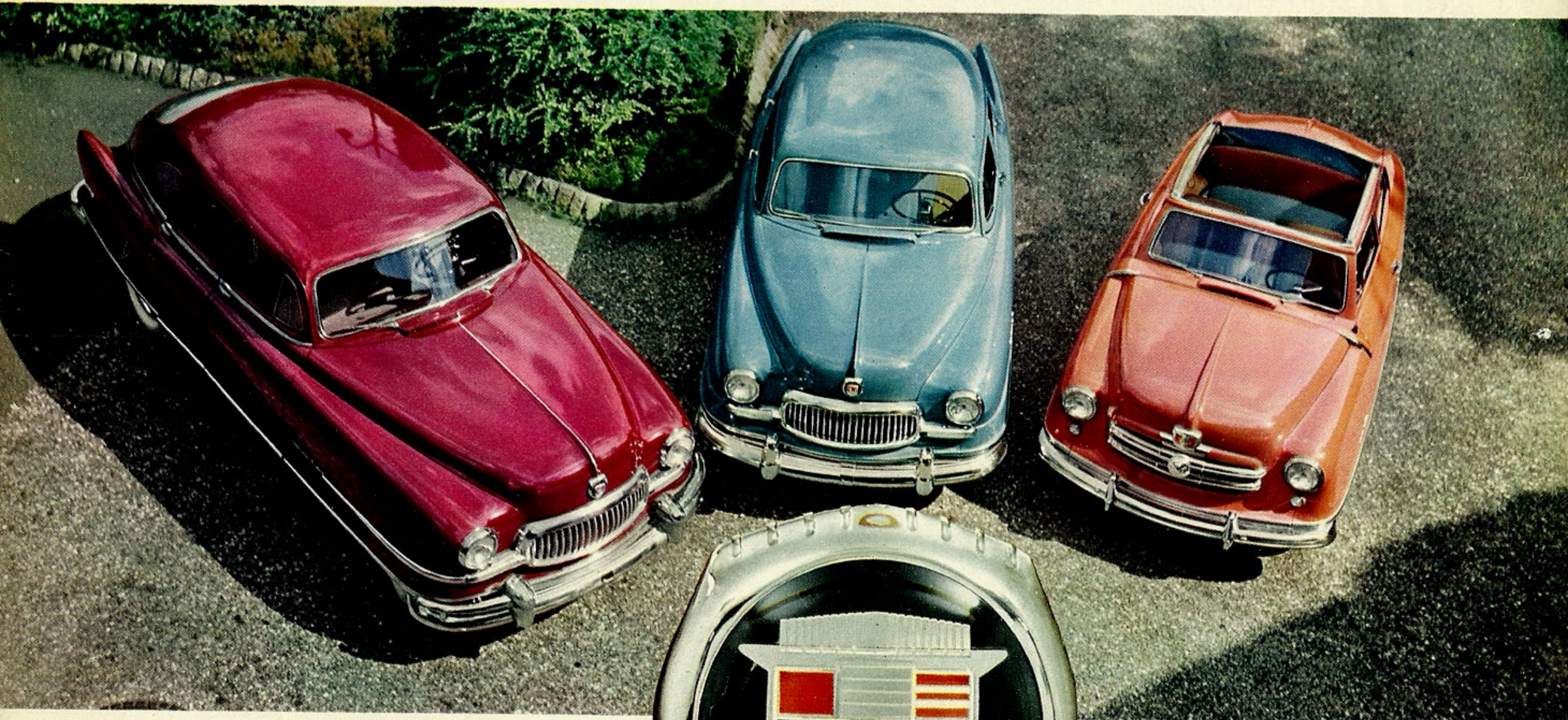


Nash Presents The World's Most Modern Cars



The 1951
Nash AIRFLYTES

*The Ambassador * The Statesman
* The Rambler*

A Car for Every Income.

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



PHOTOGRAPHS BY SARRA.

In all the world there are no cars like these! Here are the first cars forever free of body-bolt rattles and squeaks . . . cars that are quieter, that stand up better, stay new years longer than others. Cars that set new standards for economy and performance. Cars with the clean, fresh beauty of jet planes — cars scientifically *proved* to have less air-drag, less wind roar.

These are only a few of the priceless benefits of Airflyte

Construction . . . the Nash way of building automobiles that has swept Nash post-war sales ahead *five times* as fast as the average of the industry.

On these pages you will see described new feature after feature not offered by others—*and a ride that is smoother and quieter than any you have known.*

Yes, these are the Airflytes that challenge your comparison with any car at *any* price. **Before you decide, take an Airflyte ride—in the world's most modern car.**

