

VREELAND NASH CO.

3255 FORT ST.

(1 MILE SOUTH OF SOUTHFIELD)

LINCOLN PARK

WARREN, MI 48090

Nash Presents the World's Most Modern Cars, the 1951 Airflytes

The World's First Cars to Apply the Modern Developments of Aviation to the Building of an Automobile



The "Streamliner" revolutionized travel because its integral-braced structure rode better, proved safer, than the old-type coach which was bolted on a heavy, hard-riding platform.



Proved by 15 billion miles! Ten years of exhaustive tests and the experiences of a half-million owners prove that cars of this construction not only stand up better but serve years longer than other cars.



In cars built the ordinary way, a separate body is bolted on a heavy frame. There is less protection for passengers, the car has less strength and rigidity and body tends to squeak and rattle.



From Airflyte Construction Stem Benefits No Other Car Can Offer

The Key to Safety . . . Durability . . . Comfort . . . and Performance You Have Never Had Before in an Automobile!



Up to 30% more miles a gallon than cars of comparable size is another Airflyte bonus. At average highway speed, the Ambassador delivers over 20 miles to the gallon, the Statesman, over 25, and the Rambler up to 30!



Greater strength! By scientific torsion test, Airflyte Construction has more than twice the torsional rigidity of ordinary construction. There's maximum protection, too — centered around the passenger compartment.



In Nash, 8000 electric welds eliminate noise-making joints — give you lifetime freedom from body squeaks and rattles. The weakest structural parts of other cars — bolts and flanges fitting body to frame — are eliminated by Airflyte Construction.

Here's why the Sales Gain of Nash since the war has been 5 Times as Great as the Industry's!

This is the reason behind the sensational rise of Nash . . . a new and better way to build an automobile — with *Airflyte Construction*. The same modern principle that created the streamline train and today's stratosphere 'planes!

Far advanced from ordinary automobile construction, in Nash the entire body and frame, girders, pillars, floor and roof — even the heavy "hide" of the car itself — are welded into a single, super-strong, rattle-proof unit.

Developed by Nash at a cost of \$40,000,000, Airflyte Construction has showed the way to safety, economy, comfort and durability never before possible in an automobile. It is yours today *only* in Nash Airflyte!



Airflyte Construction permits passenger and baggage space expansion without weight penalty. You have the largest of luggage compartments . . . a front seat 4-men wide . . . more head-room, leg-room everywhere for comfort.



A new thrill awaits you when you drive an Airflyte. You can sense the difference in quietness . . . feel the difference in comfort . . . measure the difference in acceleration and gasoline mileage. Before you decide, take an Airflyte ride!



Airflyte makes possible America's best aerodynamic design, proved in wind tunnel tests* to have less air drag. Better aerodynamics means less wind roar, and a car steadier and safer on the road. It adds to speed, reduces gas consumption.

*University of Wichita tests

The Smoothest, Most Comfortable Ride You've Ever Enjoyed!

Lean back in your arm chair at home, close your eyes and listen. *You're traveling Airflyte.*

There is no lurch or sway as the earth hurdles back beneath you . . . no thrumming from below . . . no whistle from the wind.

You can read . . . stretch out and doze away . . . at any speed, on any highway. Or take the wheel — and drive all day without fatigue.

Nash aerodynamic design noiselessly bores a hole through the air. Exclusive Weather Eye makes it

possible to keep windows closed to outside noise and drafts. Double-rigidity of Airflyte Construction keeps you steady as you speed along.

Ram it over the bumps! Cat-like, each wheel steps over the bump — without shock to car — because each wheel is coil sprung, tuned to move the car body at the rate most restful to the human body.

Spend thirty never-to-be-forgotten minutes in an Airflyte. Then decide whether any less modern car can satisfy you. Before you decide, take an Airflyte ride!



Double-rigidity of Airflyte construction makes possible the use of the softest-acting coil-springing known — cushioning all four wheels of the Ambassador and Statesman. New shock absorbers provide a controlled ride at all temperatures.



It's a wonderful new feeling! One great sweep of glass curving around you, and no centerpost to obstruct vision. All your driving dials grouped directly in front — a split second glance tells all. Never have you known such room in front! You can cross your legs if you like.

Note the curved cowl . . . the Glove Drawer that slides out (instead of spilling out) . . . the sparkling beauty of the Pilot Panel, color-matched to the exterior. The new Console-Tone push-button radio (optional at extra cost) has the finest tone ever heard in an auto radio.



First airliner reclining seat in an automobile. Nothing ever made a long trip so short. At lever touch, it eases back as far as you like. Relax, doze off, if you like, while your partner spells you at the wheel. Or make it a level day-bed. Thousands of Airflyte owners say it's one of the greatest features ever put into a car. (Optional equipment, at slight extra cost, in Ambassador and Statesman models.)



