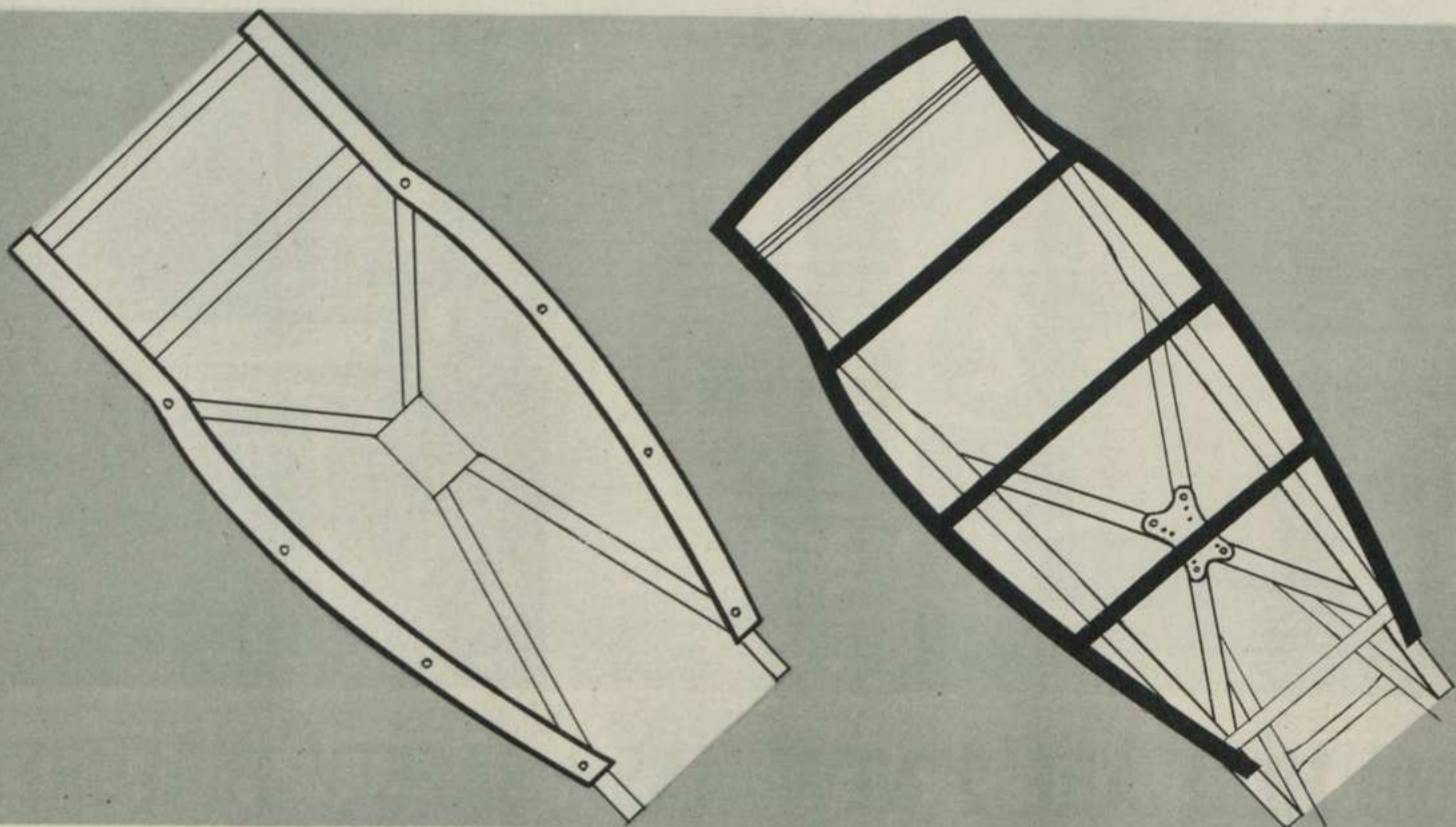


AMAZING NEW KIND OF SAFETY GLASS . . . introduced in 1940 Nashes. Here's graphic proof of the unusual shock absorbing properties and shatter-proof quality of the new safety glass in Nash cars. It affords greatly improved factors of protection in case of accident . . . gives 40% clearer vision . . . resists discoloration.



NEW NASH "SEALED BEAM" HEADLIGHTS are smaller than old-fashioned lights, yet 50% more powerful. Glare is reduced . . . "flood-light" arcs show left and right of road as well as in front. Sealed in an airtight one-piece unit they retain their brilliancy indefinitely. An amazing advance in night driving-safety.

# X-RAY SHOWS STARTLING DIFFERENCE IN CAR FRAMES



## Nash Twist-Proof Double Frame Has Strongest Construction in the Industry

The practice of many competitive cars is to mount the body directly on a frame with **CURVED** members, which lack the strength of straight line design. The diagram, above at right, shows how Nash employs a **DOUBLE**

frame—attaching the body to a curved unit, which is then anchored to a box-section frame, producing a twist-proof foundation that is the most rugged and rigid in the industry. Note single curved frame construction on the left.

### SCORE CARD

	Box Section Roof Rails	Box Section Body Sills	Double Frame		Box Section Roof Rails	Box Section Body Sills	Double Frame
NASH LAFAYETTE	■	■	■	Oldsmobile 70			
Chevrolet Spl. De L.	■			Pontiac Eight			
Ford 85 De Luxe				Packard 110			
Hudson Six				Studebaker Com. 6	■	■	
Mercury				NASH AMB. 8	■	■	■
Oldsmobile 60	■			Buick 60			
Plymouth De L.				Chrysler Traveler			
Pontiac Six	■			Hudson C. C. 8			
Studebaker Champ.	■	■		La Salle			
NASH AMB. 6	■	■	■	Lincoln Zephyr		■	
Buick 40, 50				Oldsmobile 90			
Chrysler Royal				Packard 120			
De Soto				Studebaker Pres. 8	■	■	
Hudson 6, 8							

**HOW TO JUDGE A CAR ON SAFETY**

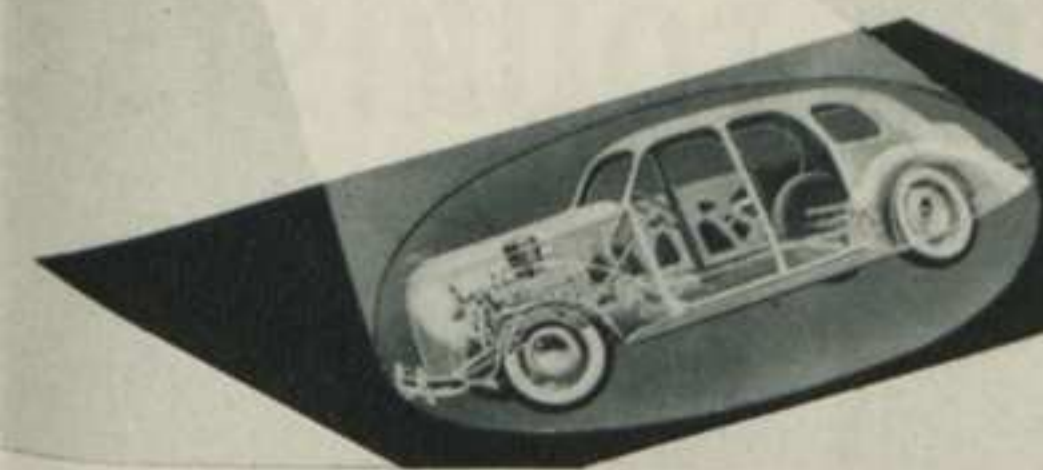
- Has visibility been attained without sacrificing body strength?
- Are steel body pillars husky enough for real protection?
- Do both body and chassis have their own frame for extra ruggedness?
- Are header panels, body sills and roof rails of box construction?
- Does it have the new Safety Glass all around?
- Are brakes as big as any in the industry?