★ **THERE'S MUCH OF TOMORROW IN ALL NASH DOES TODAY** ★

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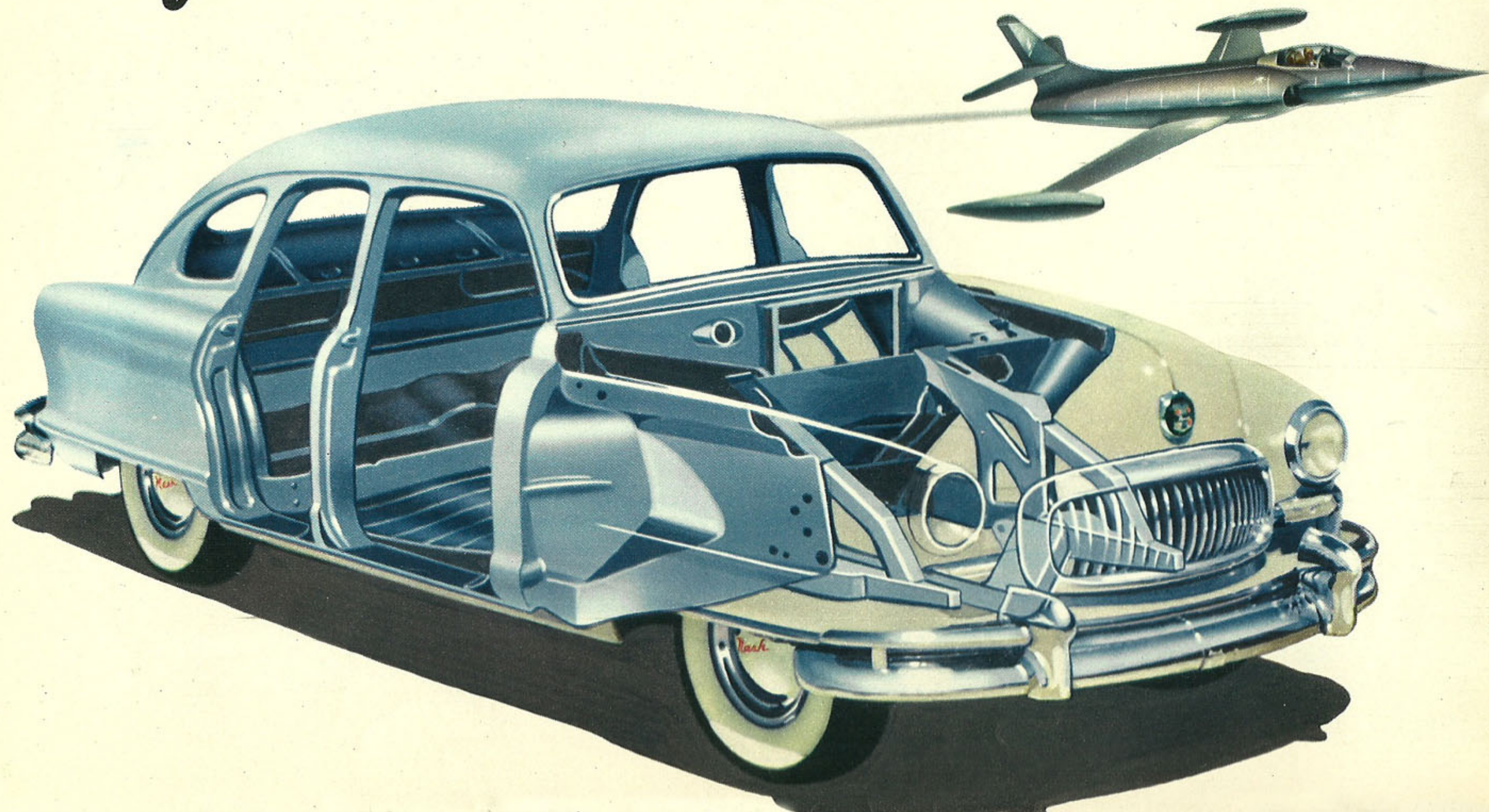
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Only 1951 AIRFLYTES Offer You All These Modern Advantages



Airflyte Construction—The Greatest Basic Advance in 40 Years of Automobile Construction—Is Yours Today in Nash Alone.

This is the new and better way to build automobiles—the way that stratoplanes and streamlined trains are built—stronger, safer, more modern.

Far advanced, far different from ordinary automobile construction, in Nash the entire body and frame, girders

and pillars, floor and roof, are welded inseparably into one single, solid unit.

Ten minutes at the wheel of a 1951 Nash Airflyte will show you the wonderful differences in strength, in riding smoothness, in rattle-free quiet, in safety, that are made possible *only* by Airflyte Construction.

Someday all cars will be built this new and better way, because it means longer car life, reduced upkeep and maintenance expense, as proved by fifteen billion driving miles. But, meanwhile, Airflyte alone can offer you its priceless advantages.