Even the air will be new to you with Nash Weather Eye Conditioned Air System. It draws in only the clean outside air, above the engine compartment instead of the conventional lower intakes, where there is danger of drawing in road

and exhaust fumes. You can drive at zero without a coat, never know fogged windows or drafts, or be bothered by dust. It is ever fresh, filtered air, heated and changed under gentle pressure, like modern airliners. A Nash exclusive!



Best in aerodynamic efficiency. (1) Sleek, clean front and curved windshield slip through the air. (2) Sleek "tear-drop" shape reduces air drag vacuum at rear. (3) Enclosed wheels eliminate worst air traps, reduce wind-wander. (4) Airflyte Construction reduces air turbulence beneath.



Your private sleeping car — ready in seconds! A real home on the road for hunters, fishermen, travelers. Exclusively Nash, this feature is standard at no extra cost on two-door sedans; optional extra on Super four-door models. Form-fitting mattresses and window screens are available.

How the Low-Price Nash Statesman Compares in Room with standard models of America's Three Highest-Price Cars

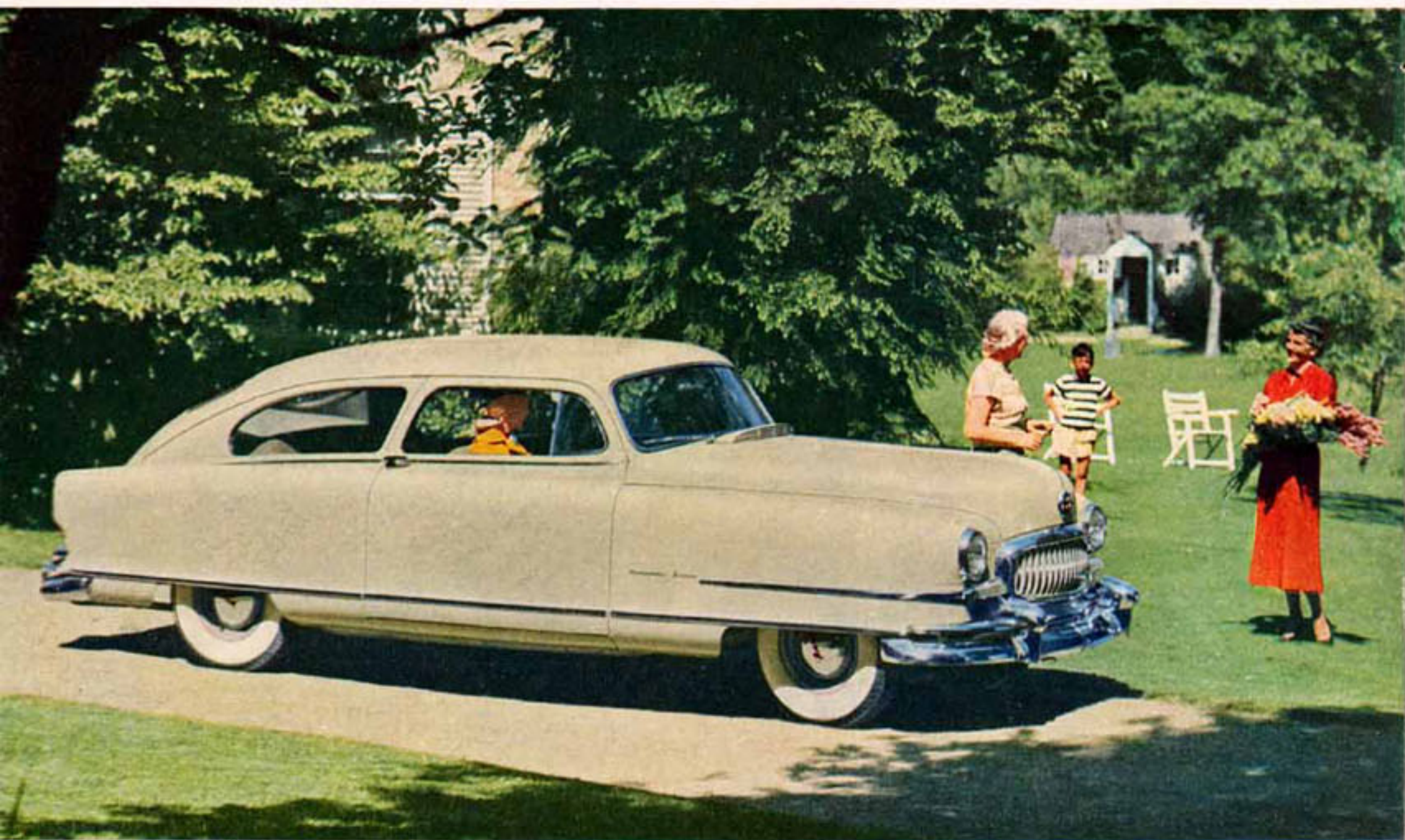
(Specifications as of Oct. 1, 1950)

