



**ON OUR FIFTIETH ANNIVERSARY  
NASH INVITES YOU TO SEE THE  
MOST BEAUTIFUL CARS OF OUR TIME**

# *The Golden Airflytes*

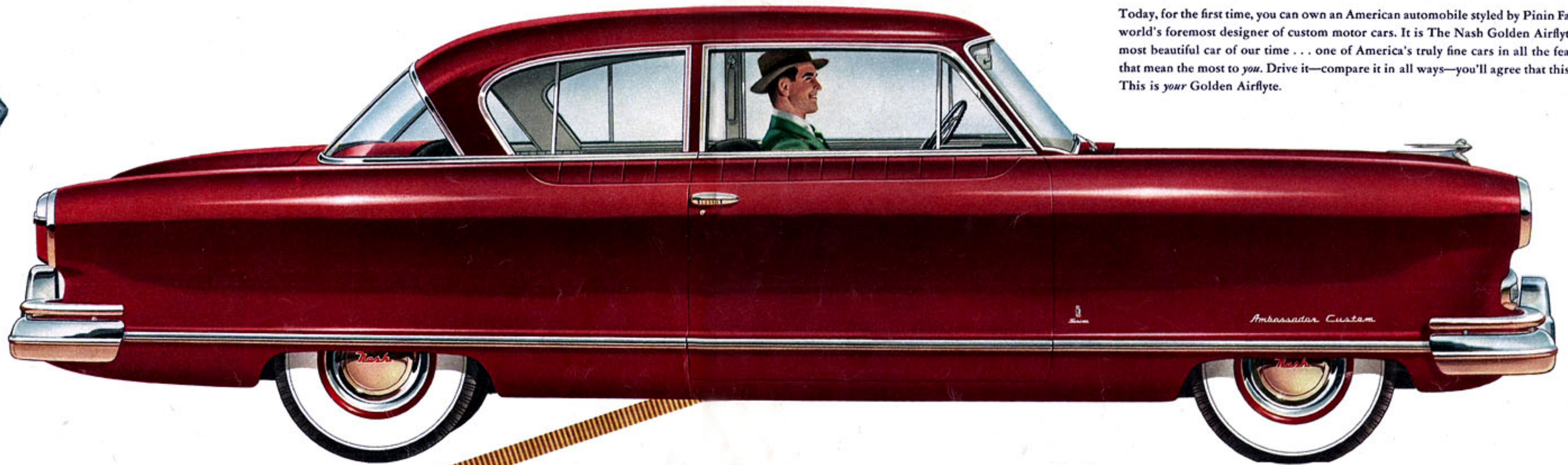


**INTRODUCING** The 1952 Nash Golden Airflytes—America's first cars styled by Pinin Farina, the world's foremost designer of custom cars. New Super Jetfire Engine . . . New Dual-Range Hydra-Matic Drive . . . New Airflex Suspension . . . New Increased Vision . . . New Spaciousness . . . New Safety . . . And New Dramatic Interiors!



