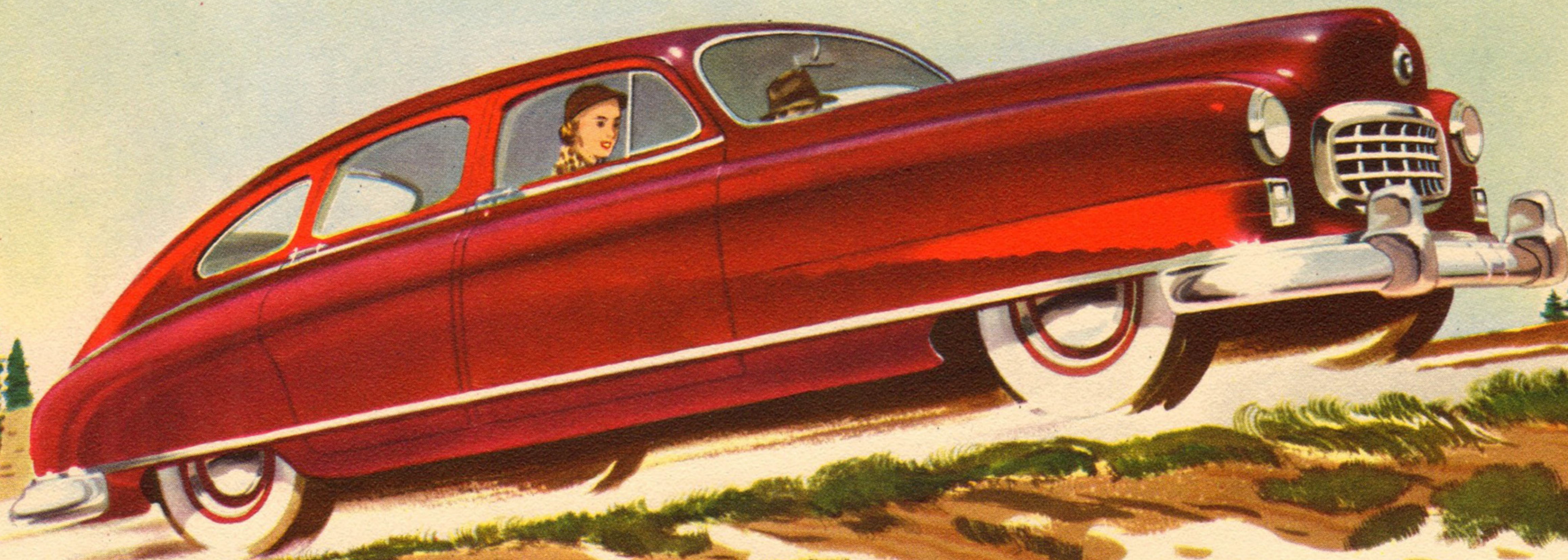
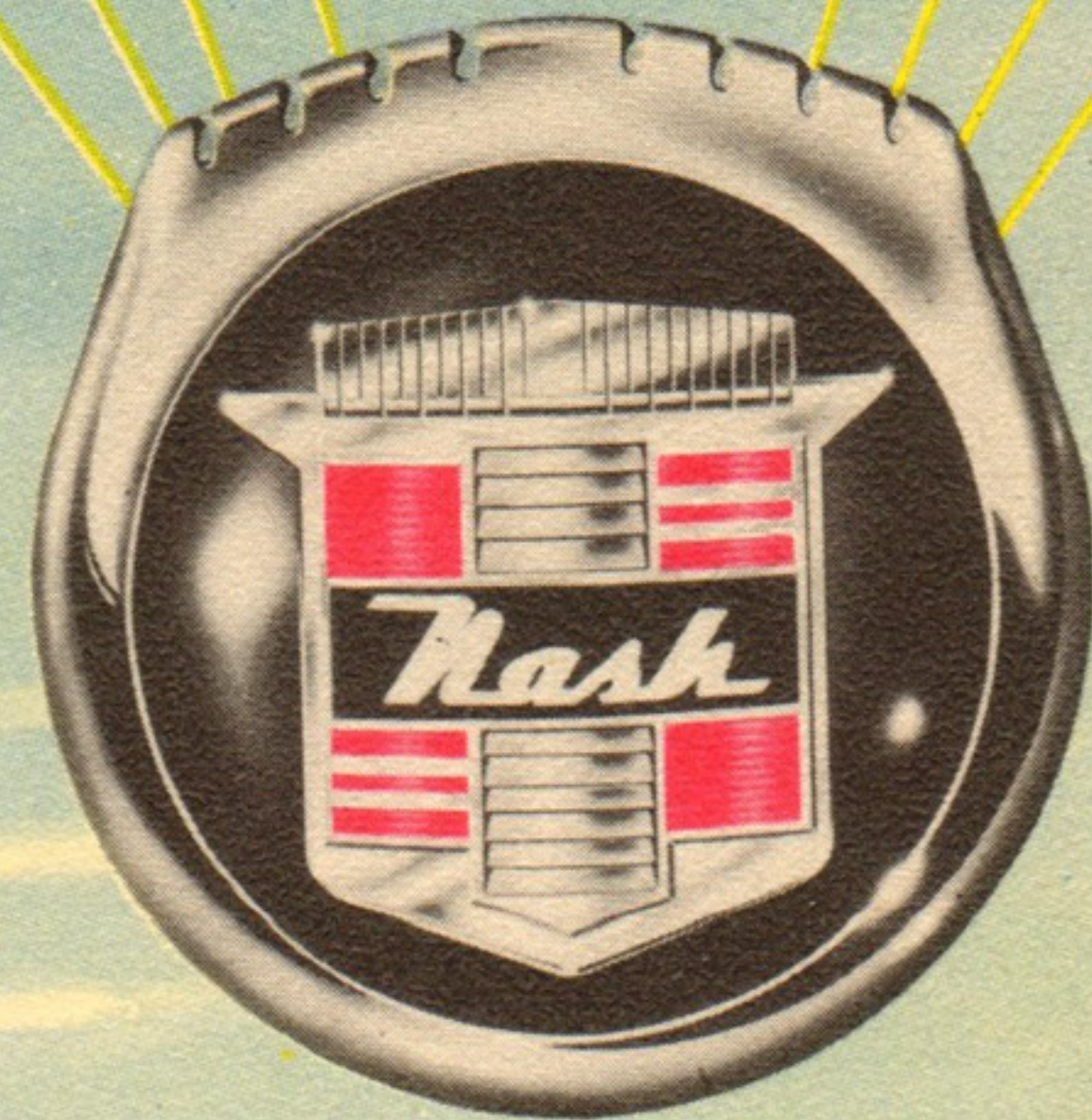
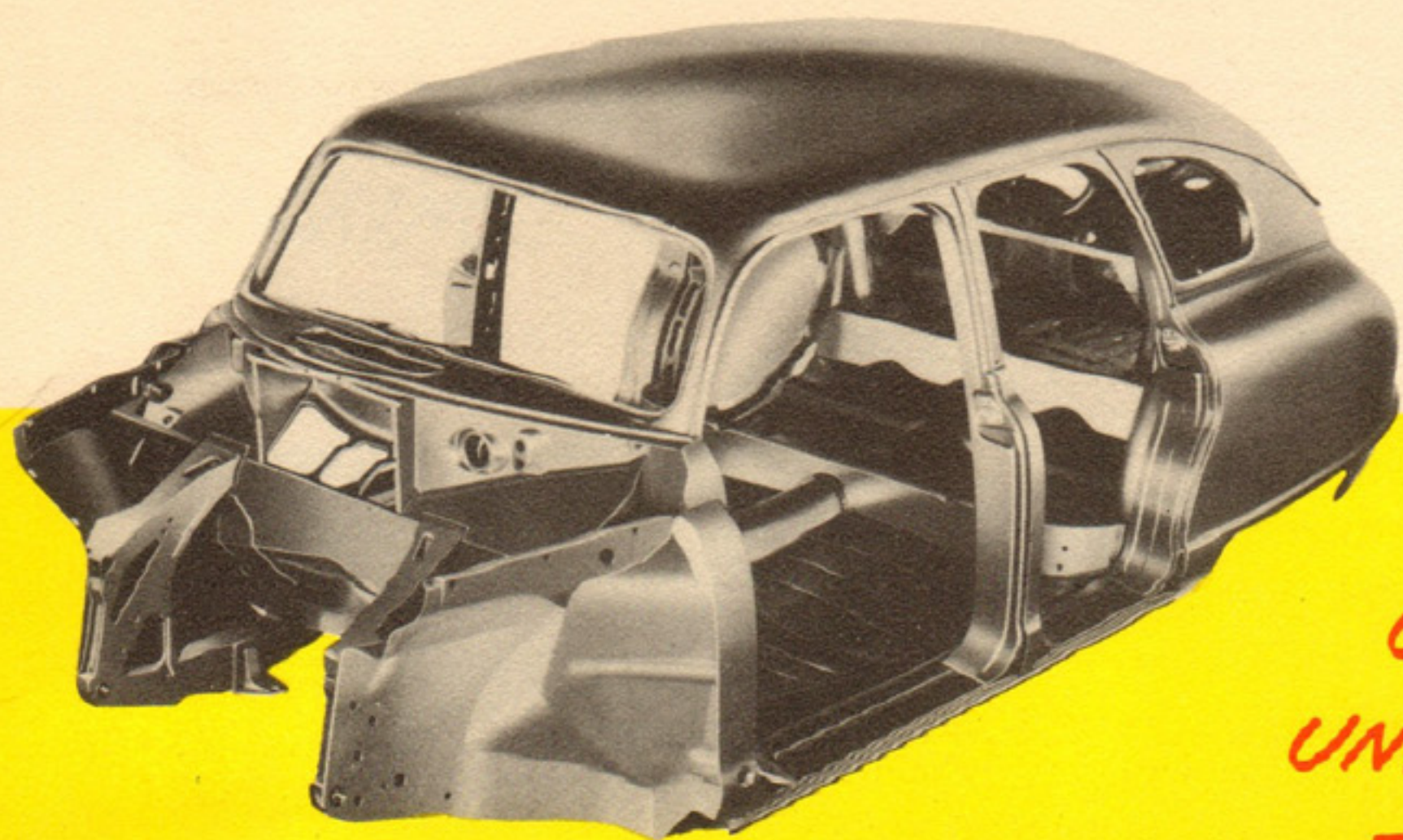