	Nash Statesman	High-Priced Car "A"	High-Priced Car "B"	High-Priced Car "C"
Over-all Interior Length	112"	103"	101"	105½"
Outside Car Width	77½"	80"	77½"	79"
Front Elbow Room	63"	61"	59½"	62"
Front Head Room	36"	35½"	36½"	35"
Front Leg Room	41"	44"	42"	43½"
Rear Elbow Room	61"	60"	60½"	61½"
Rear Head Room	35"	36¼"	36"	34½"
Rear Leg Room	40"	40½"	39½"	38½"



The spacious front seat is a full 63 inches wide—with room for four up front, if you like—and the curved undivided windshield on all Nash Airflyte models provides a panoramic view of the road ahead. Nash gives you a car interior that's a foot longer than most. Deep, billowy seats . . . maximum head-room and foot-room . . . floors level to curb height . . . make this truly a Sky-Lounge interior.

Presenting the Most Modern of America's Fine Cars...the Distinguished 1951 Nash Ambassador Airflyte with Hydra-Matic Drive



The Nash Ambassador Super Two-Door Sedan



The Nash Ambassador Super Four-Door Sedan

TRUE CUSTOM LUXURY IN BEAUTY AND APPOINTMENTS

New in jet-line beauty — from Guard-Rail bumpers to Sky-Flow rear fenders! The distinctive 1951 Nash Ambassador Custom models with exclusive Airliner Reclining Seat, disappearing center armrest in the rear, rear lighters and ashtrays plus other quality touches, compare with the world's finest cars in comfort, roominess and elegance — yet cost a good thousand dollars less.



The Nash Ambassador Custom Club Coupe

SPECIFICATIONS OF THE 1951 NASH AMBASSADOR

BODY—Airflyte Construction . . . Body-and-frame of Unitized type, one solid welded unit. Seating width at elbow 63 in. front, 61 in. rear. All steel parts of body bonderized for rust resistance. All doors front hinged.

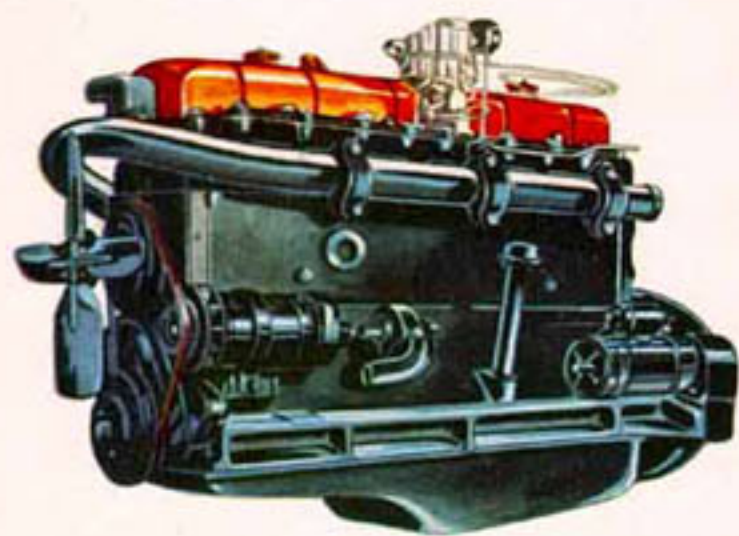
EXTERIOR—Over-all length 211 in. Wheelbase 121 in. Width 77½ in. Height, loaded, 62 in. Front tread 54¼ in.; rear 60½ in. Turning radius 22 ft. 2 in. Road clearance 7½ in.

MECHANICAL—Overhead valve engine, 6 cylinder, 234.8 cu. in. 115 hp. 7.3:1 compression ratio. Four-ring piston fitted with U-Flex type steel oil rings in lower groove. Seven-main bearing crankshaft. Intake manifold sealed-in head and water heated. Uniflo-Jet carbure-

tor. Suspension by frictionless coil springs front and rear. Torque tube drive. Duo-Servo brakes, with 10 in. drums. Transmission options include conventional 3 speed unit, automatic overdrive* or Hydra-Matic*. Axle ratios 4.1:1 with conventional transmission, 4.44:1 with overdrive, 3.54:1 with Hydra-Matic. Tires 7.10 x 15 super-cushion. 20 gallon fuel tank. (*extra cost.)

EQUIPMENT—(optional at extra cost) Nash-exclusive Weather Eye. Built-in bed (standard on two-door models and all custom series). Reclining front seat. Custom models include foam cushions, two-tone upholstery in long-wearing needlepoint and diamond-patterns, electric clock, directional signals, chrome wheel discs, courtesy lights front and rear.