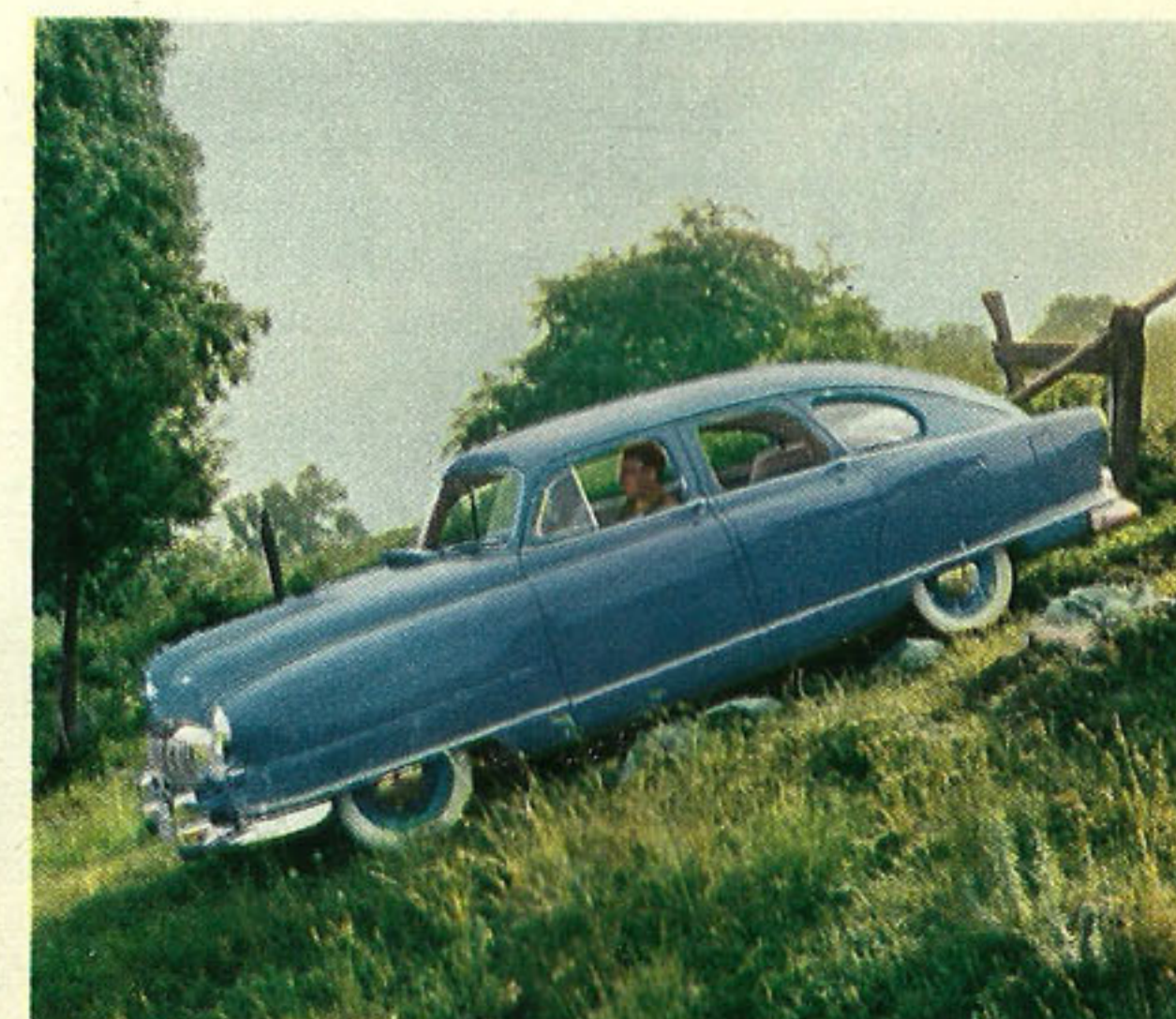
ONLY NASH HAS AIRFLYTE CONSTRUCTION



Greater safety for you and your family, because Airflyte Construction has far greater strength and endurance than ordinary cars, more than twice the torsional rigidity—proved by actual comparative tests using full-size cars.



Relax in silent comfort. Airflyte Construction eliminates body squeaks and rattles. And Nash Airflyte's proved aerodynamic superiority has hushed to a whisper the usual roar of wind at highway speeds.



The most comfortable ride the industry has yet produced, found only in cars of Airflyte Construction. Result of Airflyte rigidity and entirely new springing—it is more restful, softer, gentler than anything you've known before.



First Airliner Reclining Seat in a car. Nothing ever made a long trip so short. Just touch a lever and ease the seat back as far as you like. Relax, even doze off, if you wish, while someone else drives. Adjustable to five positions.



Even the air will be new to you with exclusive Nash Weather Eye Conditioned Air System. It's pressurized heating and ventilation, like the high-flying airliners. It's safest—takes only the clean air, up above the hood, filters, refreshes it.



Enjoy this wide-open view! Here's vision unlimited with a broad, curved, undivided windshield on all models. Curved for undistorted vision from all angles. No center post to interfere . . . no glitter of chrome to dazzle your eyes.



Take it all! Yes, one of the largest, roomiest, most usable luggage compartments on any car—at any price. More than 28½ cubic feet of space. Ideal for sportsmen, for family trips! No need to clutter up the interior with bags!



Look under the hood! There's new waterproof ignition. Exclusive Nash sealed-in intake manifolds permit use of the leanest mixtures, eliminate complex hanging parts. Another Nash exclusive, Uniflo-Jet Carburetion, gives economy a big boost.



You'll thrill to new power that has set records for hill-climbing, speed, stamina and economy. Recently a Nash Ambassador in official competition averaged 95.3 MPH for 712 miles—believed to be a new all-time stock-car record.



Twin beds! Cutaway view above shows how the right-hand front seat used singly goes back at the drop of a latch to become a wonderfully comfortable daytime couch for sleepy children—yes, and tired grown-ups, too.