**THE NASH ANSWER TO ALL THESE QUESTIONS IS "YES"—IT'S THE CAR TO BUY!**



# X-RAY *Compares*

## "EXTRA VALUES" IN 1940 MOTOR CARS



You hear a lot of talk these days about "extra values" in motor cars. But all too often, when it comes to a show-down, only a few trivial gadgets materialize.

Because Nash designed and built its 1940 cars for "living on wheels," the extra values it offers are as real and sincere as the bedroom and living room comforts in your home! In the following pages the X-Ray shows you, not gadgets and "tin lace," but special Nash features which owners everywhere agree add many hundreds of dollars worth of satisfaction, value and enjoyment to their Nash cars.

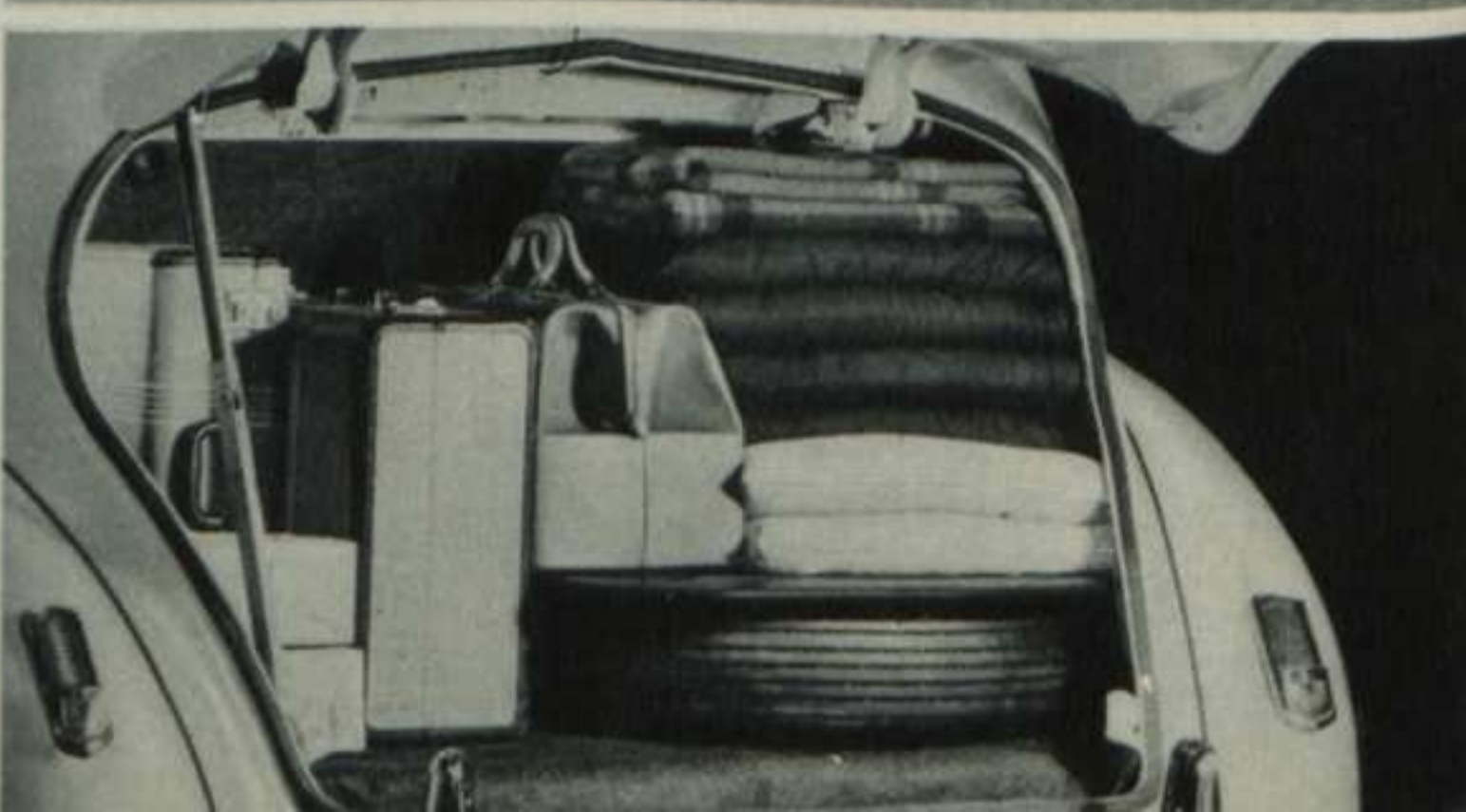
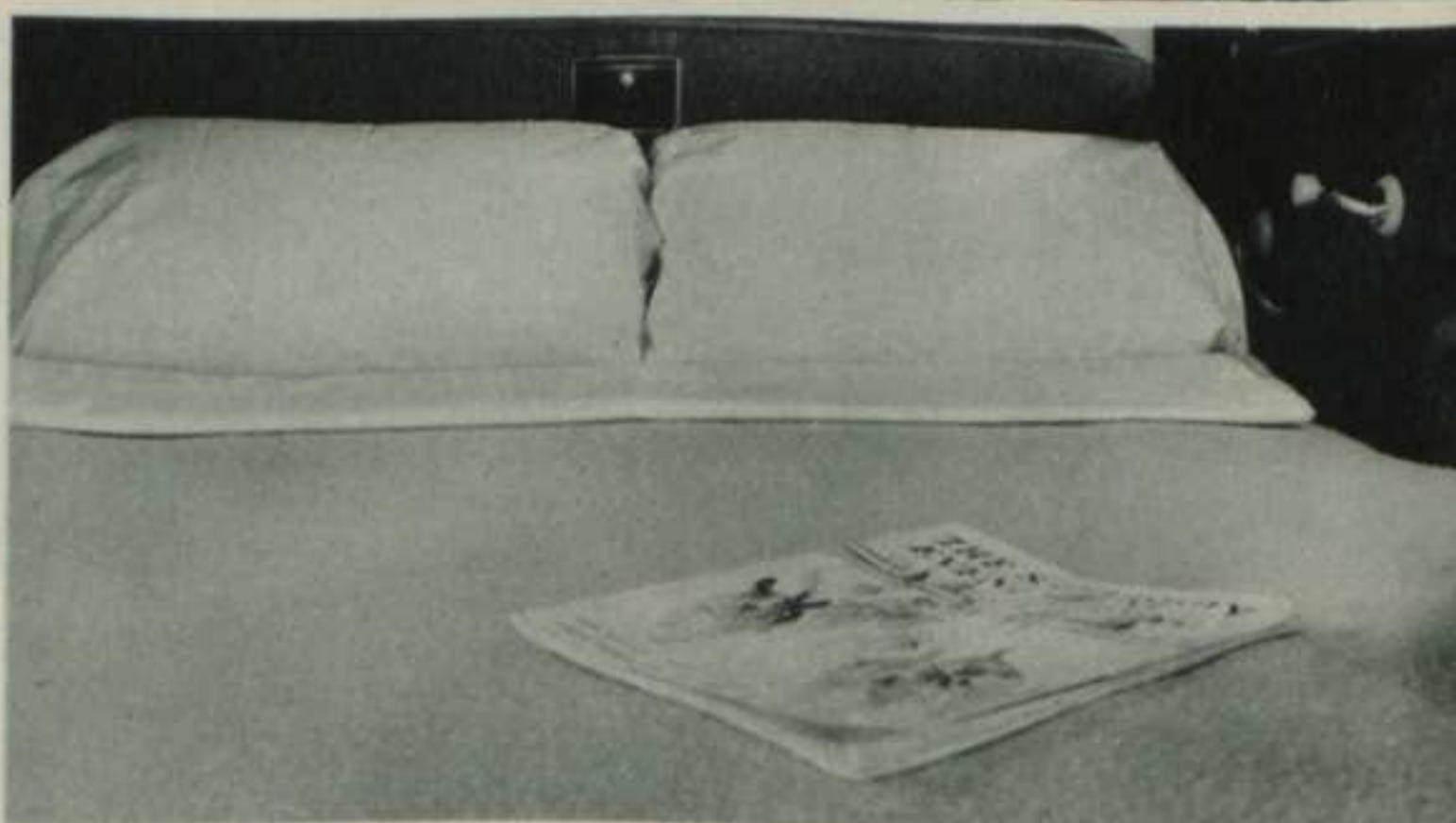
# EVERY NASH SEDAN IS A CONVERTIBLE "SLEEPER" FOR SPORTSMEN, SALESMEN, TOURISTS