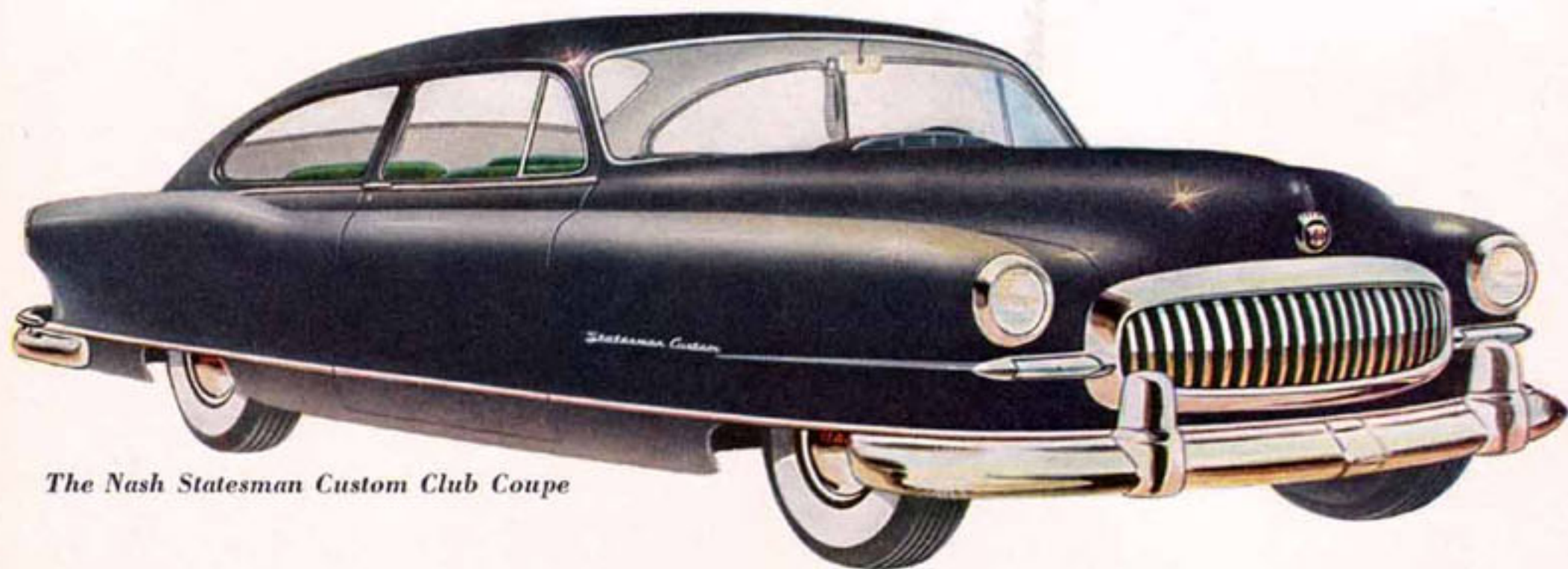
All models illustrated are available in either Super or Custom Series.



Here's the top High-Compression valve-in-head engine of them all! Yet, with its 7.3 to 1 ratio, it requires only regular gasoline. One of the greatest road-performers of all time!

Only Nash and Rolls-Royce have the husky 7-bearing, 100% counterbalanced crankshaft . . . that's super-quiet, vibration-free, built for years of rugged service.

Presenting the Popular 1951 Nash Statesman Airflyte...the Big Car that Delivers Over 25 Miles a Gallon at Average Highway Speed



