

NOW-WITH
AIRFLYTE
CONSTRUCTION



The Luxurious
Nash
Ambassador

FOR 1950

Here is one of America's truly fine motor cars. The clean, flowing lines—the most aerodynamically perfect in the industry—bespeak refinement. The luxurious Sky-Lounge interiors reflect thoughtful consideration of passenger comfort and convenience. And when you touch the throttle, you experience the nearest thing to flying!

Yes, the 1950 Nash Ambassador is something new in high-compression power, in the building and streamlining of an automobile.

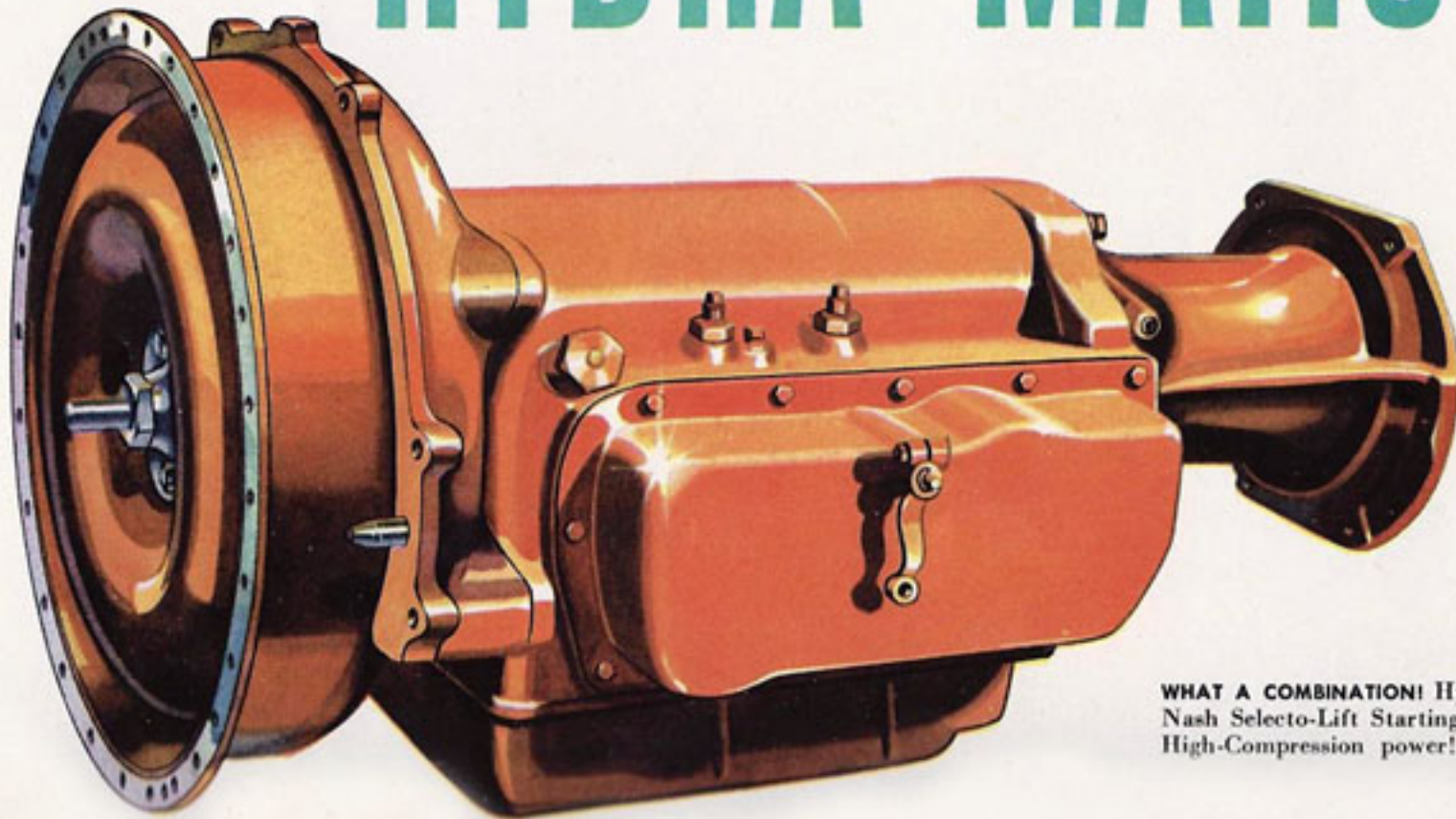
Try it for an hour or two. Then you'll know what luxury and motoring pleasure really mean.