AIRFLYTE'S
THE WORD
FOR 1950!



NASH PRESENTS THE GREATEST BASIC ADVANCE IN CAR BUILDING IN 40 YEARS

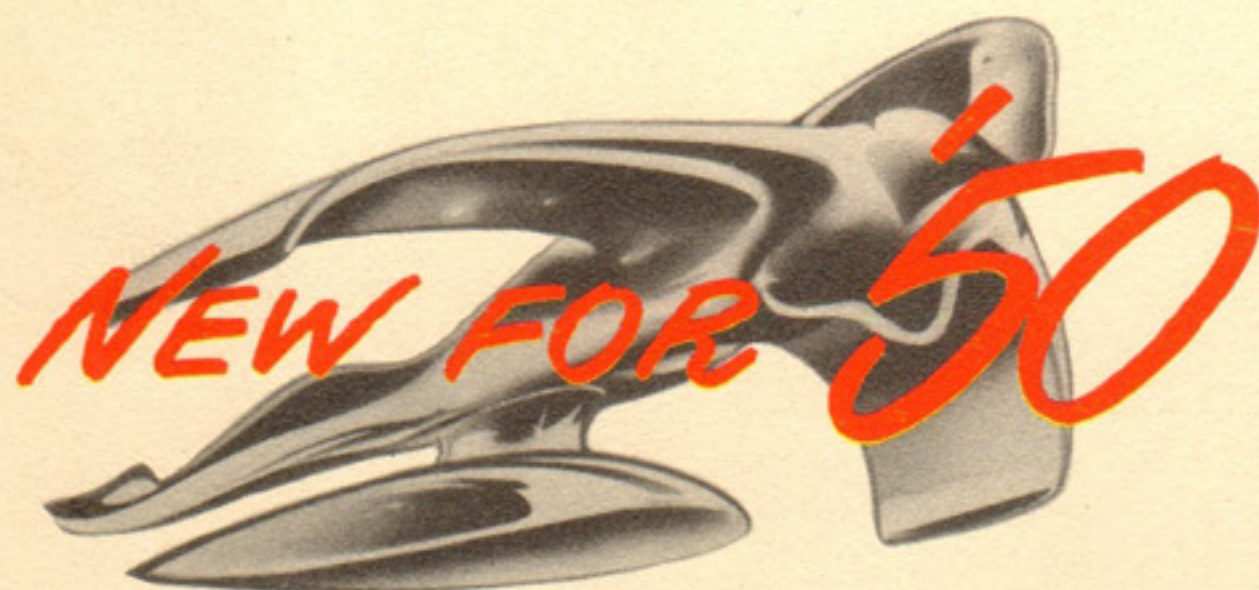
AIRFLYTE CONSTRUCTION



*ONE SINGLE WELDED
UNIT FOR NEW SAFETY!
TWICE THE RIGIDITY!*

DIFFERENT FROM all others, in Nash the entire frame and body, floor, roof and rear fenders, are here welded into one single, super-strong unit, squeak-free and rattle-proof. Here is permanent new-car tightness—no joints to loosen. It has 1½ to 2½ times the torsional strength of ordi-

nary automobile construction. Because it is free from useless weight you get finer performance, sensational new economy. Also makes possible a smooth, quieter ride. Airflyte Construction, originated by Nash, cost millions of dollars... available to you today only in Nash Airflyte cars.



New Super-Power Engines for 1950 • America's Most Scientific Design that Assures up to 30% More Miles per Gallon than other Big Cars • With Hydra-Matic Drive and Exclusive Selecto-Lift Starting Now Available in the Nash Ambassador • New Airliner Reclining Seat for Greater Comfort and Sky-Lounge Safety Interiors with Twin Beds • Amazing Oil Economy with New U-Flex Oil Rings • And Distinctive New Luxury Interiors that Set a Daring Pace In Modern Automotive Styling!

LET US DEMONSTRATE

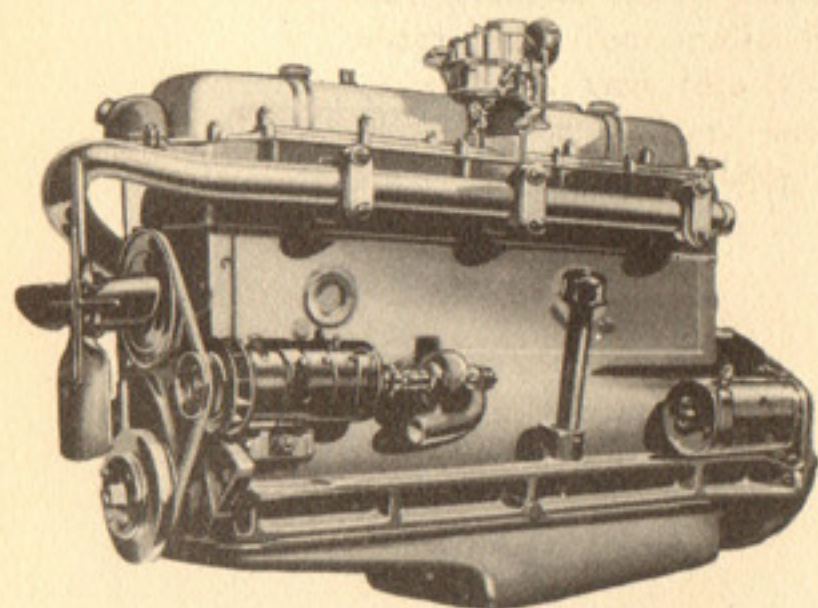


FOR BEAUTY THAT SPLITS THE AIR WITH 20.7% LESS DRAG!