## PLENTY OF ROOM FOR TWO "SIX-FOOTERS" IN THIS BIG NASH DOUBLE BED

Nash is the ideal sportsman's car—a money-saving convenience for salesmen—tailor-made for outdoors-men and vacationers! Tourists, hunters, fishermen will find it a real "home on the road" with an ever-ready double bed wherever they pitch camp.

Nash pioneered this bed-car feature. No tents, cots or bedding rolls to bother with. Just swing into your camping spot, and in a few minutes you have the snuggest, most roomy and comfortable sleeping compartment imaginable. You have luggage room galore—with space for clothes, baggage, sports equipment and toilet accessories.



# NASH'S LUSTROUS NEW PERMALUX FINISH

*Lasts Years Longer . . .  
Keeps Higher Resale Value!*



Greater durability of the body and fender finish is definitely assured, because experience over the years proves that a Bonderized surface is seven times more resistant to rust. In most cars, Bonderizing ends at the fender-line.

The amazingly long life of Nash's paint finishes is a feature of utmost importance to every buyer . . . both in the increased satisfaction of ownership and higher resale value. Scientific tests, under varying conditions in Florida and Wisconsin, prove that the Permalux enamel finish employed on Nash cars possesses far longer durability and higher brilliancy than conventional quick-drying lacquers used by most motor car manufacturers.

The extraordinary resistance of the Nash finish to "fogging" is increased by the special baking process which produces a tough, durable, glass-like surface that does not scratch easily or absorb any portion of road grime, which quickly dulls many car finishes.

Every used car manager knows that dull-looking, lustreless cars have to be "appearance-reconditioned" or drastically reduced in price, in order to sell. Regardless of such a car's age, that means a big loss to the owner on trade-in appraisal.

Nash's famous long-lasting finishes—that require no "appearance-reconditioning"—definitely increase resale value!

## Tests Show Nash's Fully-Bonderized Body and Sheet Metal Parts Are Seven Times More Resistant to Rust

Nash's full-Bonderizing forms an effective rust-proof base for long-lasting Permalux enamel finishes. It prevents the spread of rust under the finish, usually caused by a scratch or dent . . . and eliminates cracking, chipping and peeling.

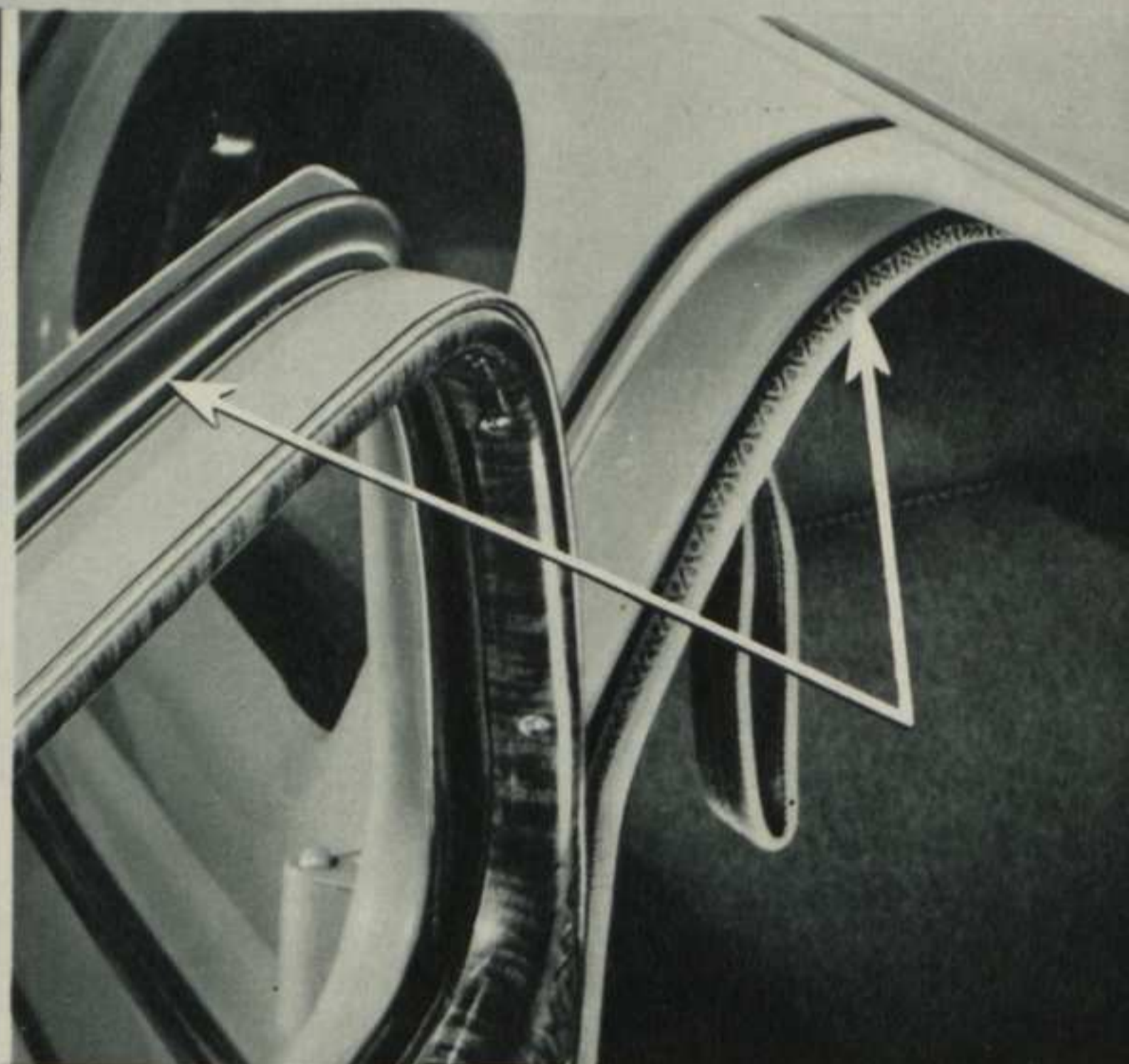
# X-RAY SHOWS PLUS FEATURES IN GREATEST NASH EVER BUILT!