The Nash Statesman Custom Club Coupe



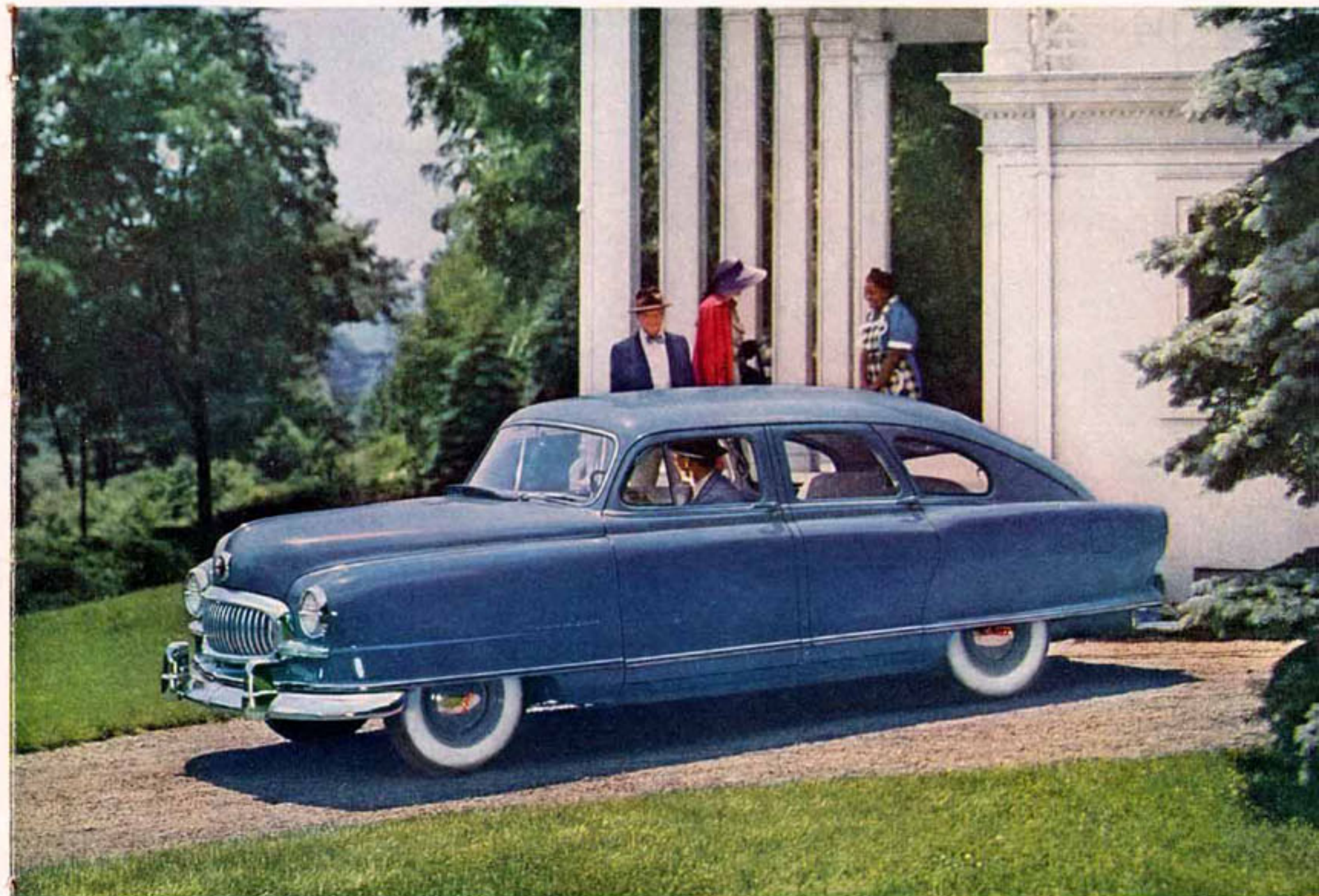
NOW—AVAILABLE WITH HYDRA-MATIC DRIVE!

For 1951, the popular Nash Statesman Airflyte offers a choice of three transmissions—Hydra-Matic Drive with exclusive Selecto-Lift Starting, Automatic Overdrive or standard Synchro-Mesh Transmission. And for 1951, the beautiful Statesman has new Sky-Flow styling with a wide range of Custom and Super interior fabric selections that are decorator-styled.

The Super interiors, illustrated at left, are available in rich new broadcloths, mohairs and nylon.



The Nash Statesman Custom Two-Door Sedan



The Nash Statesman Super Four-Door Sedan

SPECIFICATIONS OF THE 1951 NASH STATESMAN

BODY—Airflyte Construction. Seating width at elbow 63 in. front, 61 in. rear. Bonderized body for rust resistance. Trunk capacity 28½ cu. ft. Front seat headroom 36 in.; rear 35 in.

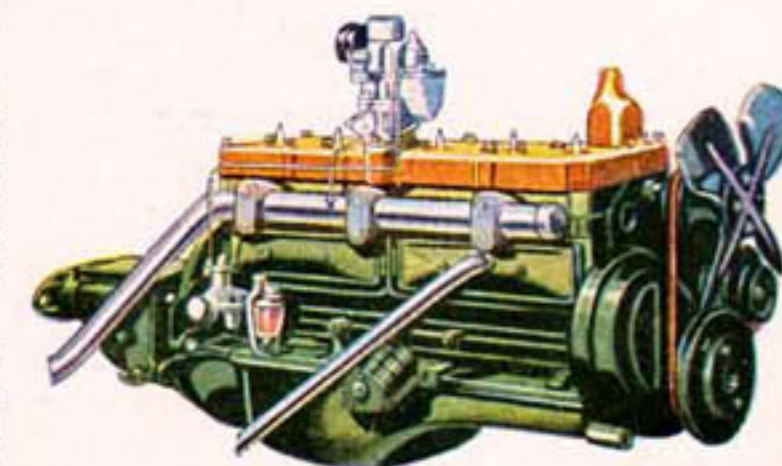
EXTERIOR—Over-all length 201 in. Wheelbase 112 in. Width 77½ in. Height, loaded 61 in. Front tread 54½ in.; rear 59½ in. Turning radius 21 ft. 2 in. Road clearance 7¼ in.

MECHANICAL—L-head, 6 cylinder engine, 184 cu. in. 85 h.p. 7.0:1 compression ratio. Four-ring pistons, with U-Flex type lower oil ring. Intake manifold sealed-in-block, water heated for Iso-Thermal temperature control. Uni-Jet YF type carburetor, having vacuum economizer and diaphragm type accelerator pump. Suspension by

four frictionless coil springs. Torque tube drive, rubber-insulated at engine connections. Two-shoe self-centering brakes, acting on 9 inch drums. Transmission options: Conventional 3 speed, with 4.4:1 axle; automatic overdrive*, with 4.9:1 axle; Hydra-Matic*, with 3.77:1 axle. Tires 6.40 x 15 super cushion. 20 gallon fuel tank. (*extra cost.)