HERE IS THE SCIENTIFIC evidence from wind-tunnel tests at the University of Wichita. The Nash Airflyte moves through the air with 20.7% less air-drag than the average of all other leading makes of cars tested. Other cars used as much as 51% more power . . . at speeds ranging from 30 M.P.H. upwards. The new Nash Airflyte for 1950 requires 11 horsepower less at 80 miles per hour for air drag alone than the average of other modern automobiles. Yes, the Nash Airflyte is far and away America's most scientific

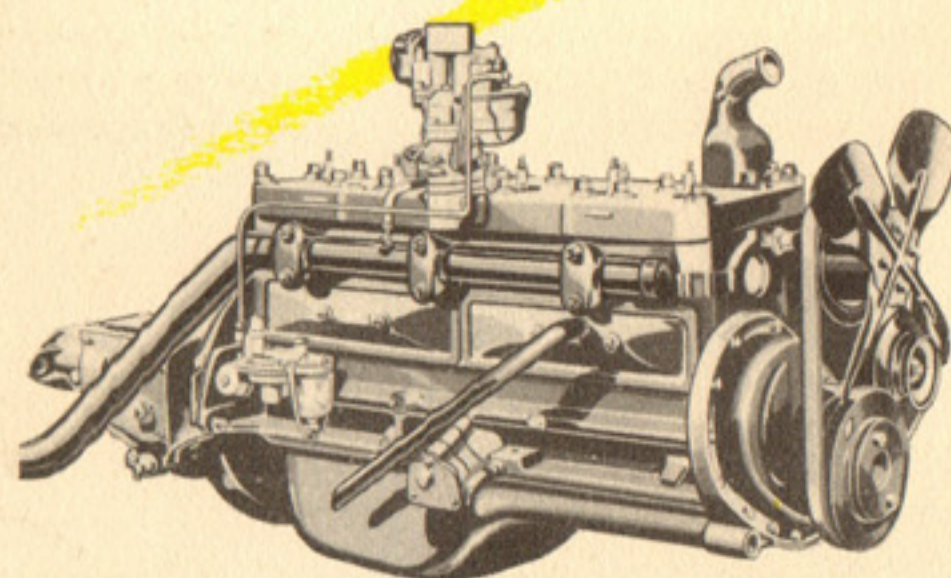
aerodynamic design. Here's streamlined beauty and efficiency that pays off in greater performance . . . increased economy (more than 25 miles to the gallon of gasoline at average highway speed in the new Nash Statesman) . . . in better stability on the highway . . . in far less wind-noise . . . in a new feel of sky-borne fleetness. The 20.7% superiority of Nash Airflyte streamlining is equivalent to having a 92 horsepower engine in the Statesman and a 128 horsepower engine in the Ambassador.

FOR NEW SUPER POWER HIGH COMPRESSION ENGINES!



HERE ARE THE LATEST, biggest developments in high compression power—in two great Nash engines.

Again the Nash Ambassador engine (shown above) testifies to Nash leadership for a third of a century with its high-compression, valve-in-head design. The new Turbo-head combustion chamber, with valves angled at 11 degrees, gives you a new high compression ratio of 7.3:1 and 115 horsepower . . . offering more power, sparkling performance, on regular gasoline. It also features new Hi-Carb



Valves and the famous Nash 7-bearing, 100% counterbalanced crankshaft.

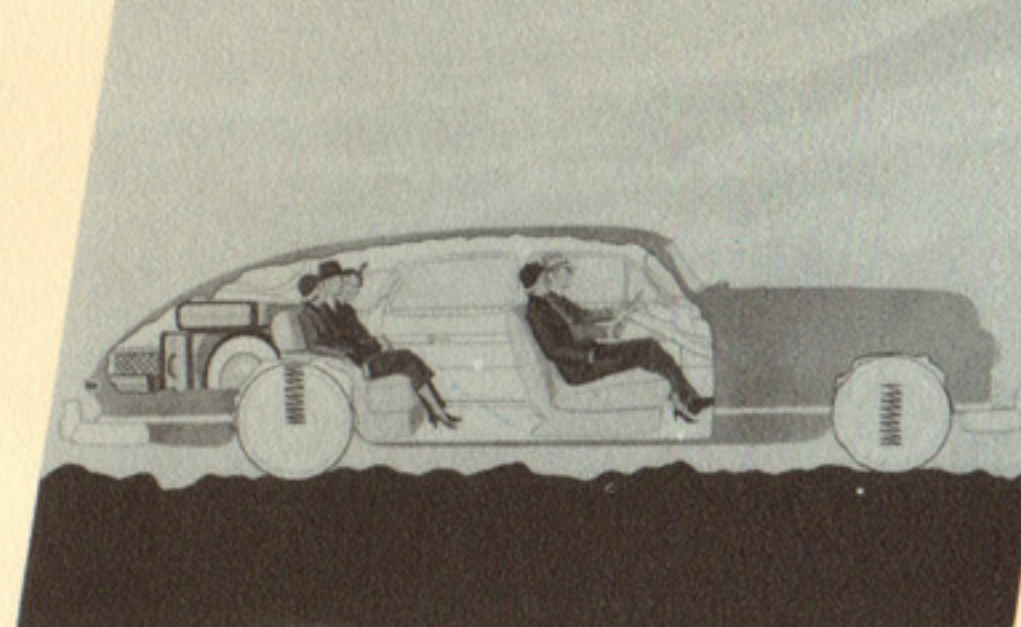
The Nash Statesman engine (shown above) features new smoothness, combined with high compression. Increased stroke ups displacement from 172.6 to 184 cu. in. and horsepower to 85. The new 1950 Nash Statesman models have economical power plants for your driving pleasure and economy.

Both engines give you the unflinching smoothness of Uniflo-Jet Carburetion, exclusive with Nash.

FOR SMOOTHNESS AND QUIET NEVER POSSIBLE BEFORE

THE DOUBLE-RIGIDITY of Airflyte Construction makes possible a new kind of softer, smoother ride . . . cushioned on coil springs on all four wheels. Pick out the worst road you know—then drive it, without slowing down, in a Nash Airflyte—*feel the amazing difference!* Here you discover roadability, a solid, glued-to-curve feel—an absence of shock and bounce undreamt of in ordinary cars.

Here, too, is quiet . . . silence that will be forever free from rattles and squeaks. Airflyte Construction keeps your car new years longer—adds to resale value!



The new Nash Airflyte gives you the World's smoothest ride. With soft cushioning, equal-action coil springs on all four wheels—springs tuned in the rhythm most restful to the human body—there's new steadiness and new comfort in the Nash Airflyte.