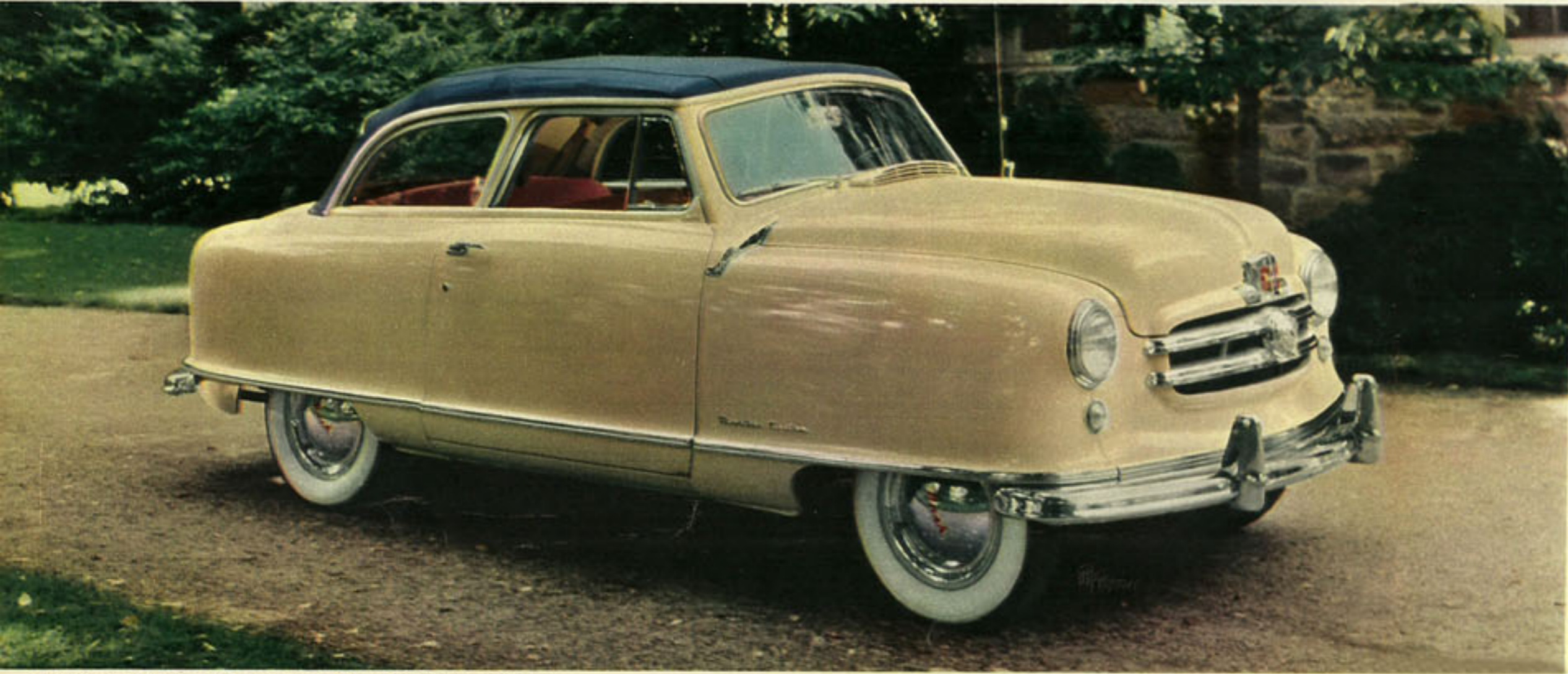


Your private sleeping car can be made ready in seconds. It's another Nash exclusive, standard at no extra cost on two-door sedans. Twin, form-fitting mattresses and screens are available. No wonder Nash is the favorite with sportsmen.



Up to 30% more miles a gallon than other cars of their size and interior room. At average highway speed, you can expect more than 25 miles to the gallon in the Statesman and up to 30 miles per gallon in the new Rambler.

Three Great Nash Airflyte Series for 1951



The Smart New Rambler

Now in two exciting new sports models, the Rambler offers you America's lowest-priced Custom Convertible . . . and America's lowest-priced Custom Station Wagon.

You've never seen anything like them. Never before a *safety* convertible, offering all the thrill of the open car with the comfort and safety of a sedan . . . with rattle-proof Airflyte Construction.

And look at the Rambler Station Wagon — in Custom and Suburban models. It's the new handy-size handyman, easy to drive in traffic, easy to park . . . with loads of room for all sorts of loads.



Rambler Custom Convertible Sedan



Here's custom elegance in every inch. The Rambler Convertible Sedan and Station Wagon give you a Weather Eye Conditioned Air System, a fine radio, deluxe steering wheel, altogether nearly \$300 worth of "extras" at no extra cost.



Rambler Custom Station Wagon

EXCITING RAMBLER CUSTOM CONVERTIBLE SEDAN

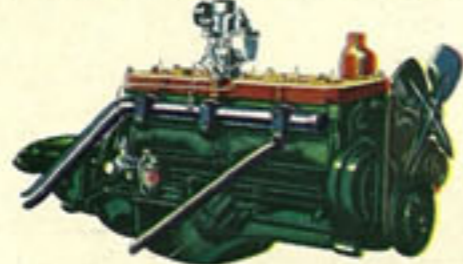
The Popular Statesman

Available with Hydra-Matic Drive!