EQUIPMENT—(optional at extra cost) Nash-exclusive Weather Eye. Built-in bed (standard on two-door models and all custom series). Reclining front seat. Custom models include foam cushions, two-tone upholstery in long-wearing needlepoint and diamond-patterns, electric clock, directional signals, chrome wheel discs, courtesy lights front and rear.

All models illustrated are available in either Super or Custom Series.



The high-compression Statesman engine is a sparkling performer that's miserly on gas and oil. 184 cubic inch displacement means added power and performance, with a high compression ratio of 7.0:1. High torque to take hills and traffic in effortless stride.

And Now America's Newest...the Custom Cars at Lowest Price — The Nash Rambler Airflytes!

Here are the most talked-about cars of the year! Something absolutely new in performance — in traffic-handly size — in handling ease—with complete equipment on all custom models and all at lowest price!

Think of getting up to 30 miles a gallon, at average highway speed—in a smart new car that's a "powerhouse"—that

streaks through traffic, parks in a pocket, rides like a dream.

They're bearcats for ruggedness, too, built with double-rigid, rattle-proof Airflyte Construction. See them — see the custom extras (nearly \$300 worth) included in the price. Then drive a Rambler — and you'll know there's a *smart* new choice for you in the low price field!



It's a family sedan for cozy warmth and safety in winter. The exclusive Rambler steel beam over-structure forms a rattle-free, weather-tight seal, with its motor-driven sliding top and sedan-tight doors.



It's 2 in 1—a sophisticated passenger car that changes in a wink to a heavy-duty station wagon, with a 7-foot long loading platform. The big interior itself is nearly nine feet long with room to spare for a family and all its luggage.



Custom elegance in every inch, plus smartness that's Rambler alone. Weather Eye System, de luxe radio, de luxe steering wheel, foam cushions, directional turn signals are just a few of the nearly \$300 worth of extras included in the price!



Swift as greased lightning! The Rambler darts through traffic and romps over hills. Its high-compression engine (7.25 to 1 ratio) delivers amazing power — on regular gas. Automatic Overdrive is available on all Rambler models.



Click! and it's the world's safest convertible—all the sun and fun you want, with husky steel rails overhead. The top silently glides back and disappears at button touch. There's room to spare inside, too. The big foam cushion front seat, for example, is 56 inches wide!

SPECIFICATIONS OF THE 1951 NASH RAMBLER

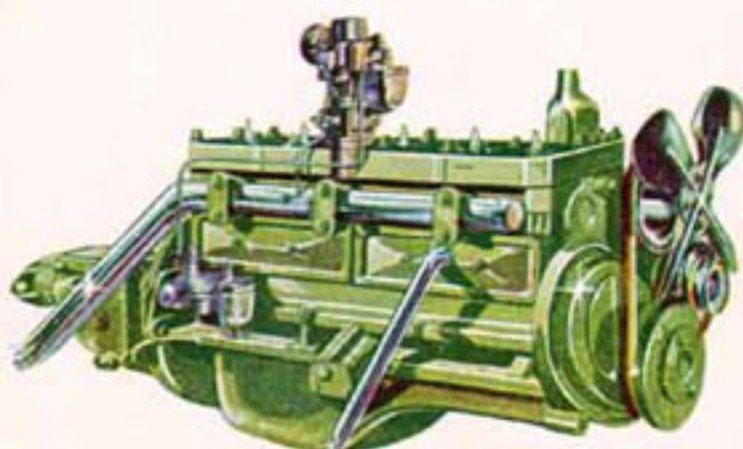
BODY—Airflyte Construction, with body-and-frame one solid welded unit. Overhead rails in Convertible sedan provide rigidity far greater than in other convertibles, and give added protection to passengers. Seating widths at elbow, front 56 in., rear 52½ in. Front seat divided to left of center.

EXTERIOR—Over-all length 176 in. Wheelbase 100 in. Width 73½ in. Height, convertible, loaded, 58½ in.; Station Wagon and Suburban Model 61 in. Front tread 53¼ in.; rear 53 in. Turning radius 18 ft. 7 in. Road clearance 7¾ in.

MECHANICAL—L-head, 6 cylinder engine, 172.6 cu. in., 82 h.p. Compression ratio 7.25:1 Four-ring pistons, with steel U-Flex type lower oil ring. Intake manifolds sealed-in-block, with Iso-Thermal temperature control for cooling water.

Uniflo-Jet YF type carburetor, with diaphragm type accelerator pump and vacuum economizer. Long-life, squeakless fan belt with triangular cross-section. Coil springs at front, connected between body structure and steering knuckle. Semi-elliptic rear springs. Hotchkiss drive from rear axle through springs. Super cushion tires, 5.90 x 15. 20 gallon gas tank. Axle ratios: with standard 3-speed transmission 3.77:1; with overdrive 4.1:1, or 4.4:1 (optional). Axle with Station Wagon, 4.4:1.