No Starter Button to push . . . no gears to shift . . . no clutch pedal to operate

NASH AMBASSADOR

with

HYDRA★MATIC!



WHAT A COMBINATION! Hydra-Matic Drive, Nash Selecto-Lift Starting and Turbo-Head High-Compression power! Try it and see!

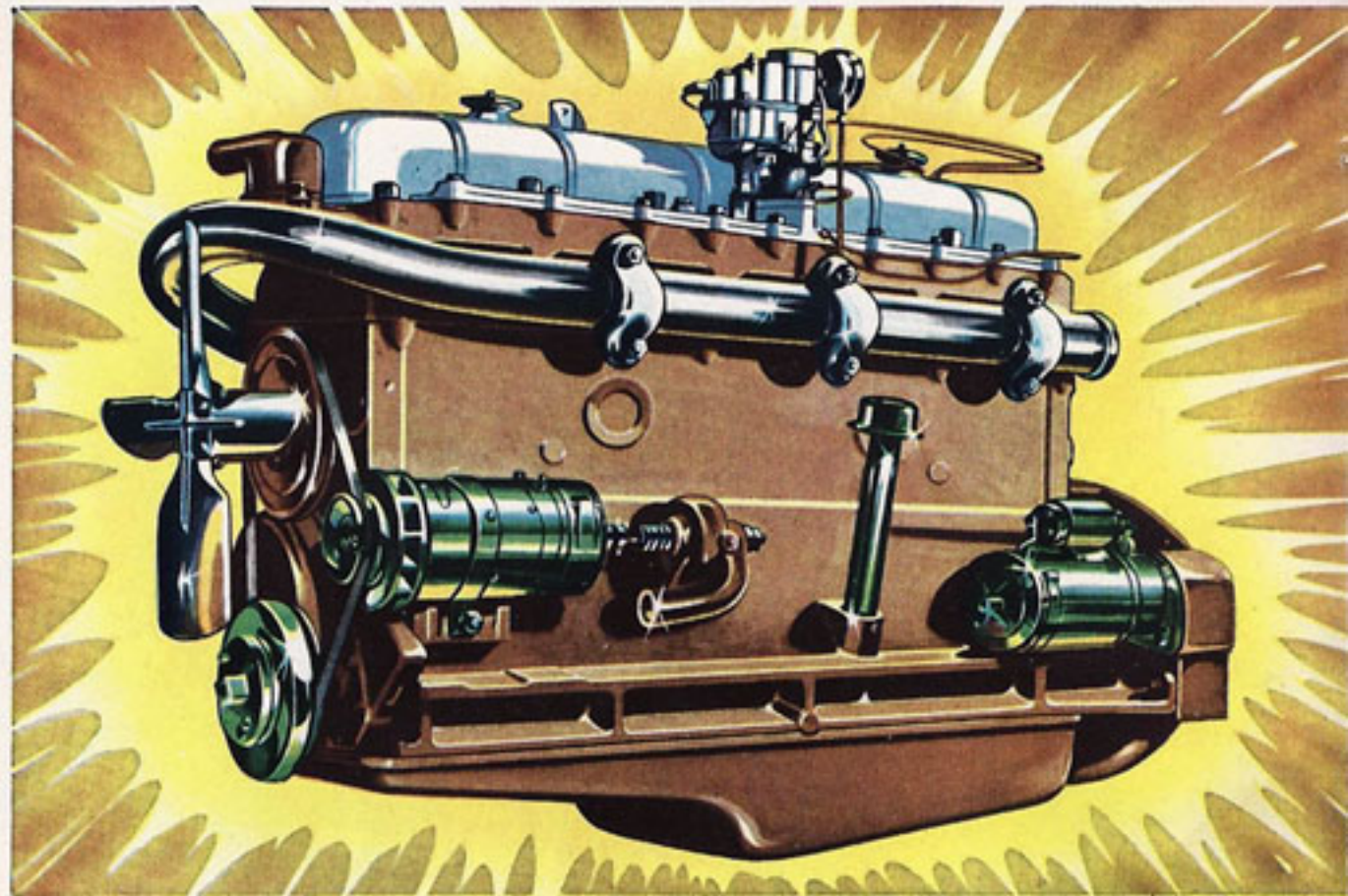
The Smoothness and Convenience of Full Automatic Transmission