FOR MORE ROOM GREATER SAFETY SKY-LOUNGE INTERIORS

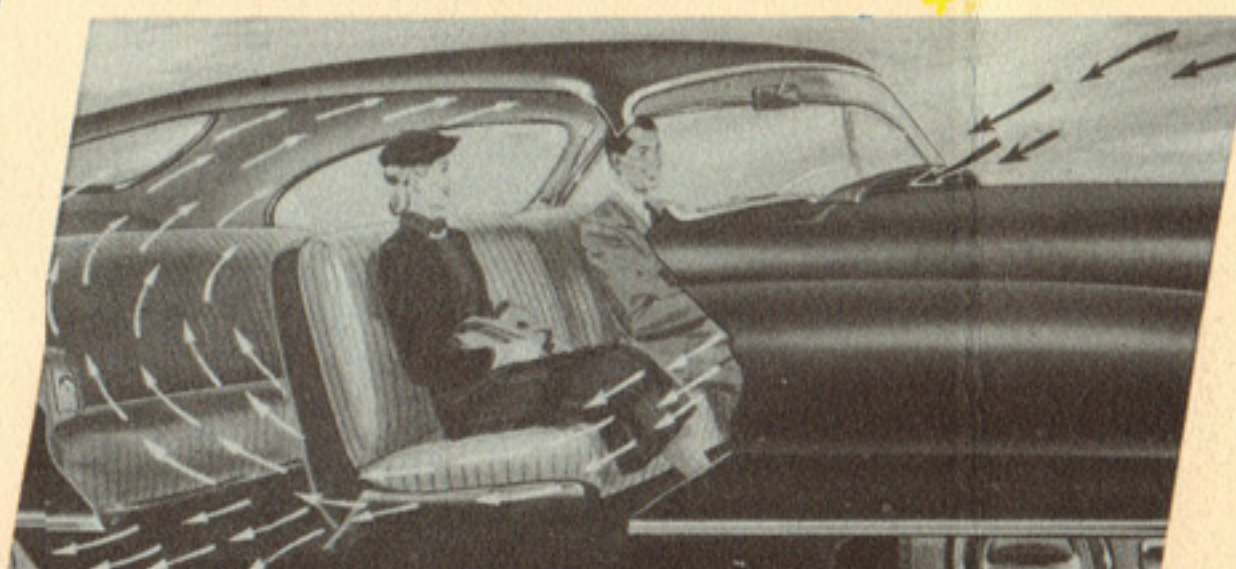


At night, sumptuous Twin Beds for two! Think of the convenience of having your own private "sleeping car". You can go where you like, stop when you like, without worry about hotel accommodations. Screens and mattresses optional.



Step into the most modern of car interiors. Your airliner seat (optional) offers four comfortable reclining positions. You'll also note the curved, undivided windshield, and the new glove-locker that pulls out instead of spills out.

FOR WEATHER EYE COMFORT ONLY NASH CAN OFFER



The famous Nash Weather Eye—the world's finest heating and ventilating system—is better than ever in 1950. New Super Blower brings more filtered, dehumidified "conditioned air" automatically at any temperature you like. Unique, simply operated, single control knob for Weather Eye eliminates numerous separate controls common in other car heating systems.

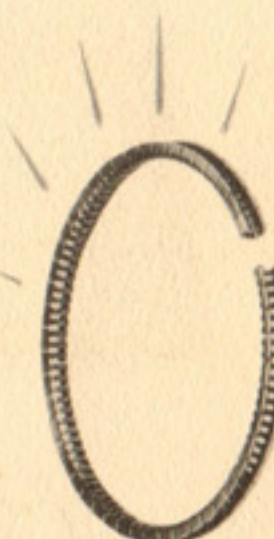


Front seats are four-men-wide. In fact, Nash has so much room that the wide seats can become Twin Beds at night. One seat makes a day-time couch as shown above, while someone drives. Twin beds are standard on all 2-door and Custom 4-door models, and optional at extra cost on 4-door Super models of the Airflyte.

FOR FUEL SAVINGS UP TO 30%!

WITH Airflyte Construction, you get mileage on regular gasoline—not premium gasoline—never possible before in such large cars. The Nash Statesman delivers more than 25 miles to the gallon at average highway speed!

Nash Ambassador owners testify to 20 miles to the gallon with Automatic Overdrive. In both of the new Super Power engines for 1950 you get the amazing smoothness and efficiency of Uniflo Jet Carburetion. And this year Nash adds the remarkable U-Flex Oil Ring that means new-car performance and oil economy for many thousands more miles of useful engine life.



NEW U-FLEX
OIL RING

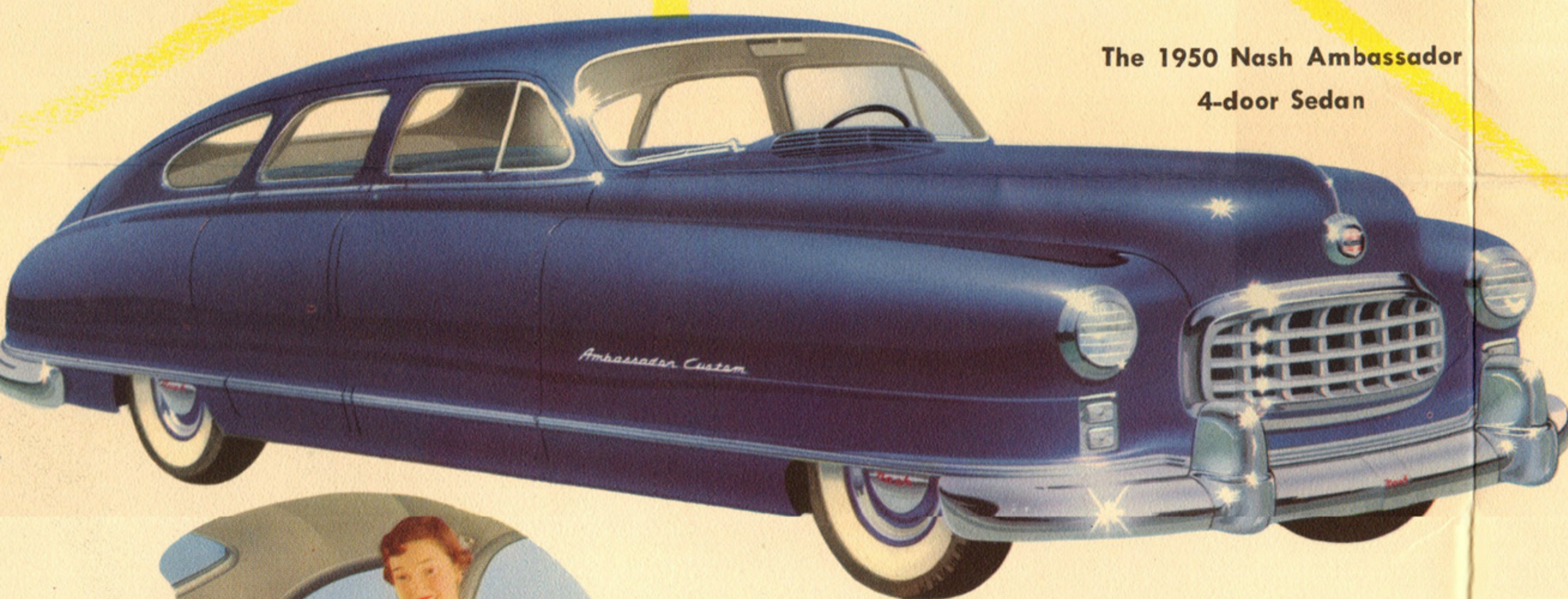
YES... AND

TWO GREAT AIRFLYTE SERIES FOR 1950

1950 *Nash Ambassador* SERIES

NOW
AVAILABLE
WITH

HYDRA-MATIC DRIVE !