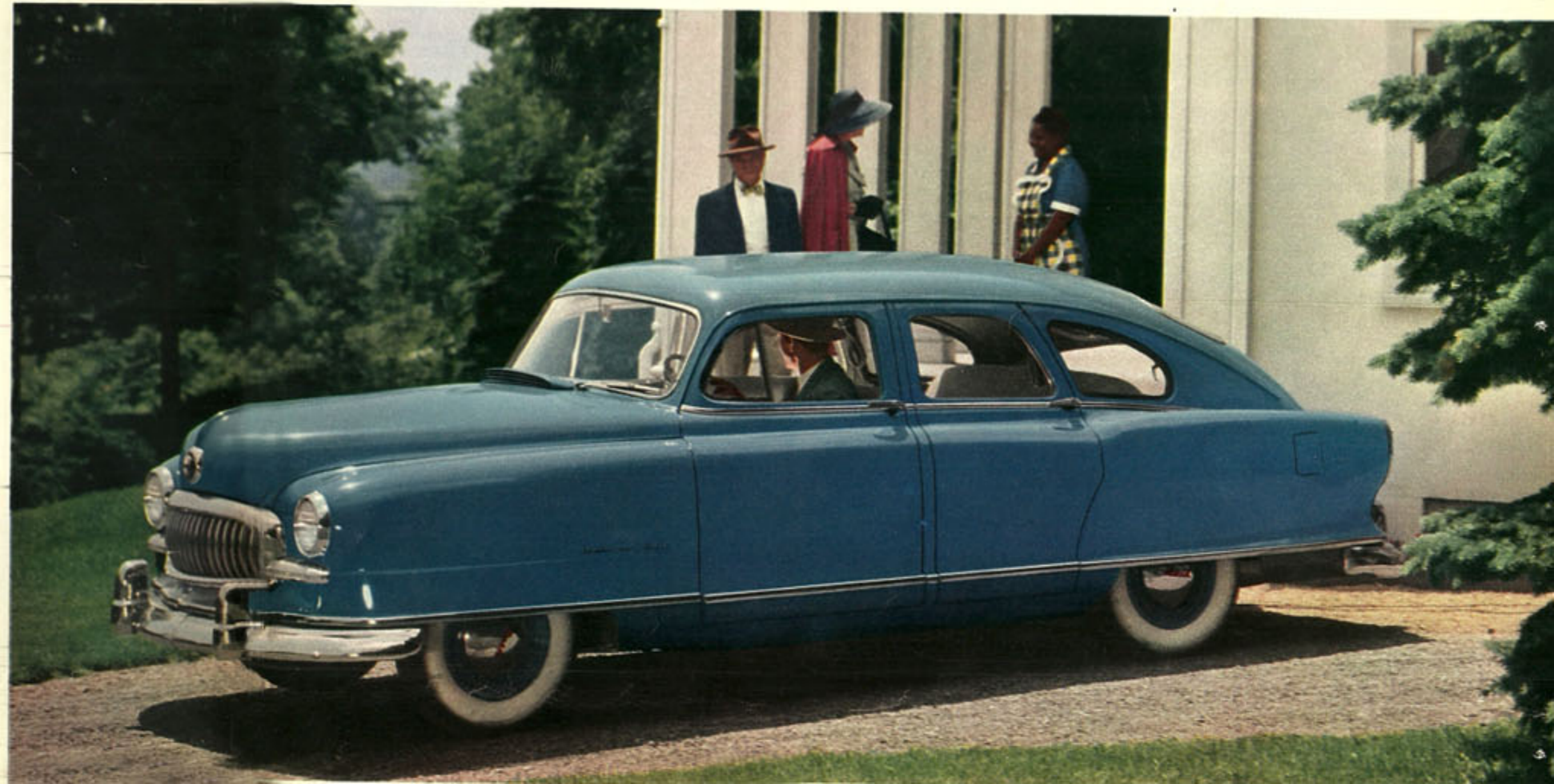
Meet the big new Statesman—newest and finest to bear the name that has won Nash world-wide fame for economy.

Step inside. Measure the room. The front seat is 63 inches wide. This interior is a full 9½ feet long, a foot longer than most. Yet, this big roomy car can deliver more than 25 miles to the gallon at average highway speed.

The 1951 Nash Statesman brings you new Sky-Flow beauty with the unbelievable smoothness of a coil spring ride . . . the safety and road-hugging stability of Airflyte Construction . . . the option of an Airliner Reclining Seat—and a host of features not obtainable in other cars at any price.



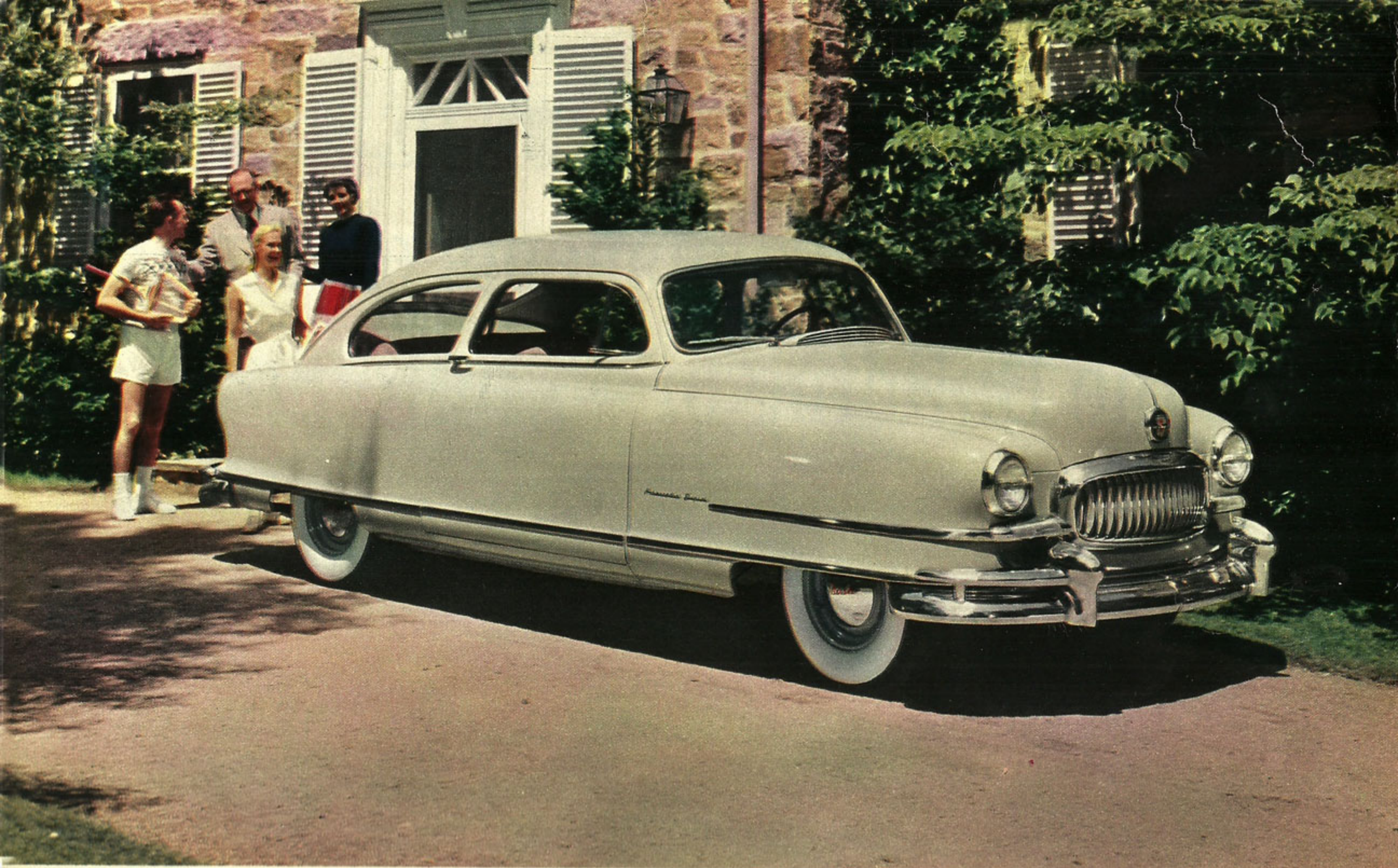
And there's Super-Compression performance, with the added thrill of Hydra-Matic Drive, Automatic Overdrive or Standard Synchronesh Transmission available in the 1951 Nash Statesman.