Here—in the new Turbo-Head engine—is blazing power that not even Nash Ambassador owners have known before—a new standard of high-compression performance that in Nash alone is *achieved on regular gasoline*. Combined with the last word in automatic driving—the world-proved Hydra-Matic Drive, plus exclusive Nash Selecto-Lift Starting—the Ambassador engine means truly effortless power.



Sturdy backbone of this power-plant is the massive 7-bearing Nash crankshaft, 100% counterbalanced—its mate found only in one other car in the world, Rolls Royce.

This year, too, there are new advancements in flywheel balancing . . . in valves and valve lubrication . . . and a new, power-saving, straight-through muffler.



Now lift the

lever

and

go!



Nash Offers You These Three Transmission Options

HYDRA-MATIC

Completely automatic transmission, with fluid coupling, combined with exclusive Nash Selecto-Lift Starting developed by Nash engineers. Available in the 1950 Nash Ambassador series as optional equipment at extra cost.

AUTOMATIC OVERDRIVE

Provides a Fourth Speed Forward with Automatic Overtake. Conserves engine power, increases gasoline mileage up to 20%. Available in both the 1950 Nash Ambassador and Statesman as optional equipment at extra cost.

STANDARD

Nash standard Synchro-Mesh Transmission with easy finger-tip shifting, and feather-touch clutch. You can try, and compare, all these drives in a Nash—decide which is best for you, your pocket-book, and your driving requirements.

1950 Nash Ambassador

Airflyte



NASH AMBASSADOR AIRFLYTE 2-DOOR SEDAN



NASH AMBASSADOR AIRFLYTE 4-DOOR SEDAN

1950 ENGINEERING DATA

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 22 ft. 2 in. Wheelbase 121 inches. Front tread, 54½ inches; rear, 60½ inches.

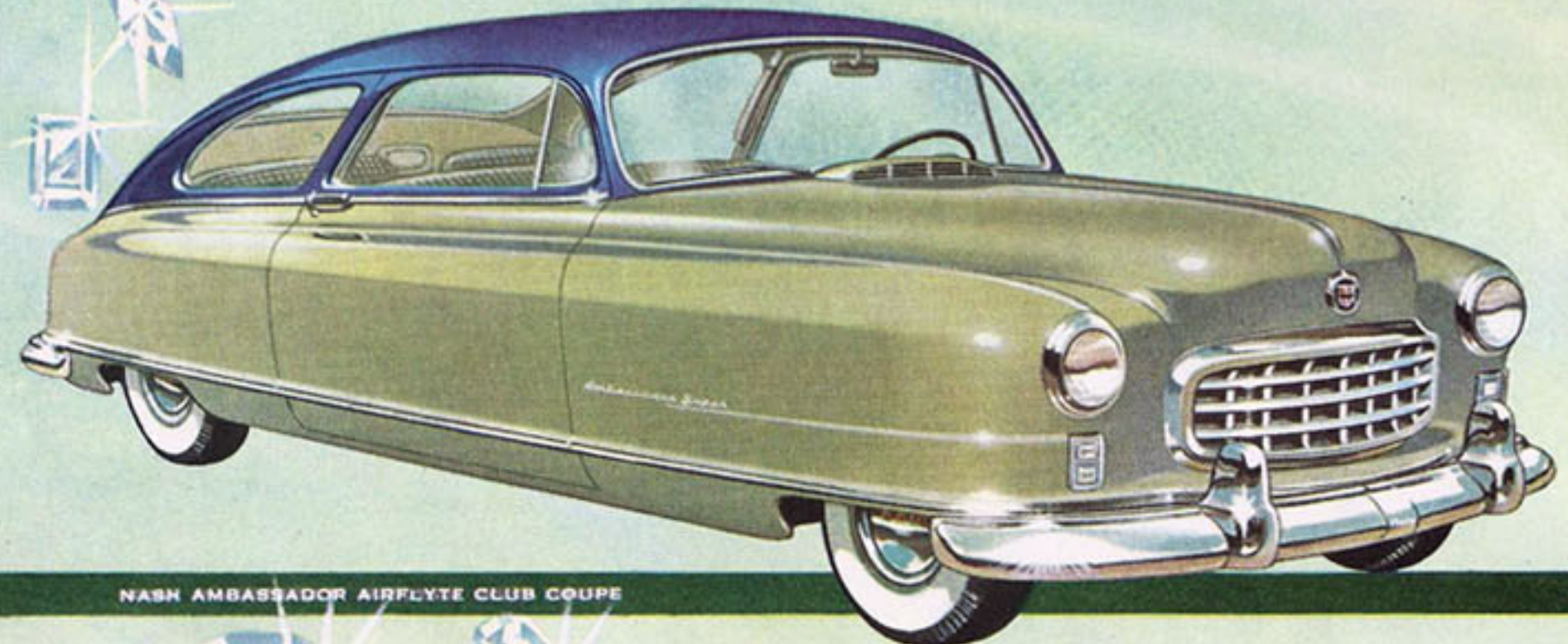
RUNNING GEAR—Suspension by frictionless coil springs both front and rear. Torque tube drive from rear axle, allowing rear springs to be designed for load carrying and bump absorption. Steering by high