The 1950 Nash Ambassador
4-door Sedan

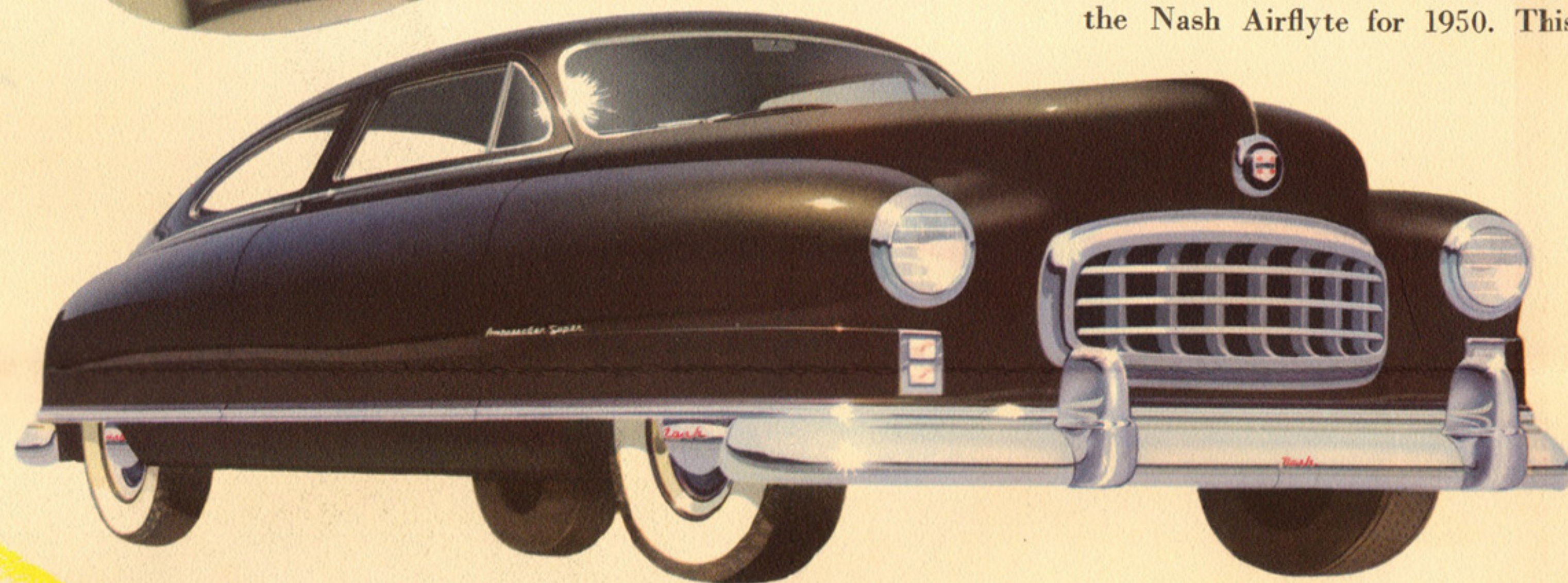
JUST LIFT
THE LEVER
—AND GO!

Now in the Nash Ambassador you can have the best-known, best-liked, best-proved of all automatic transmissions—Hydra-Matic Drive combined with exclusive Nash Selecto-Lift Starting! The clutch pedal is gone. Just lift the Selecto-Lift lever and go. You drive all day over hills and through traffic and never shift a gear. Your hands do nothing but steer. Your left foot does nothing at all. That's Hydra-Matic!

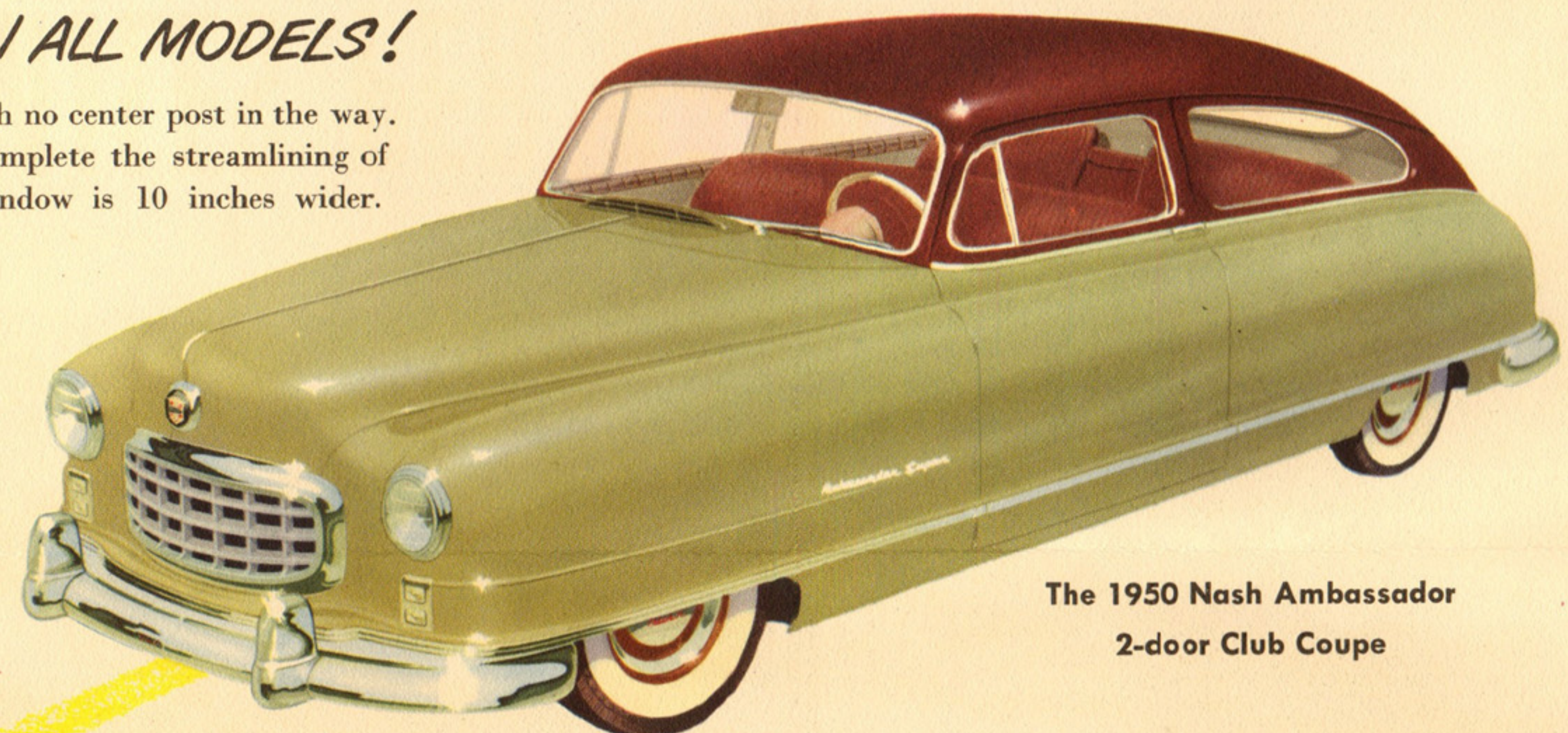


ONLY NASH HAS A CURVED,
UNDIVIDED WINDSHIELD IN ALL MODELS!

You see more through the Airflyte windshield—with no center post in the way. Even the side ventilator windows are curved to complete the streamlining of the Nash Airflyte for 1950. This year's rear window is 10 inches wider.



The 1950 Nash Ambassador
2-door Sedan



The 1950 Nash Ambassador
2-door Club Coupe

1950 *Nash Statesman* SERIES

MORE
THAN

25 MILES PER GALLON

at average
Highway speed !