Statesman Custom 2-door Sedan



Statesman Super Club Coupe



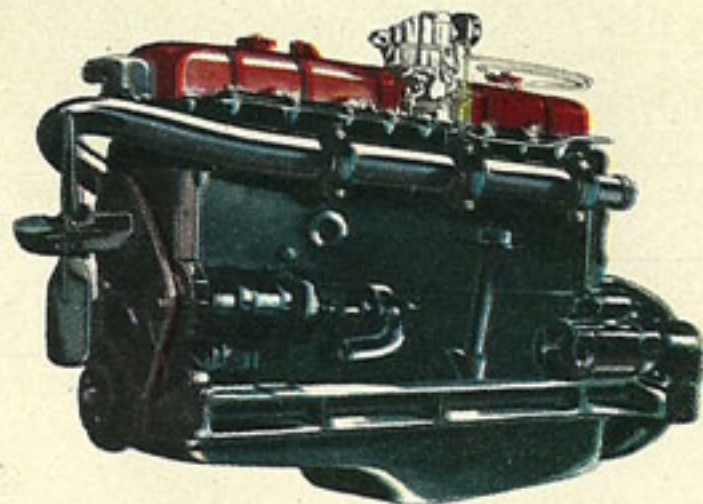
LUXURIOUS AMBASSADOR CUSTOM 2-DOOR SEDAN

The Distinguished Ambassador

Available with Hydra-Matic Drive!

Here is the most modern of America's finest cars—the new 1951 Nash Ambassador.

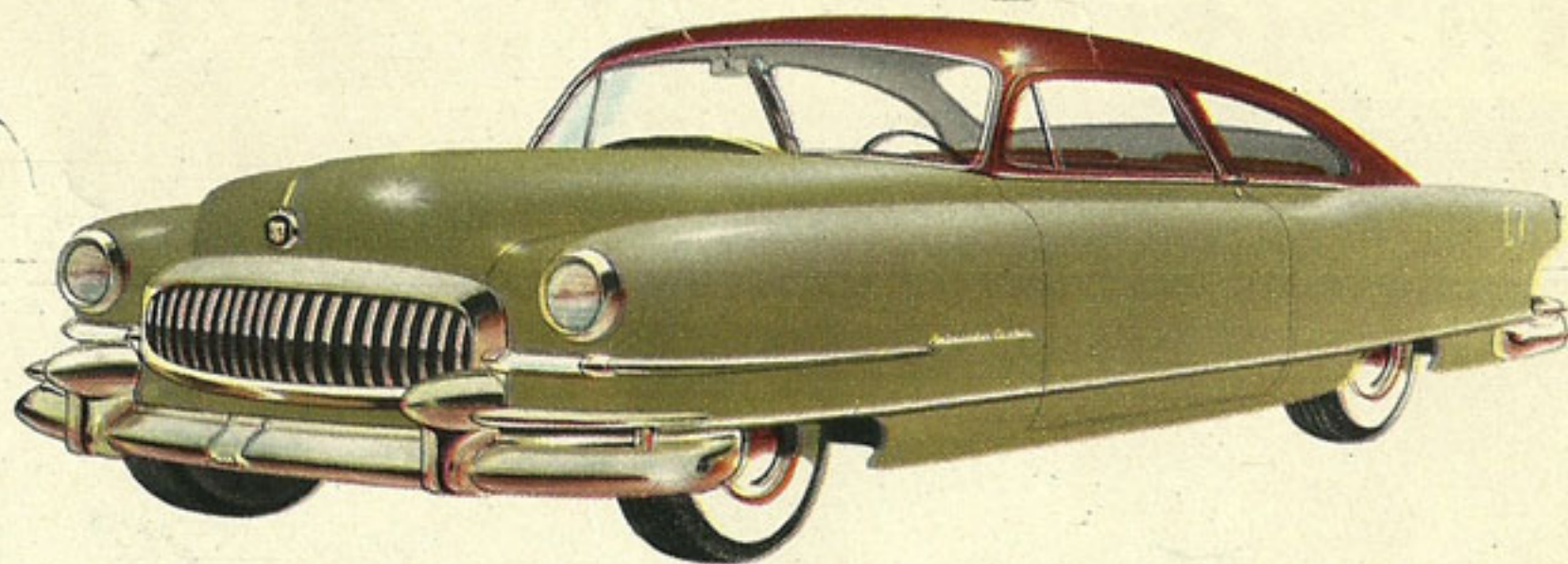
Note the new modern front with smartly styled oval air intake . . . the massive new Guard-Rail bumpers, protecting sides as well as front and rear . . . the thrilling sweep of aerodynamic beauty . . . the new Sky-Flow rear fenders . . . the racing tear drop tail.