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, 20 gallon fuel tank.

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. Counter-balanced crankshaft supported by 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.

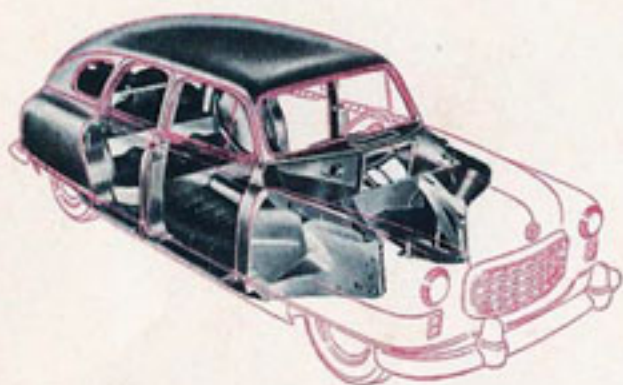
MODELS AND EQUIPMENT—The Ambassador is offered in both Super and Custom models, providing a wide variety of upholstery options, colors and equipment. The Weather Eye, the Nash-exclusive automatic heating system, is available at extra cost on all cars. Folding front seats to form a built-in bed (another 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 drawer of pull-out type, and curved, one-piece windshield on all models.



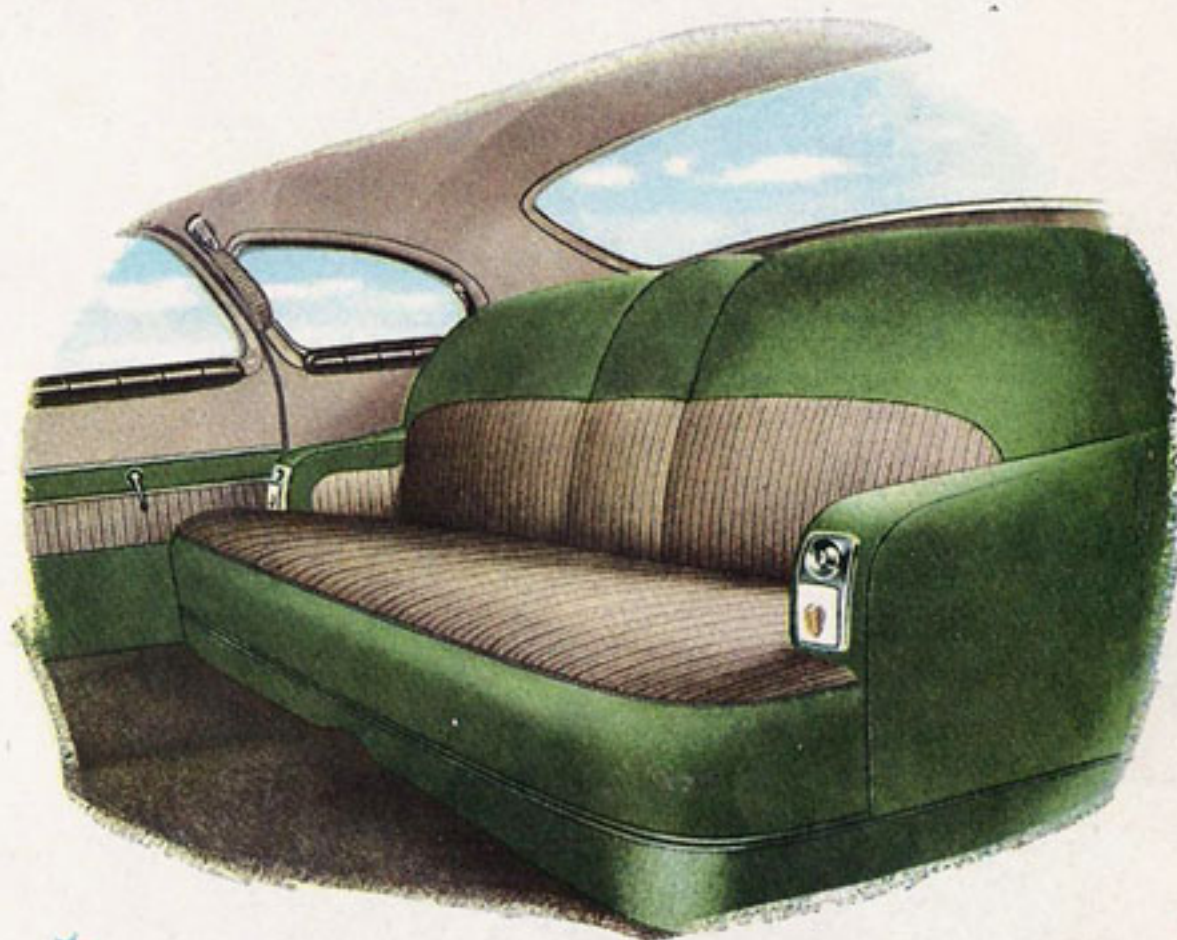