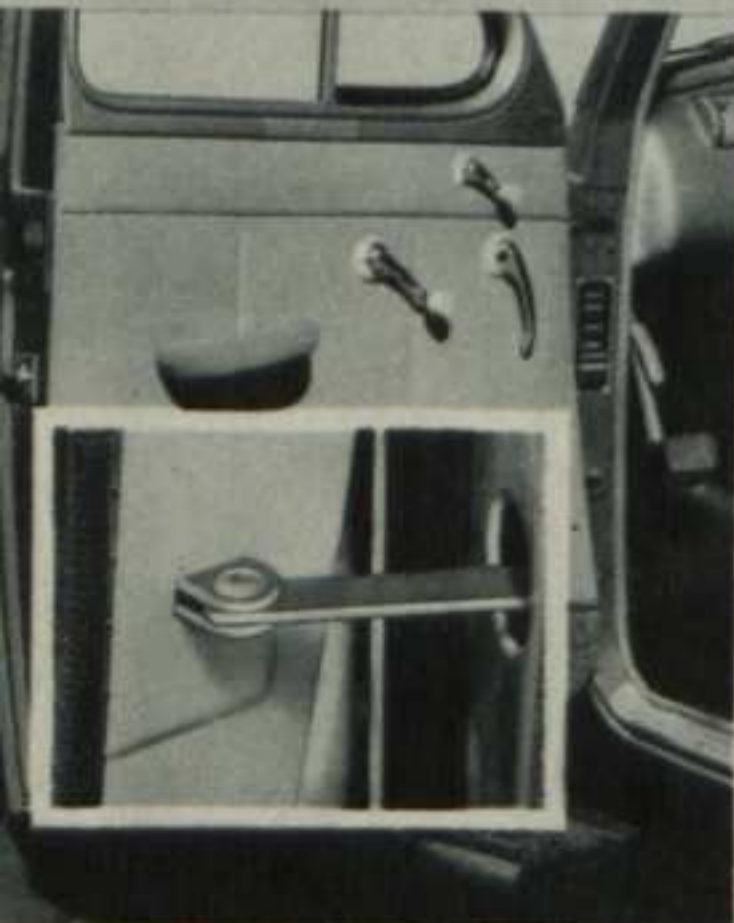
**NASH FOAM-SPONGE SEATS** . . . made of rubber that breathes! Standard on all Ambassador Series, optional extra on Lafayette Series. These luxury seat cushions produce the most restful riding comfort known to science. Made of pure rubber and composed of air cells, these cushions actually breathe, and are cool and comfortable all the year 'round.



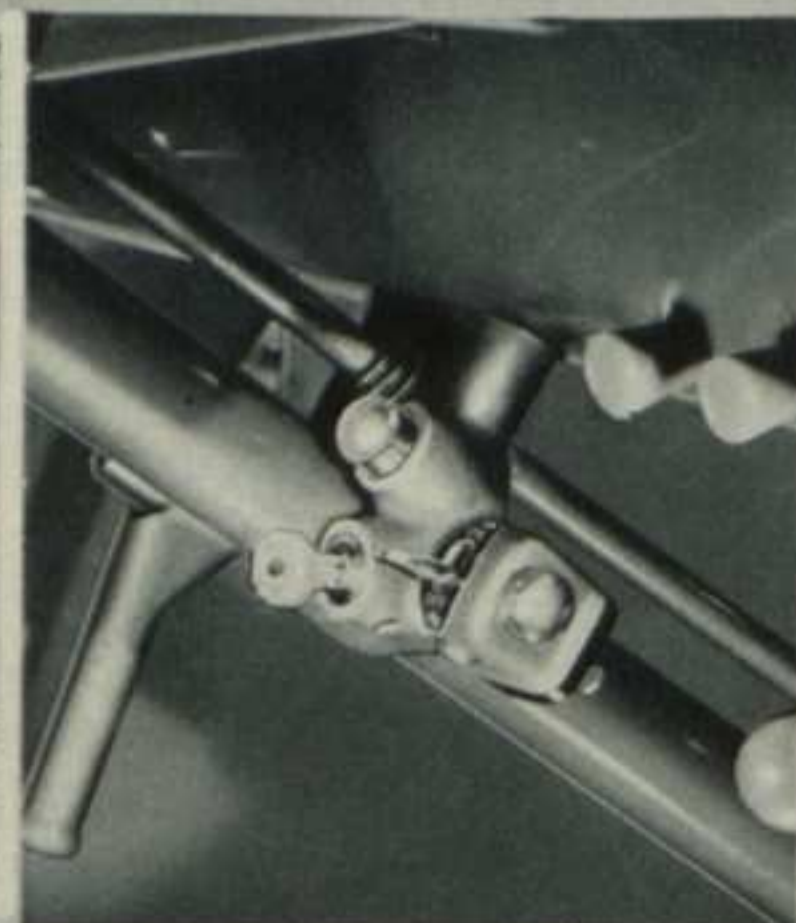
**NASH'S STEERING POST SHIFT** is standard equipment on all models. New improvements provide smooth, rapid shifting under all conditions. Specially cushioned against metallic noises . . . there's no sticking . . . no clanking . . . no coaxing to find the right gear. All gears in constant mesh to promote smooth, rapid shifting at all times. Silencing bushings are also used in the linkage.



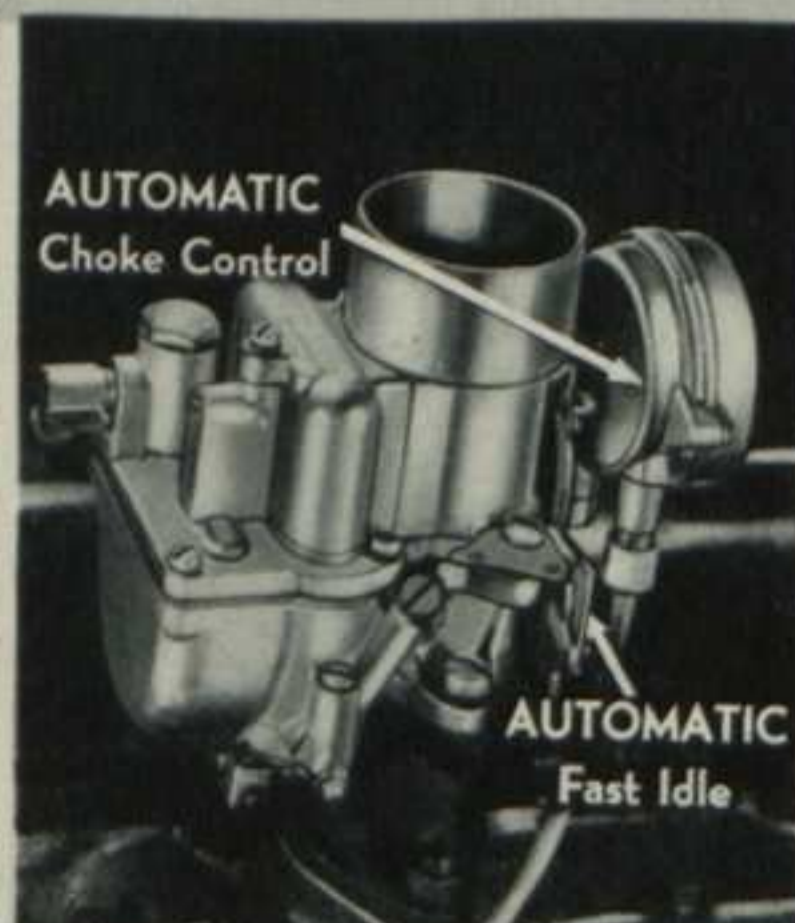
**RUBBER DOOR SEALS** effectually weather-strip Nash cars against drafts, rain and dust—an important feature essential to comfortable, draft-free winter driving. They are supplemented by a small gutter across the top of doors to prevent rain dripping on persons entering or leaving car. The luggage compartment is protected by a double-edged weather seal that prevents entrance of water or dirt.