Drive the Ambassador. Discover one of the great road-performers of all time. The mighty Turbo-head engine is America's top high-compression valve-in-head engine that uses regular gasoline.

Compare the new Ambassador with America's other finest cars for size, for room, for luxury of appointments, for riding comfort. *Then consider this:* The Nash Ambassador, even in Custom models, costs a good thousand dollars less than any comparable quality car.

For the ultimate in driving ease, try the Ambassador with Hydra-Matic Drive and Nash Selecto-Lift Starting. Also available with Automatic Overdrive or Standard Synchronesh Transmission.



Ambassador Custom Club Coupe



Ambassador Super 4-door Sedan

Most Modern in Beauty and Appointments, Too!



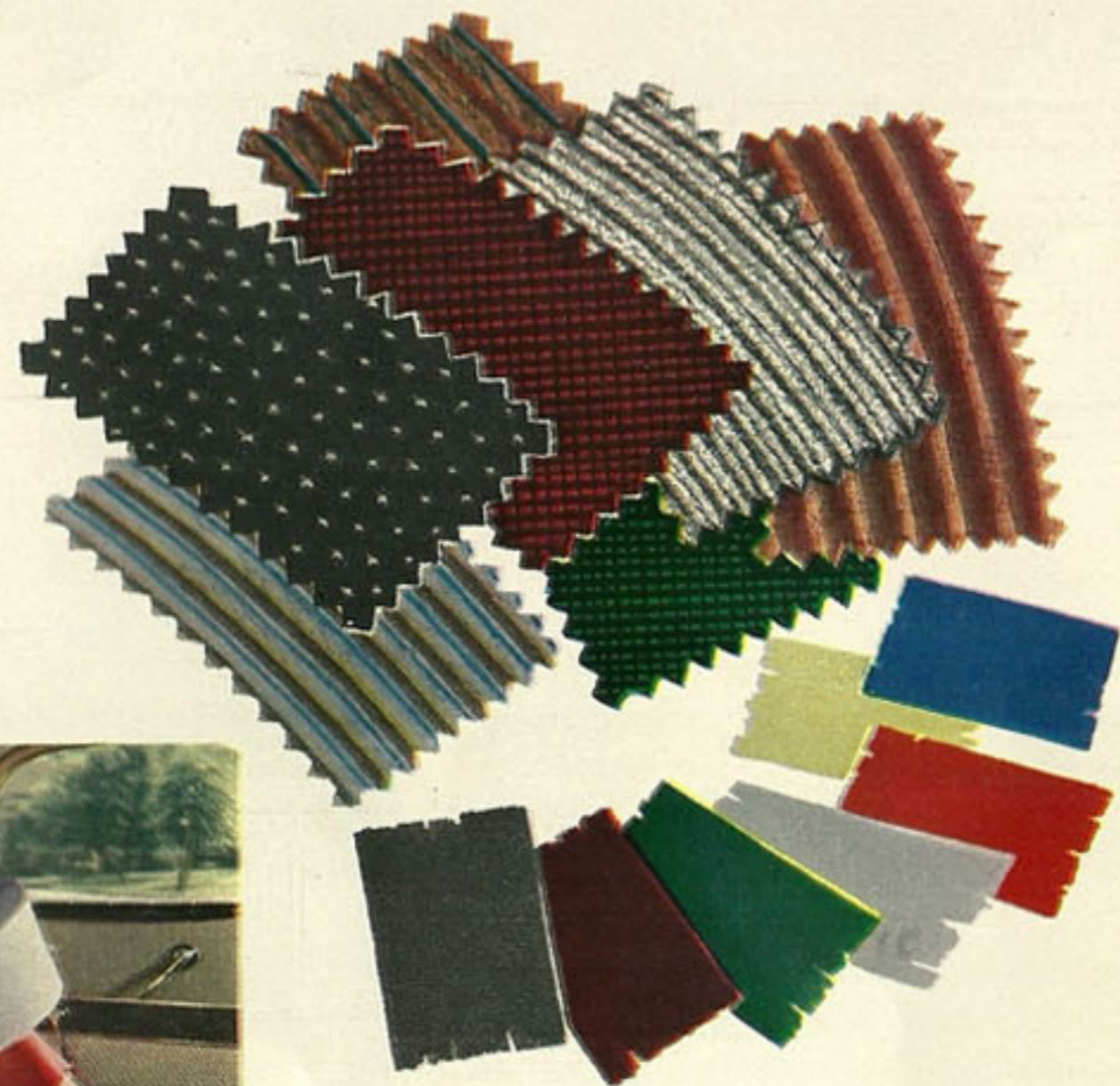
New pilot panel houses all your driving dials. You can check your speed, your fuel, your oil pressure, generator, radiator temperature, all in a split second glance. New beauty, new driving safety, too.