EQUIPMENT—Custom models completely equipped with Weather Eye Conditioned Air System, radio, custom steering wheel and upholstery, foam cushions, directional signals, electric clock, courtesy lights and wheel discs. Suburban model (not illustrated) available with Weather Eye and radio as standard equipment.



World-famous "Flying Scot" Engine provides peppy, deep-throated power with 7.25 to 1 super-compression on regular gasoline! You'll thrill to its amazing pick-up, get-away and economy.

NASH MOTORS RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME, WITHOUT NOTICE, IN SPECIFICATIONS, PRICES OF MODELS, AND ALSO TO DISCONTINUE MODELS.



The Rambler Station Wagon is all steel, with upper panels finished in simulated wood-grain enameling. All custom extra equipment is standard at no extra cost. The new Rambler Suburban Model (not shown) includes Weather Eye and radio as standard equipment at no extra cost.



It's true. 20 different interior color and fabric choices! From striking new striped and bar-weave wool cords, to rich diamond-pattern and needlepoint fabrics, you can design your custom interior as you would your living room.

Nash Airflyte Offers 20 Different Interior Combinations



Typical of the niceties in Nash is this glove drawer that slides out. Convenient courtesy light, too. There's extra big capacity, and it's handy to everyone in the front seat.



Decorators designed every inch of the Nash interiors to be in good "livable" taste. The fabrics and hardware are selected for distinctive beauty as well as exceptional durability.



This disappearing arm-rest is broad enough for a gin rummy game. Note the ample head-room above . . . the two-foot wide package shelf in back . . . and the spaciousness.

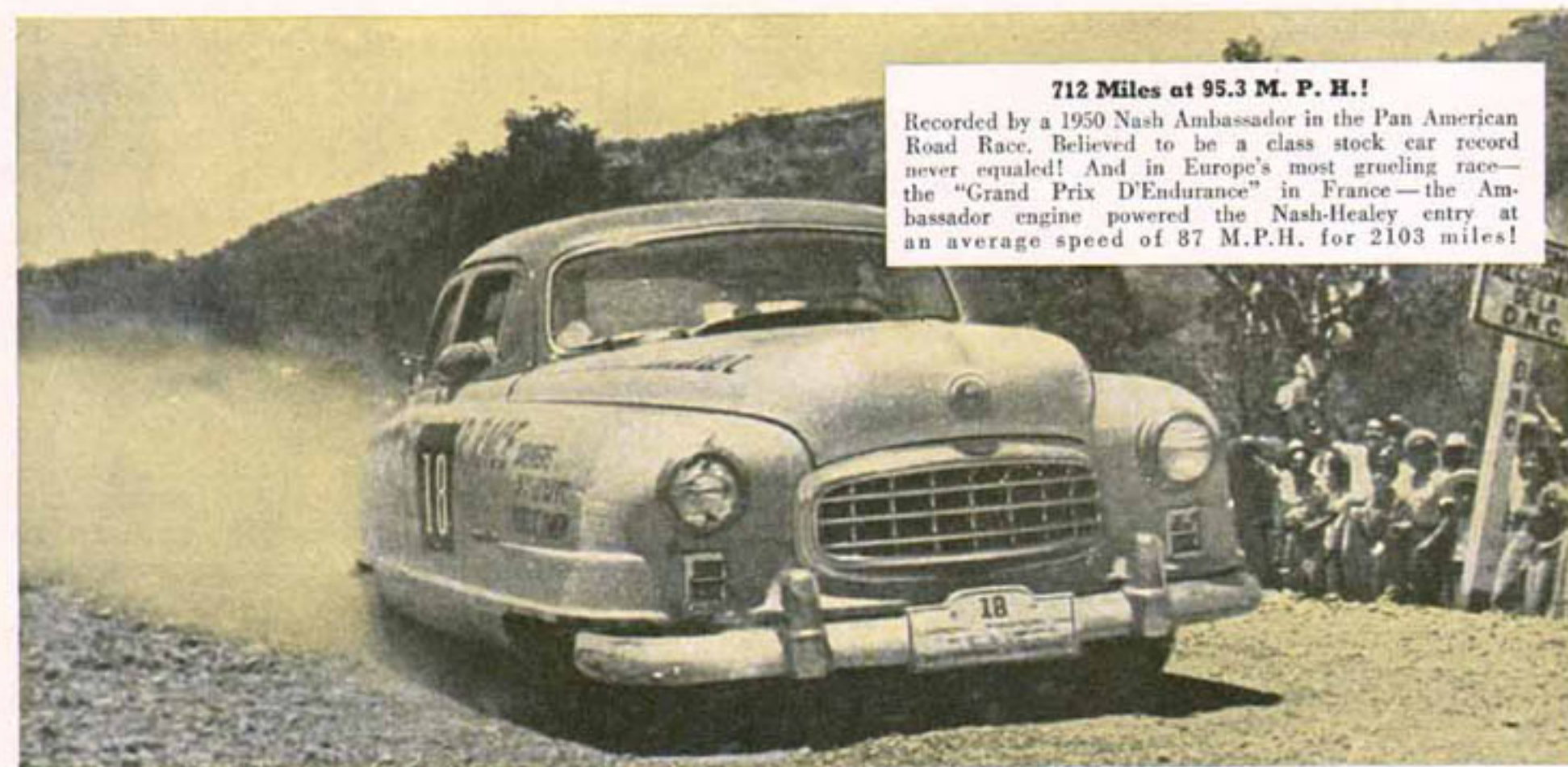
These Records for Speed...Stamina... Economy..are Equalled by No Other Car