**NEW DOOR STAY-CHECK** automatically holds body door at full wide-open position when desired.



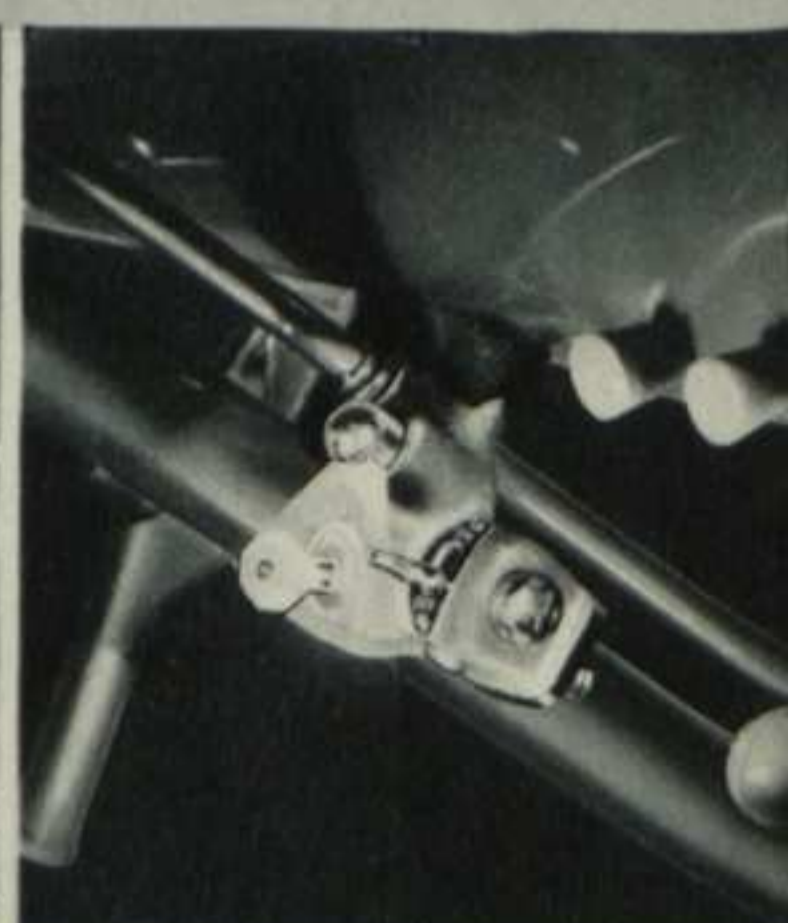
**IGNITION-STEERING POST LOCK**—extra value feature that provides additional protection against theft.



**AUTOMATIC Choke Control**

**AUTOMATIC Fast Idle**

**AUTOMATIC CHOKE**—makes starting easy, prevents stalling in cold weather, reduces crankcase dilution.



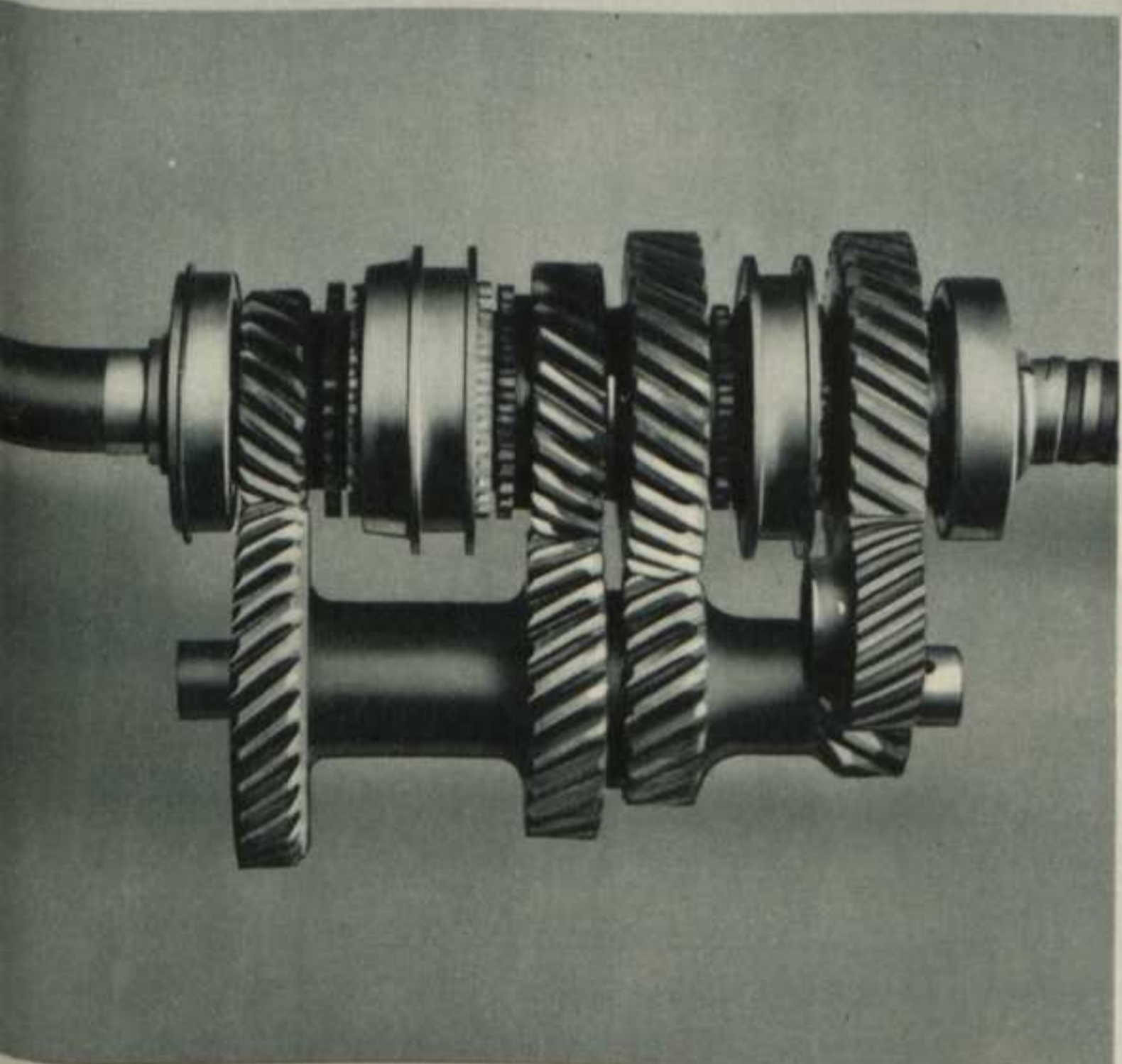
**EVEN IN SMALL DETAILS**—such as ignition lock light—a great convenience feature.