The 1950 Nash Ambassador
2-door Sedan

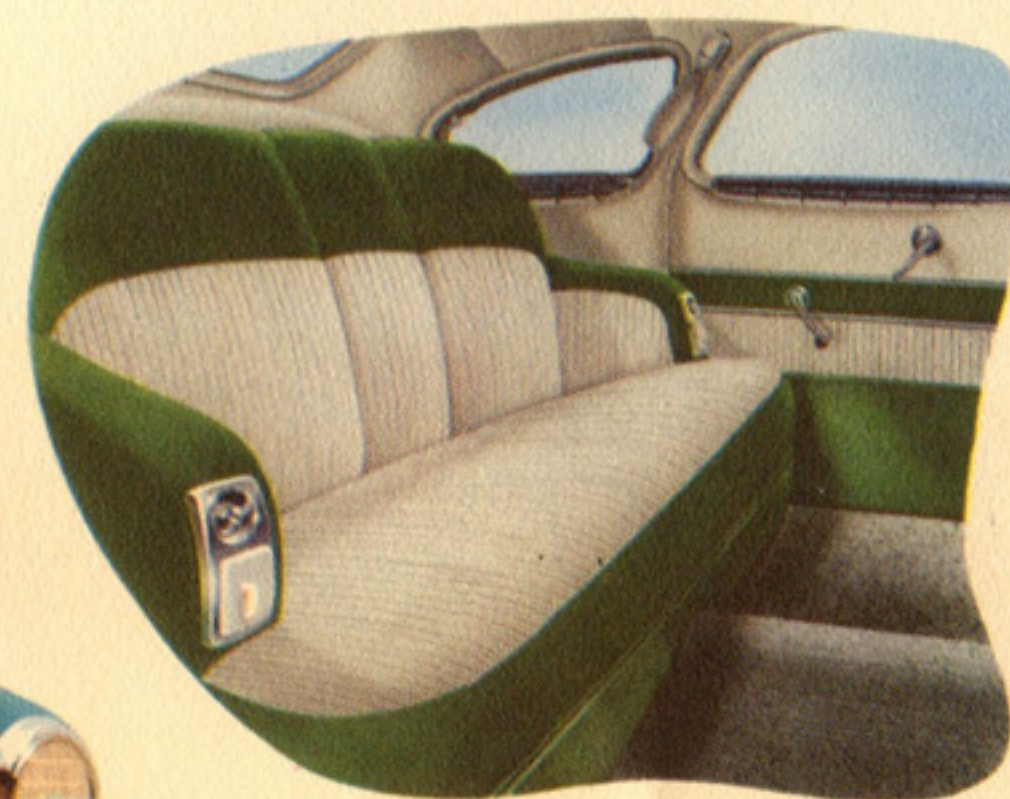
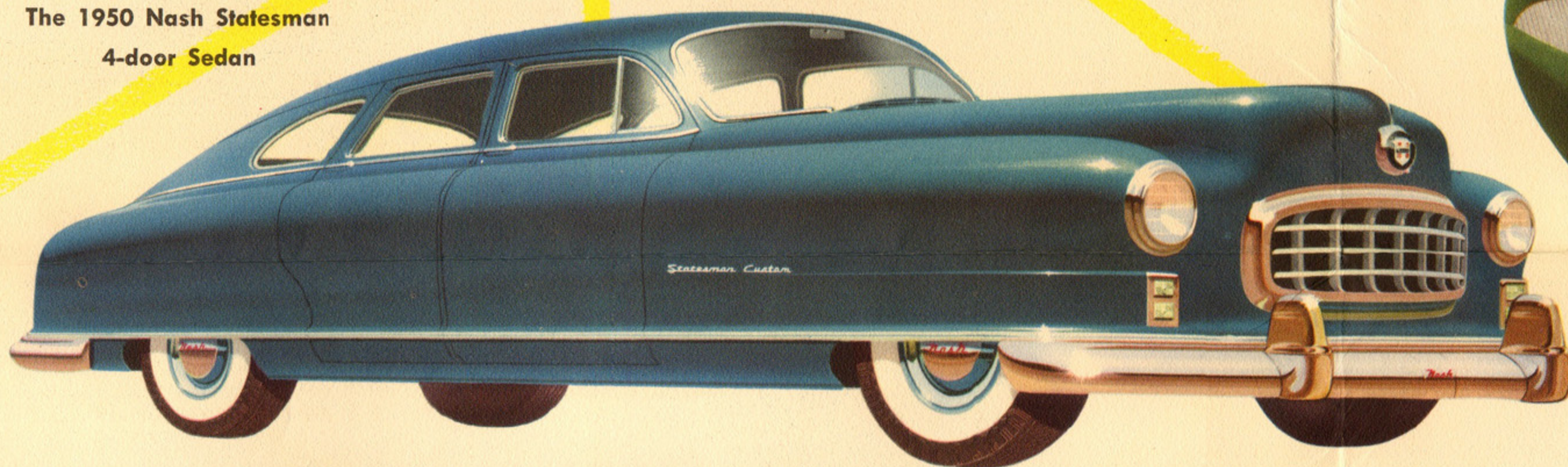
1950 Nash Statesman SERIES

MORE
THAN

25 MILES PER GALLON

at average
Highway speed!

The 1950 Nash Statesman
4-door Sedan



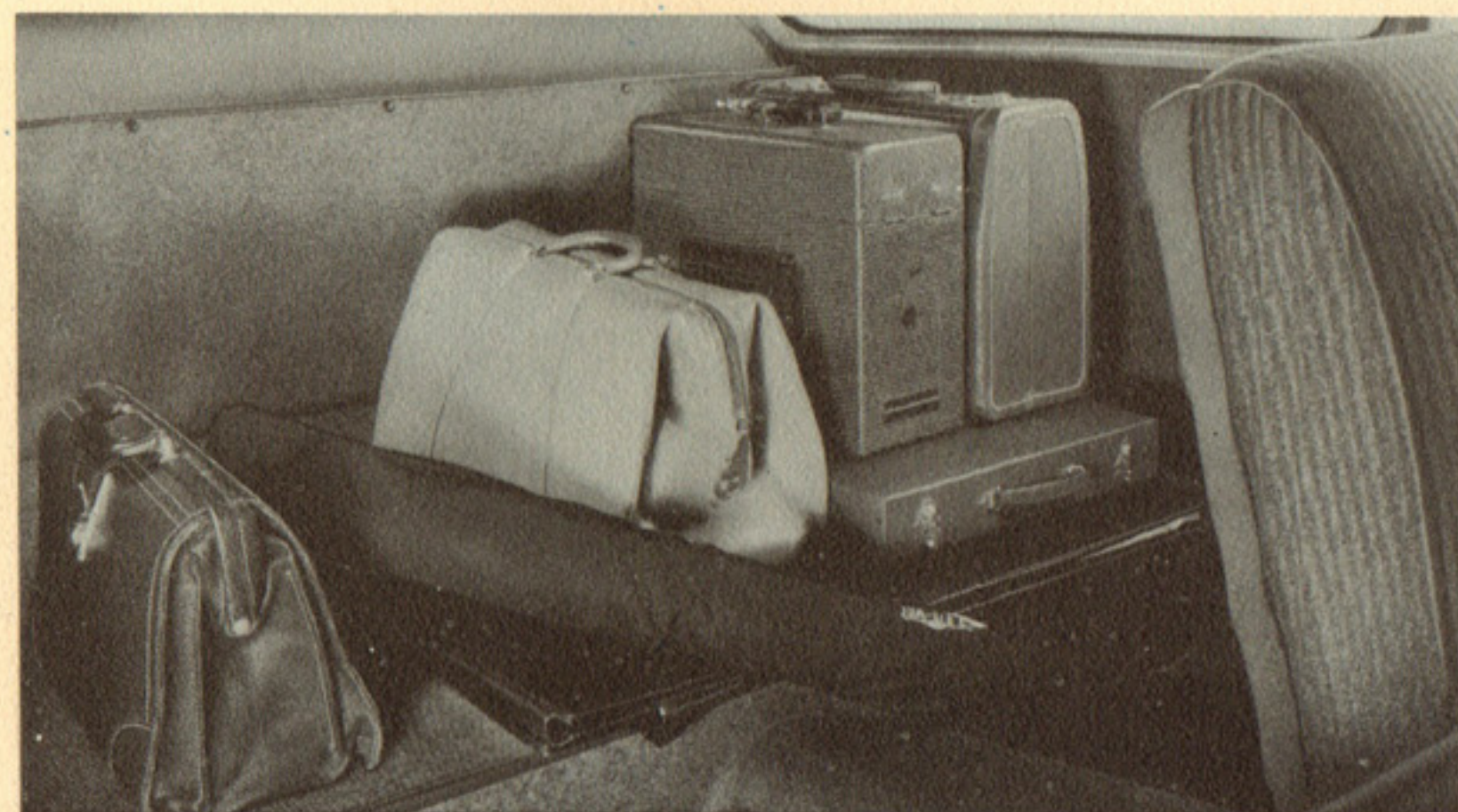
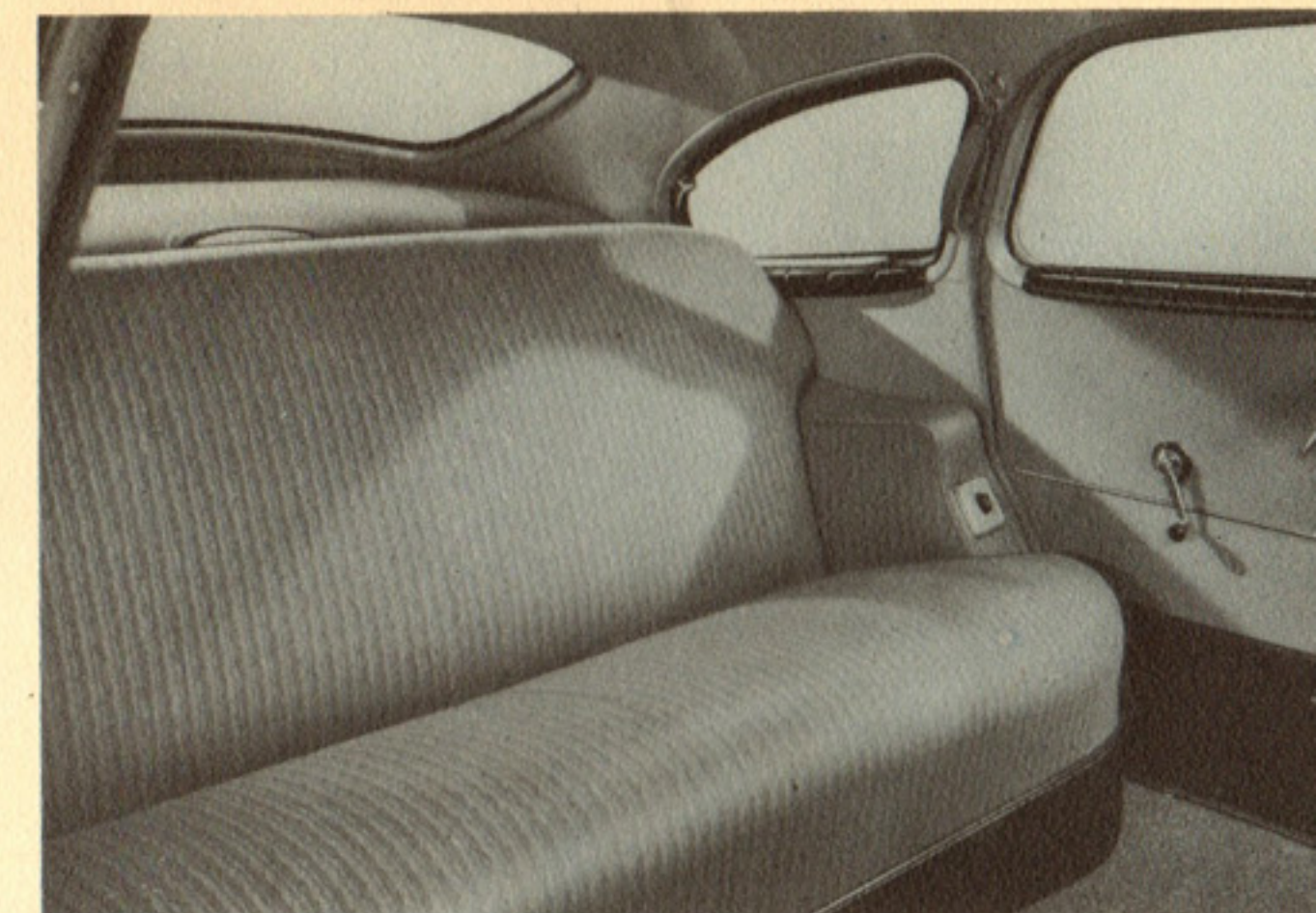
COLOR-KEYED CUSTOM INTERIORS