You hear a lot today about new developments in high-compression engines and multiple-bearing crankshafts. Most of this is well known to Nash owners—for Nash has been building, and *has led* in such developments for more than a third of a century. Nash has been "right" from the start.

And the proof of Nash performance is in the record book — in hill-climbing, speed, endurance, economy, by one amazing

stock car record after another in world wide tests!

Every Nash engine is built for high-compression performance on *regular* gasoline. Every Nash engine has intake manifolds sealed in, to use the leanest of mixtures the year around in all climates . . . has exclusive Uniflo-Jet carburetion . . . and U-Flex Oil Control Rings. But for your own proof—*drive* a Nash and make your own tests.



712 Miles at 95.3 M. P. H.!

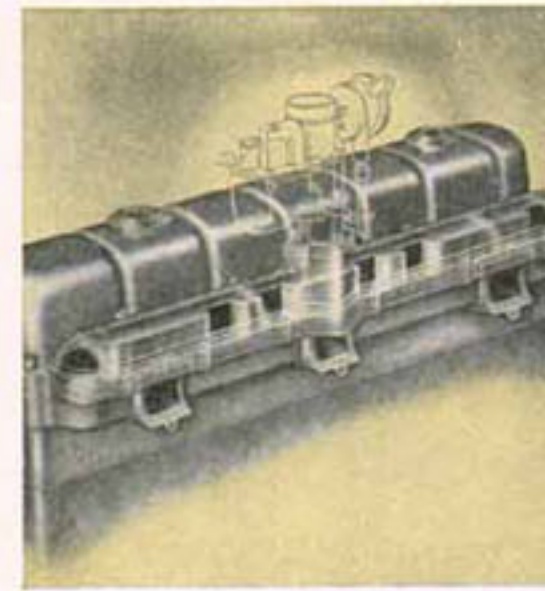
Recorded by a 1950 Nash Ambassador in the Pan American Road Race. Believed to be a class stock car record never equaled! And in Europe's most grueling race—the "Grand Prix D'Endurance" in France—the Ambassador engine powered the Nash-Healey entry at an average speed of 87 M.P.H. for 2103 miles!



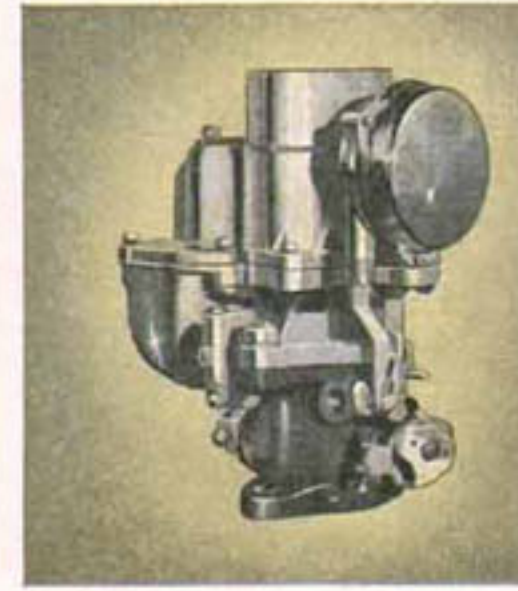
From Los Angeles to Miami on five tankfuls of gas! This record was made on a routine run by a Nash Rambler. Even the luxurious Nash Ambassador averaged 26.424 miles per gallon in the 1950 Grand Canyon Economy Run!



Winner of the Bell Timing Award Trophy as the fastest sedan tested at El Mirage Dry Lake, California, this Nash Ambassador, driven by an amateur driver, did the flying mile at 99.4 miles per hour! Yes, Airflytes really fly!



Alone in Nash, the intake manifold is cast and sealed within the head, eliminating heat control valves and a basketful of usual "hanging" parts. Speeds up cold weather warm-up . . . uses a leaner mixture under all conditions.



Uniflo-Jet carburetor saves the gas customarily wasted in acceleration. The Nash four-ring piston features a new type of oil ring, the "U-Flex" which allows you to drive *twice as far* as before without the need of an engine overhaul.



Before You Decide, Take an Airflyte
Ride in the World's Most Modern Car