**CLUTCH PEDAL STARTER . . .** disengages transmission in starting, hence battery never has to turn over gears in cold, stiff grease. The same pedal controls both clutch and starter, under the left foot, so that the driver has both hands free, and the right foot ready to operate foot brake or accelerator if needed. A great convenience when starting and an extra value safety feature!



**CANDA CLOTH UPHOLSTERY**—rich, silky, durable—a sensational new product of the weaving art is another modern note in Nash-Lafayette interiors. Smart in appearance, pattern and design. You slip behind the wheel easily across the smooth surface of Canda Cloth. Scrub it, time after time, with soap and water—it comes up clean and new-looking, has unusual wearing qualities.



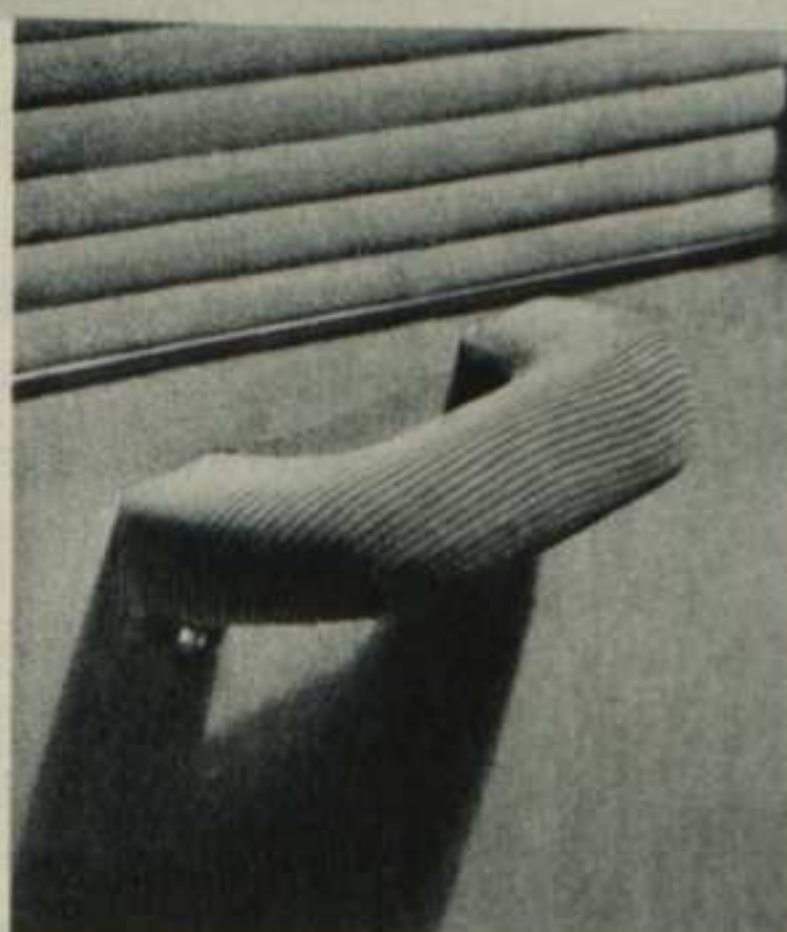
**100% CONSTANT MESH GEARS**—a quality feature found only on a few of the highest priced cars, not found on competitive cars selling in the same price range—is a further Nash aid to promote smooth, easy shifting. All gears—1st, 2nd, 3rd and reverse — are **CONSTANT MESH**. It takes less effort in changing gears, especially in cold weather. Standard on all Nash cars for 1940.



**NASH OIL FILTER**, on Ambassador Series, is a further protection against abrasives contaminating the engine oil to cause premature wear to the polished engine parts. The filter removes carbon particles and road dust—thereby improving lubrication, increasing oil efficiency and economy, prolonging the life and reducing upkeep costs on Nash Ambassador Engines.



**ASSIST CORDS . . .** plus convenient reading lamps enhance the comfort of rear seat passengers.



**ARM RESTS . . .** on front doors add to motoring comfort and also serve as door pull-to handles.



**ROBE RAIL**—an appointment feature that typifies finish of Nash interiors to the last detail.

**HOW TO JUDGE A CAR ON FUNDAMENTAL VALUE**

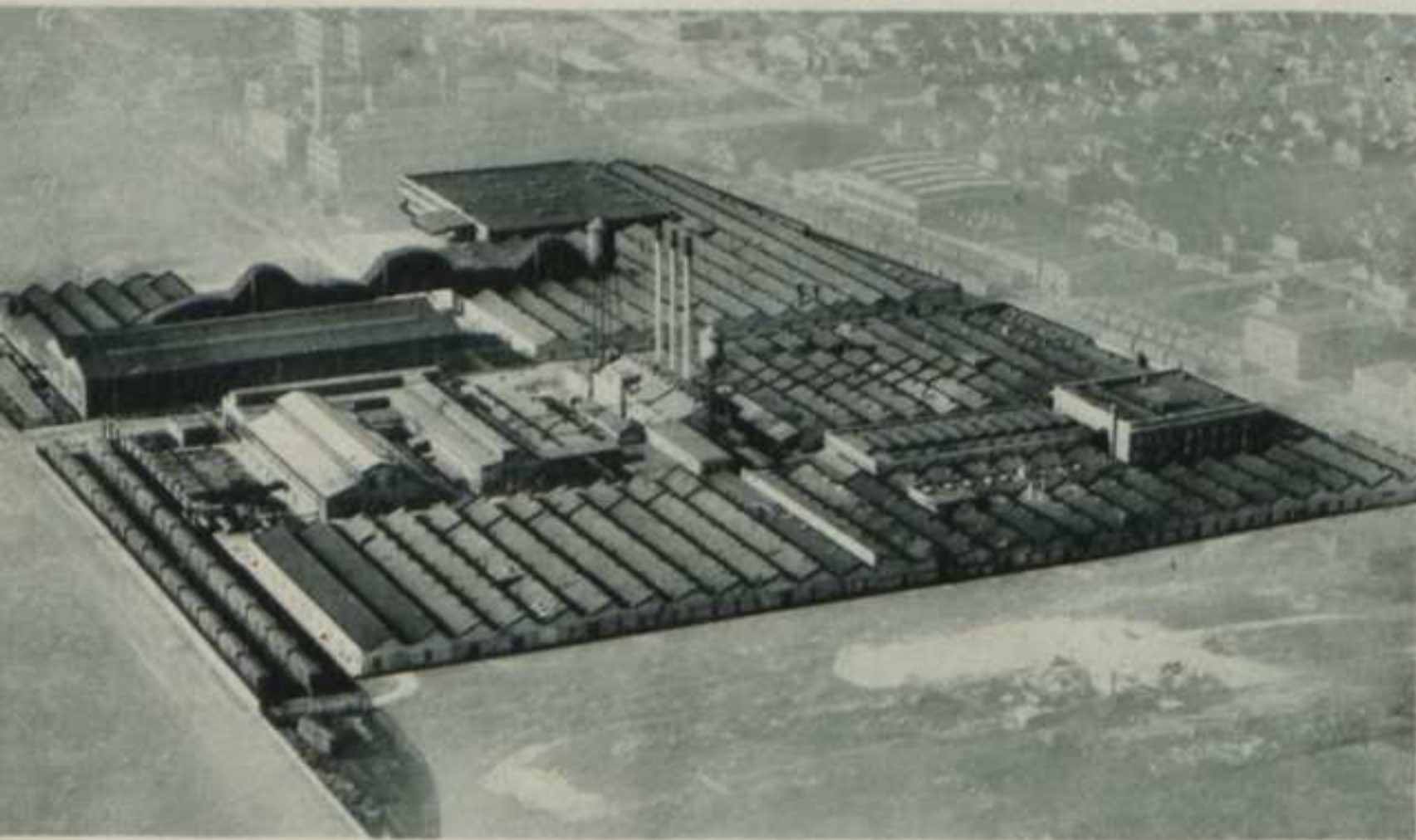
- Can it be converted into a full-size bed?
- Are all sheet metal parts full-bonderized (rust-proofed)?
- Is the paint baked-on enamel, instead of the usual quick-drying lacquer?
- Does it have 100% constant mesh transmission?
- Are interior furnishings luxurious?
- Do all doors have rubber door seals?
- Does it have automatic choke? Automatic spark control?