Now, you can choose your car interior as you would plan a living room—color-keyed to your preference—in Onyx Black, Midnight Blue, Carioca Rust, Hunter's Green. All, with the smartest tailoring and the most luxurious accommodations you have yet seen in an automobile. These Custom Interiors available in both Ambassador and Statesman series. Custom models include many added equipment items.



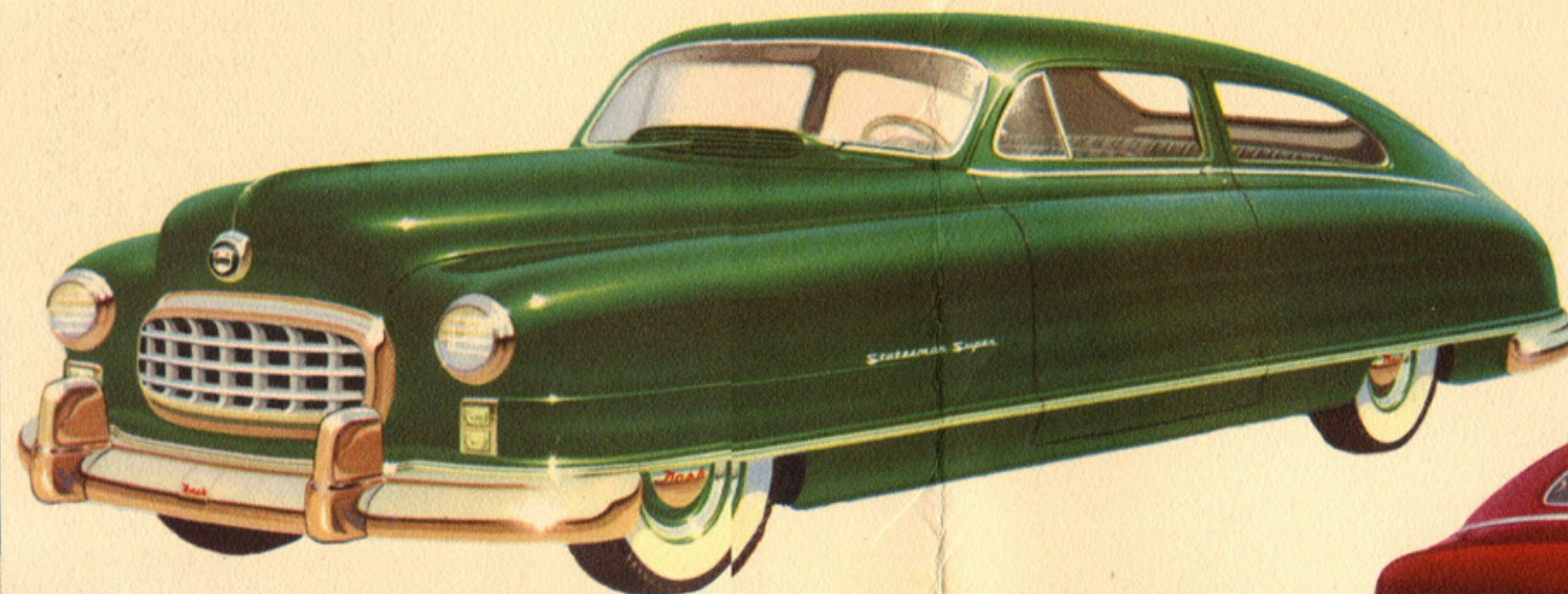
BEAUTIFUL AMBASSADOR AND STATESMAN SUPER INTERIORS

Beautiful new interiors were created exclusively for the Nash Airflyte Super models by one of America's best-known decorators. A wide choice of different and distinctive upholstery color combinations ... in fine broadcloth and mohair.