NASH AMBASSADOR AIRFLYTE CLUB COUPE

ONLY THE *Nash Ambassador*

OFFERS ALL THESE OUTSTANDING FEATURES !



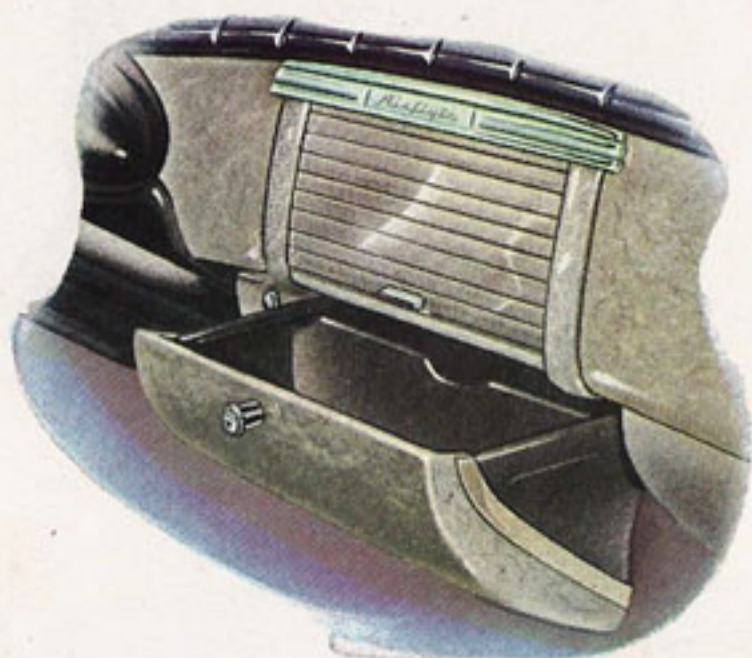
★ **AIRFLYTE CONSTRUCTION**—the greatest single advance in motor car construction in 40 years . . . the key to safety, comfort, economy and performance you have never known before in an automobile. With Airflyte Construction—exclusive to Nash—body and frame are one integral unit, eliminating noise-making joints, bolts and nuts.



★ **COLOR KEY INTERIORS**—something new in styling—enables you to plan your car's interior as you would your living room. Skilled decorators have selected upholstery colors to harmonize with the wide range of 21 beautiful Nash exterior colors.