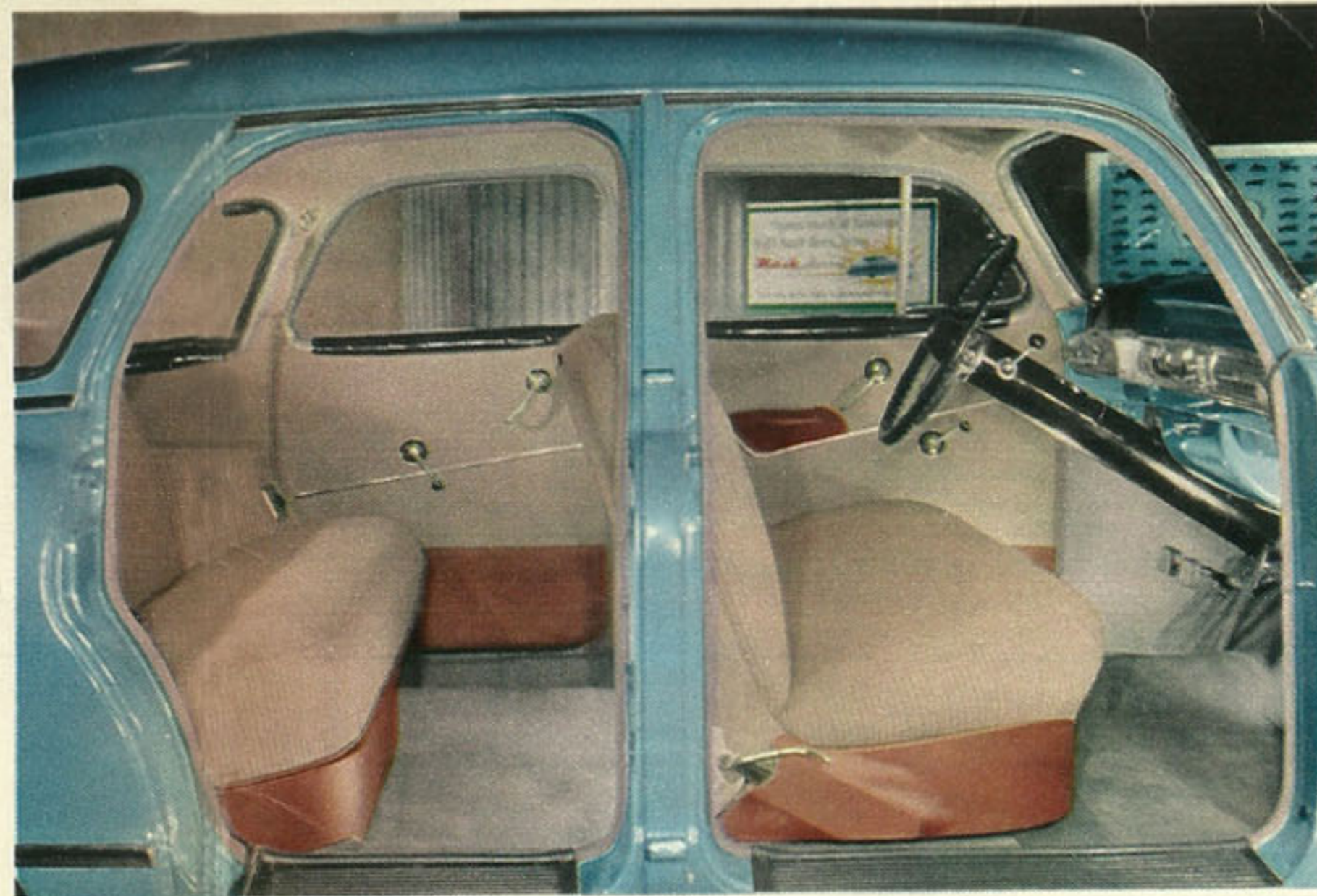
Look—Another Nash Exclusive! It's a glove drawer that *slides* out instead of spilling out! And it has more useful room than any you've ever seen in any car.



Disappearing arm-rest is standard on Custom models, optional on the Super. Note the luxurious spaciousness in all directions. Head room, leg room to spare!



Yes, it's true! Your 1951 Nash Airflyte can be custom-tailored to your taste. A wide choice of 21 interior color combinations, plus thoughtful appointments, assures the ultimate in interior luxury and beauty.



The 1951 Super Interior—Never before has a Super series offered such a wide choice of fine fabric selections to harmonize with the broad range of exterior colors made available in the 1951 Nash Airflyte. Here are interiors of true distinction and beauty—another hallmark of Nash quality.



The 1951 Custom Interior—Nash offers you in luxurious Custom models a rainbow of colors and fabrics to set a decorator dreaming. You may design your own interior in any of the 2-tone diamond-pattern and needle point combinations to match 23 exterior color combinations.

THE WORLD'S MOST MODERN CARS

Nash AIRFLYTE

★ 1951 Nash Airflyte Specifications ★

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 54⅛ 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 h.p. 7.3:1 compression ratio. Four-ring pistons 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 fuel-mizer carburetor. 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.

EQUIPMENT—(extra cost). Nash-exclusive Weather Eye Conditioned Air System. 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 needle point and diamond patterns, electric clock, directional signals, chrome wheel discs, courtesy lights, front and rear.

Statesman

BODY—Airflyte Construction. Seating width at elbow 63 in. front, 61 in. rear. Bonderized body and sheet metal. 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 54⅛ in.; rear 59⅛ 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. Uniflo-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.

EQUIPMENT—(extra cost). Nash-exclusive Weather Eye Conditioned Air System. 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 needle point and diamond patterns, electric clock, directional signals, chrome wheel discs, courtesy lights, front and rear.

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. 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, semi-elliptic rear springs. Hotchkiss drive from rear axle through springs. Super cushion tires, 5.90 x 15. 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. 20 gallon gas tank.

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

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

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Nash Motors

DIVISION OF NASH-KELVINATOR CORPORATION

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**Before You Decide, Take an
Airflyte Ride in The World's Most
Modern Cars—Sold and Serviced by . . .**