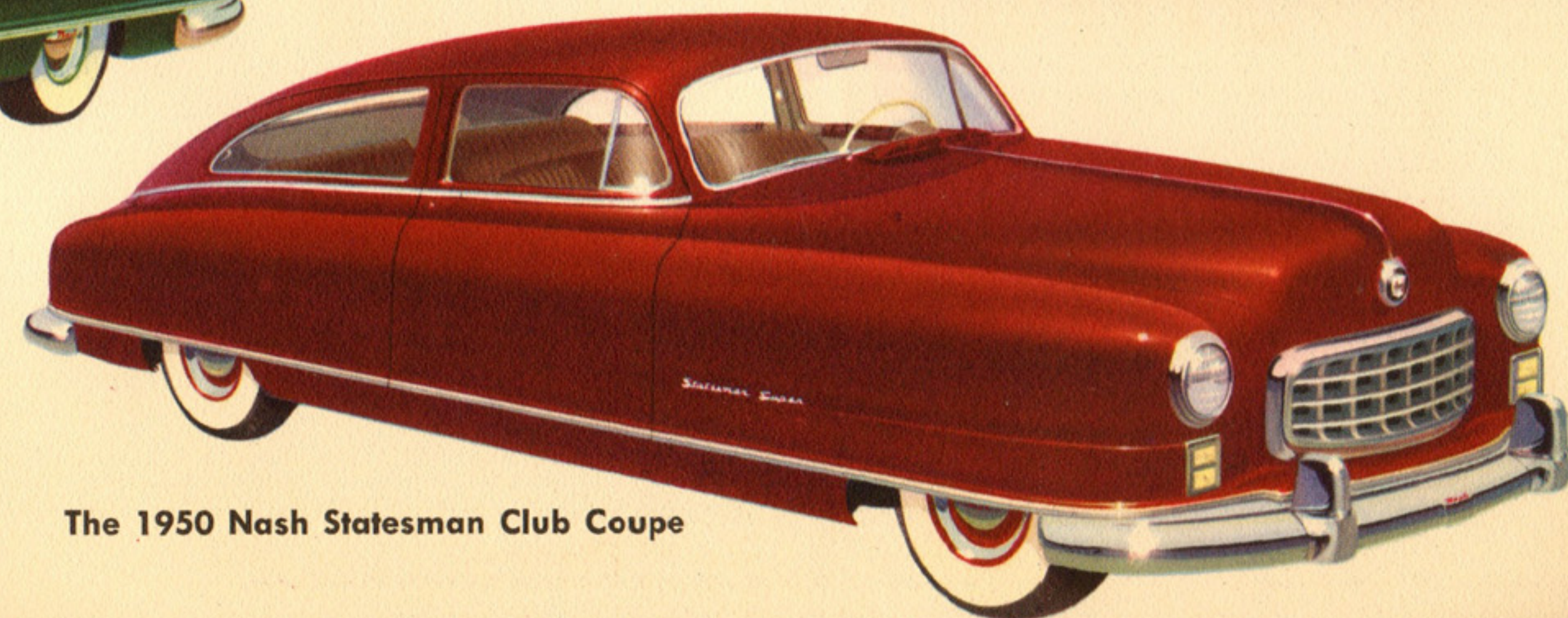


NEW STATESMAN DELUXE BUSINESS COUPE

Here's all the beauty, comfort and convenience of the Nash Airflyte in a low cost Statesman Deluxe Business Coupe especially designed to meet the needs of the salesman and traveling businessman. Behind the 3-passenger front seat with split back is a wealth of space for sample kits, brief cases and luggage. Rear seat area is finished in rough plastic-coated Burtex material. Burtex curtain fastened by snaps along the edge of rear deck shelf is removable to reach regular Nash Airflyte luggage compartment.



The 1950 Nash Statesman 2-door Sedan



The 1950 Nash Statesman Club Coupe

NASH *Airflyte* STATESMAN

BODY—Airflyte Construction . . . Body-and-frame of Unitized type, built as one solid welded unit. Front seat elbow width, 63 inches; rear seat, 61 inches. Front seat headroom 36 inches; rear 35 inches. Legroom front, 41 to 37 inches; rear 39 to 43 inches. Trunk capacity 28½ cu. ft. All steel parts of body bonderized for rust resistance. Doors on all models front hinged for safety.

EXTERIOR—Over-all length of car 201 inches. Width 77½ inches. Height, loaded, 61 inches. Road clearance 7¼ inches. Turning radius 20 ft. 2 in. Wheelbase 112 inches. Front tread, 54½ inches; rear 59½ inches.

RUNNING GEAR—Suspension by frictionless coil springs both front and rear. Torque tube drive from rear axle, allowing rear springs to be designed for load carrying and bump absorption. Steering by high efficiency worm-and-roller type mechanism. Two-shoe self-centering brakes, acting on 9 inch drums. Transmission equipment includes either conventional 3-speed unit or automatic overdrive at extra cost. Axle ratio, 4.4:1 with conventional transmission, 4.9:1 with automatic overdrive. Tires, 6.40 x 15 super cushion type, with 24 lb. inflation pressure specified. 20 gallon fuel tank.

POWER PLANT—L-head, 6 cylinder, 184 cu. in. Bore 3⅛ in., stroke 4 in. Horsepower, 85 at 3800 rpm. 7.0:1 compression ratio. Pistons fitted with 4 rings, lower oil ring being of U-Flex type. Counterbalanced crankshaft supported in 4 main bearings. Pressure type lubrication. Intake manifolds sealed-in-block (a Nash exclusive) with Iso-Thermal temperature control by jacket water. Carburetor of fuel-miser Uniflo-Jet type.

MODELS AND EQUIPMENT—The Statesman is offered in both Super and Custom models, providing a wide variety of upholstery options, colors and equipment. A Deluxe Business Coupe also is available. The Weather Eye, the Nash-exclusive automatic heating system, is available at extra cost on all cars. Folding front seats to form a built-in bed (another Nash exclusive) are standard on all two-door, club coupes and Custom 4-door sedans; available at slight extra cost on Super 4-door sedans. Reclining right front seat, with 5 total positions for relaxing or dozing, available at extra cost. Recessed panel for radio and accessory controls equipped with "Roll-a-Lock" sliding cover (radio extra), huge glove locker of pull-out type, and curved, one-piece windshield on all models.

Nash Motors reserves the right to make changes at any time, without notice, in specifications, prices of models, and also to discontinue models.

NASH *Airflyte* AMBASSADOR

BODY—Airflyte Construction . . . Body-and-frame of Unitized type, built as one solid welded unit. Front seat elbow width, 63 inches, rear seat, 61 inches. Front seat headroom 36 inches; rear, 35 inches. Legroom front, 41 to 37 inches; rear 39 to 43 inches. Trunk capacity 28½ cu. ft. All steel parts of body bonderized for rust resistance. Doors on all models front hinged for safety.

EXTERIOR—Over-all length of car 210 inches, width 77½ inches. Height, loaded, 62 inches. Road clearance 7½ inches. Turning radius 21 ft. 4 in. Wheelbase 121 inches. Front tread, 54½ inches; rear, 60½ inches.

RUNNING GEAR—Suspension by frictionless coil springs both front and rear. Torque tube drive from rear axle, allowing rear springs to be designed for load carrying and bump absorption. Steering by high efficiency worm-and-roller type mechanism. Duo-Servo brakes, acting on 10 inch drums. Transmission equipment includes either conventional 3-speed unit, or automatic overdrive at extra cost, or the Hydra-Matic drive, also at extra cost. Axle ratio, 4.1:1 with conventional transmission, 4.44:1 with automatic overdrive and 3.54:1 with Hydra-Matic. Tires 7.10 x 15, super cushion.

POWER PLANT—Overhead valve, 6 cylinder, 234.8 cu. in. Bore 3⅜ in., stroke 4⅜ in. Horsepower, 115 at 3400 rpm. 7.3:1 compression ratio. Pistons fitted with 4 rings, lower oil ring being of the U-Flex type. Counterbalanced crankshaft supported in 7 main bearings. Pressure type lubrication, including pressure to piston pins through drilled connecting rods. Intake manifolds sealed-in-head (a Nash exclusive) with Iso-Thermal temperature control from cooling water. Carburetor of fuel-miser Uniflo-Jet type, another Nash-exclusive. Camshaft drive by quiet timing chain.

MODELS AND EQUIPMENT—The Ambassador is offered in both Super and Custom models, providing a wide variety of upholstery options, colors and equipment. The Weather Eye, the Nash-exclusive automatic heating system, is available at extra cost on all cars. Folding front seats to form a built-in bed (another Nash exclusive) are standard on all two-door, club coupes and Custom 4-door sedans; available at slight extra cost on Super 4-door sedans. Reclining right front seat, with 5 total positions for relaxing or dozing, available at extra cost. Recessed panel for radio and accessory controls with "Roll-a-Lock" sliding cover (radio extra), huge glove locker of pull-out type, and curved, one-piece windshield on all models.

Nash Motors