**THE NASH ANSWER TO ALL THESE QUESTIONS IS "YES"—IT'S THE CAR TO BUY!**

# WITH GREAT RESOURCES OF CAPITAL EXPERIENCE AND LEADERSHIP . . .



## Nash Builds Bigger and Better Values Than Ever



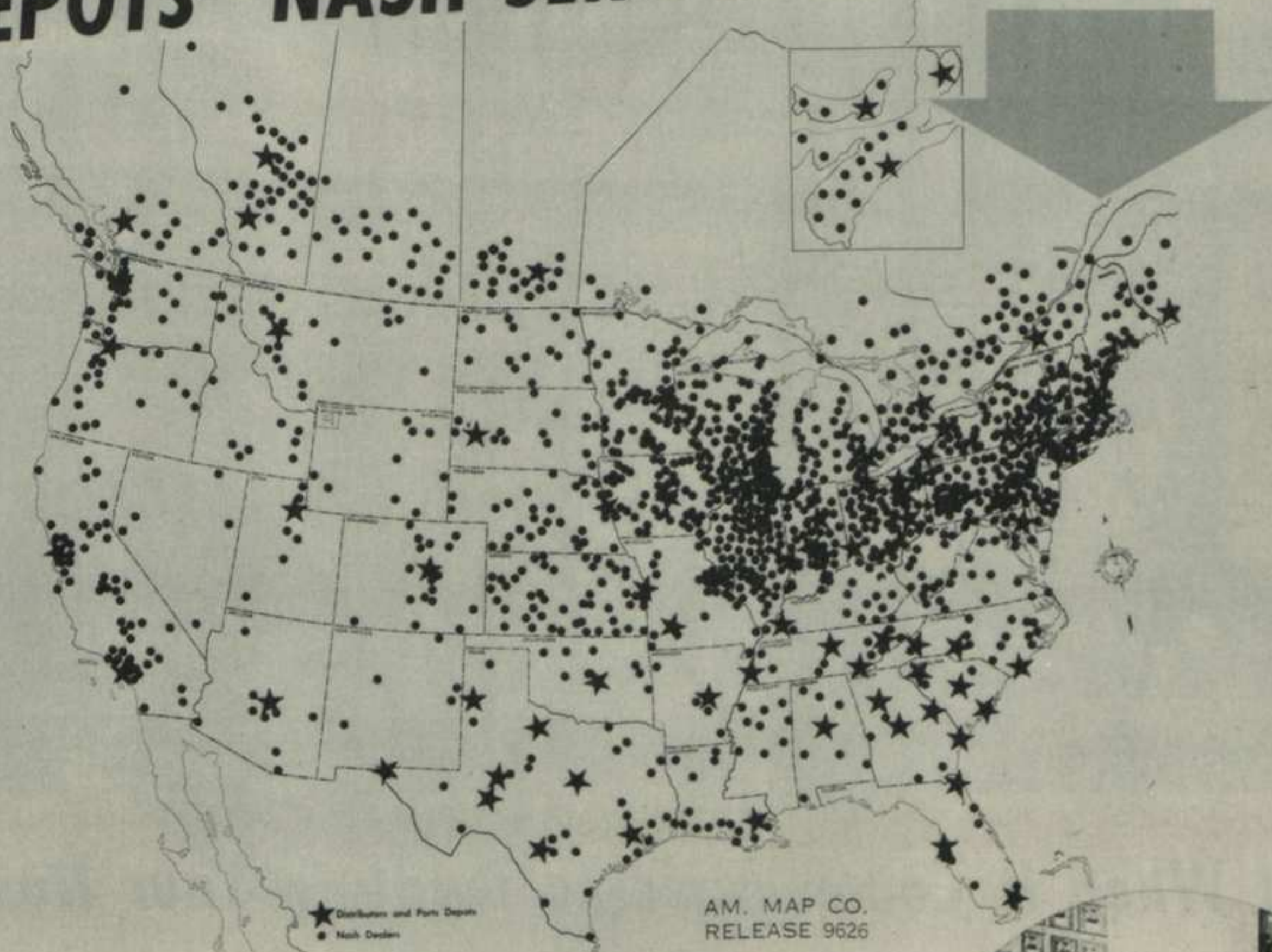
### A STRONG INDEPENDENT

There are sound and logical reasons why Nash can give you more value for your money than other automobile makers. Nash is, and always has been, one of the most powerfully financed companies in the industry. Since its start, 24 years ago, it has never borrowed a dollar, nor failed to take advantage of a cash discount. No car built by Nash carries the "hidden cost" of paying interest on borrowed money.

While an independent company, Nash's financial strength enables it to purchase in volume, with the advantages of cash, and pass on the savings to car buyers. Nash manufactures more of its own parts—consequently controls the uniformly high level of its materials and quality workmanship.

Nash is headed by men of wide experience and long tradition in the manufacture of quality motor cars. Because they work for an independent company—and have no other makes of cars to consider—these leaders put the finest engineering and materials into Nash cars and price them to you without regard to others in the industry.