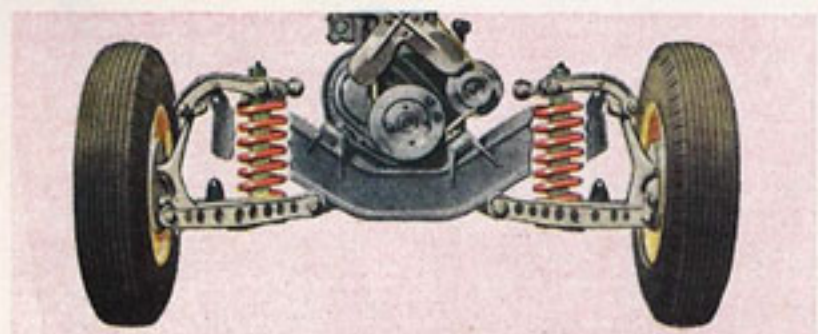
★ **LOOK AT THE DIFFERENCE**—in leg room for front compartment passengers! All under-cowl wiring is built-in, out of the way, yet accessible if servicing is ever needed. And elbow space is more than 5 feet wide, from door to door! Here's room to stretch.



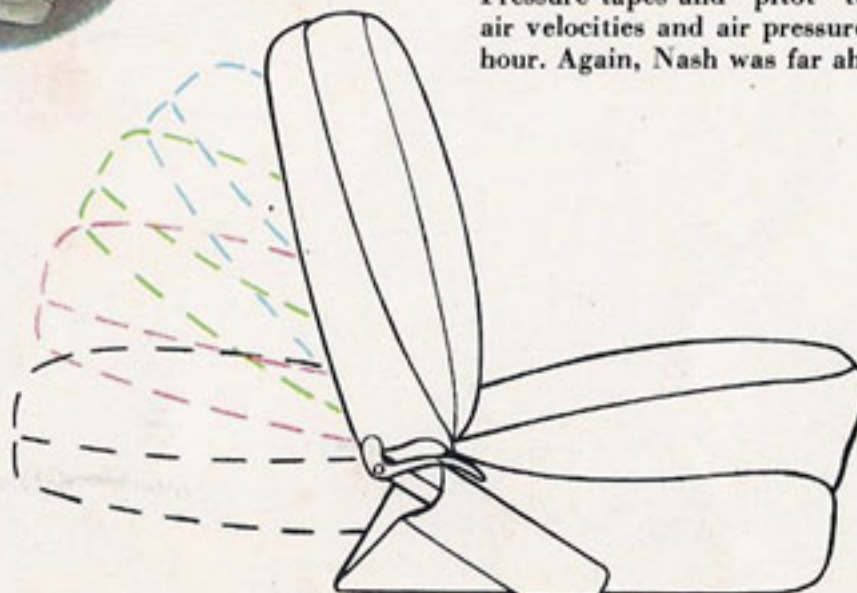
★ **SOMETHING NEW!** Here's a huge Dash Drawer that can't fly open and spill things out. It *slides* out . . . is easier to reach and use for driver and passengers. Plenty of storage room.



★ **AERODYNAMICALLY PERFECT!** The first wind-tunnel tests of full-size automobiles were made by the University of Wichita for Nash. These scientific tests of Nash and 10 other leading cars showed Nash has 20.7% less air drag than the average car of current design. With Airflyte Design and Construction minimizing air drag and dead weight, it's the equivalent of having 12% more power in your Nash Ambassador engine at high speeds. Actual road tests followed the wind-tunnel tests as a further check on aerodynamic efficiency. Pressure tapes and "pitot" tubes were placed on the cars to record air velocities and air pressures at speeds ranging up to 85 miles an hour. Again, Nash was far ahead of the field!



★ **YOU NEVER NEED** lubricate or service the coil springs on all four wheels of your Nash Ambassador. They can't clog with mud, grease, ice or snow—never stiffen up in action, never wear out.



★ **NEW NOTE IN COMFORT!** Exclusive with Nash is the new Airliner Reclining Seat, optional at slight extra cost. Adjustable to five comfortable positions, it is a fitting companion to the famous Nash Twin Beds, likewise optional in the 1950 Ambassador.