# WITH 2000 STATIONS AND 80 PARTS DEPOTS—NASH SERVICE IS NATIONWIDE!

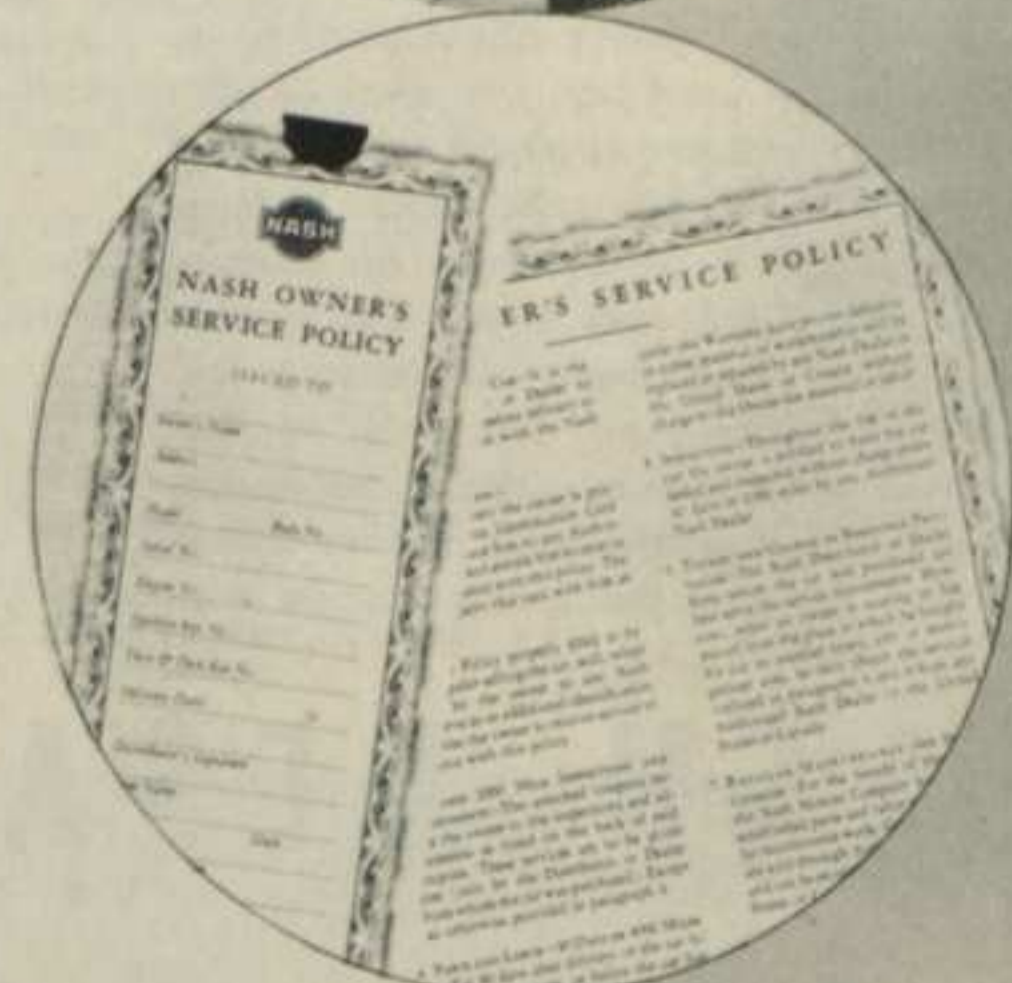


## FRIENDLY AND INTIMATE PERSONAL ATTENTION

Because every Nash dealer's business is his own, you are his personal customer—not the client of some distant corporation. With more than 2,000 authorized dealer's service stations and 80 distributor's parts depots, Nash's nationwide organization assures owners of good, economical service in every part of the country.

As flat-rate charges cover 99% of all repair work, you are protected by fair and uniform service prices.

Wherever you go — touring or through change of residence—your Nash "Owner's Service Policy" covers you. This policy—entitling you to free inspection and adjustments at 1,000 and 2,000 miles, and parts replacement during the warranty period on your Nash car—is one of the most comprehensive and generous offered by any manufacturer today. It will be honored with sincerity and good will by Nash dealers everywhere.





## ... and When it Comes Time to Trade in Your Nash ...

Every car—bright, shiny and new today—sooner or later finds its way to the used car lot . . . is traded in by its owner on another new model.

And then's when you'll appreciate the built-in quality, the modern features of the 1940 Nash!

Because all the things the X-Ray has shown you about what lies under the paint . . . all the things you've seen that make Nash the best fundamental value on the automobile market today . . . will be reflected in tomorrow's trade-in value.

There's no mystery about trade-in allowance. A used car is a piece of merchandise the same as a new car. Its value is determined by its appearance, its modern features, its performance, the amount of money it will take to put it in salable condition. And these outstanding features are designed, not only so that "you'll be happier in a Nash", but to protect the high resale value of your investment when you are ready to trade it in:

### STYLE . . . APPEARANCE

- Clean, modern lines
- True tear drop fenders
- Streamlined design
- Sealed Beam Headlights
- Full Bonderizing
- Permalux finish
- Catwalk grilles
- Running boards

### LONG LIFE

- Multiple bearing crankshaft
- Full-length water jackets
- Full pressure lubrication
- Controlled struts
- Aluminum alloy pistons

### COMFORT

- Weather-Eye conditioned air
- Rubber door seals
- Foam sponge seats (Amb. Series)
- Independent front end suspension
- Fabreka silent body mountings
- Sand-Mortex soundproofing
- Ample interior roominess
- Level floor boards

### SAFETY

- All-steel body
- Super-hydraulic brakes
- Double frame
- New safety glass
- Sealed beam headlights
- Wander-proof steering
- Automatic overtake

### ECONOMY

- Sealed-manifold engine
- Dual carburetion
- 4-port manifold
- Built-in double bed
- Fourth speed forward

So in demonstrating the extra value of a new Nash, the X-Ray has shown clearly the features that will insure high resale value of the 1940 Nash when you are again ready to trade. The way to protect your resale value is to choose a car that will not be old fashioned or outworn a year or two from now!

# NASH RESALE VALUE IS HIGH





## What Are You Waiting For?

In this candid X-Ray close-up of 1940 automobiles, you have been given the most complete, unbiased record of comparative facts on motor car values ever compiled between the covers of a single book!

With all these vital inside facts and "hidden" secrets laid bare (and carefully checked for accuracy), you can't go wrong in selecting the car that gives you the most for your money—in modern features and important extra values.

### ★ GUIDE POSTS TO VALUE ★

Just as clearly as though the cars were lined up in review before your eyes, you've seen that Nash's beauty is distinctive in the style parade!

For stamina and dependability—you have witnessed overwhelming proof that Nash is the year's most ruggedly engineered car—designed and built to stand up to punishment and keep costs down!

And amid all the clamor about fuel economy, you have seen Nash's answer—not wild, unsupported claims, but the official, certified record of 23.76 miles per gallon, established in long, gruelling A.A.A. tests!

Of course there can be no vestige of doubt about which car gives you most in exclusive modern features for comfort, safety and luxury.

So what are you waiting for? Let us turn the wheel of a Nash over to you and give you the chance to verify these amazing values, first hand! There are 18 beautiful models to choose from—six priced right next to the lowest. And any time you say, we'll be glad to give you a demonstration.

What's more, right now we can offer you an unusually attractive deal. Why not drive in your old car—and drive out a new Nash—TODAY?

*Cordell Frey*

All facts, figures data, etc., used in the X-Ray System were secured from regular, reliable trade sources such as automotive trade journals, manufacturer's catalogues, specification sheets, etc. While all information has been carefully checked for accuracy, correctness in every detail is not guaranteed.

**NASH MOTORS**  
DIVISION OF  
**NASH-KELVINATOR CORP.**  
DETROIT, MICHIGAN