**SWEEPING CONTINENTAL DESIGN**

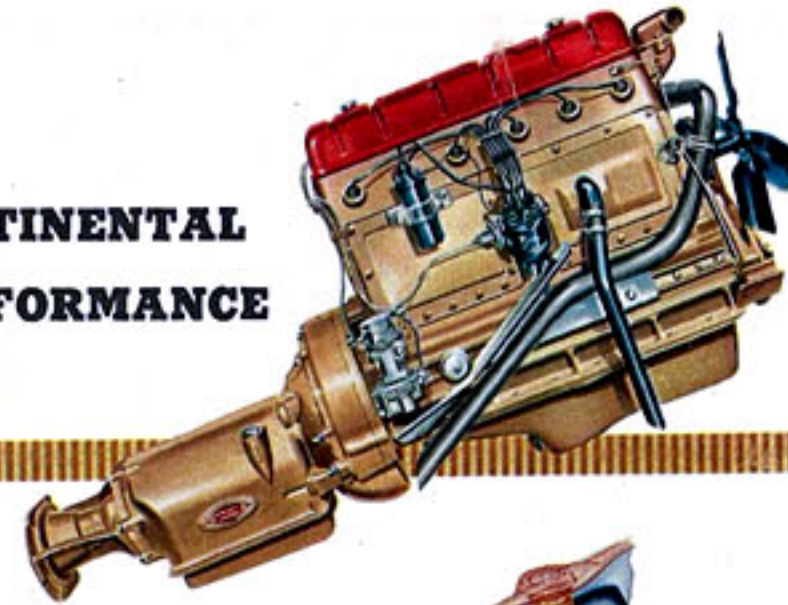
*Fast... Low... Luxurious!*



Today, for the first time, you can own an American automobile styled by Pinin Farina, world's foremost designer of custom motor cars. It is The Nash Golden Airflyte... most beautiful car of our time... one of America's truly fine cars in all the features that mean the most to you. Drive it—compare it in all ways—you'll agree that this is it. This is your Golden Airflyte.

*Completely New*

**INSIDE AND OUT... COMBINING THE VERVE OF CONTINENTAL CUSTOM STYLING WITH AMERICAN COMFORT AND PERFORMANCE**



*Powered by the New*  
**SUPER JETFIRE ENGINE**

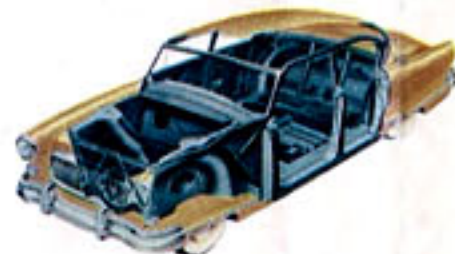
**THERE ARE  
A THOUSAND AND ONE  
NEW THINGS TO SEE!**



**NOW!** The Airliner Reclining Seat is available on all Nash models, at extra cost. Adjusts to five wonderfully restful positions—from seat to couch at the flick of a lever.

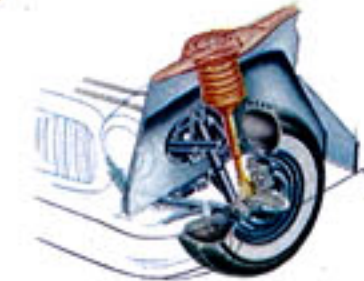


**NEW Eye-Level Vision All Around.** Huge glass areas give new safety, beauty, and new motoring pleasure. Modern gas cap concealed beneath tail light, saves car finish.



**STRONGER, safer!** That's Airflyte Construction, the modern way to build an automobile pioneered by Nash. Body and frame are one solid welded unit.

**NEW Super Jetfire engine**, even more powerful than the one that set the 1951 National Association of Stock Car Automobile Racing record of 102,465 miles per hour. Yes, even more powerful—even more efficient—even smoother and quieter for 1952 with Direct-Draft side carburetion. Try the new Golden Airflyte with Dual-Range Hydra-Matic Drive for the newest in motoring magic... with Automatic Overdrive or Standard Synchronesh Transmission.



**NEW Handling Ease** and the smoothest ride yet developed—possible for the first time with new Airflex Suspension and double-rigid Airflyte Construction.



**NEW!** Improved Twin Beds—wider, softer, more comfortable. A wonderful home-on-the-road for fishermen, hunters—everyone who



**NEW Swift, Low Look!** The deep-set windshield and low hood show you more of the road close ahead. New Solex safety glass cuts road glare and heat of sun rays.



**MORE ROOM!** Over 17 square feet of usable floor space in this huge luggage compartment. Room for all the family's baggage. Counter-balanced, easy-lift deck lid.



**NEW Ideal!** Vinyl leather-covered "crush pad" on the cowl is standard on Custom models. The Duo-Coustic Radio with its twin speakers gives "concert-tr" reception front and rear. New safety instrument panel—all protruding knobs and controls removed from passengers' side! "Road-Guide" fenders make parking easy.



**WORLD'S FIRST**, best and safest automatic car heating and ventilation—the Weather Eye Conditioned Air System with improved defrosting and new single control.



**NEW Beauty!** Continental custom touch is strikingly evident in the luxuriously beautiful new Golden Airflyte interiors. Rich new fabrics, styled by the celebrated interior stylist, Madame Hélène Rother, harmonize with the wide selection of solid and two-tone body colors.



1952 Nash  
Ambassador

**BODY**—Airflyte Construction . . . Body-and-frame of Unitized type, one solid welded unit. Seating width at hips 65 in. front, 64½ in. rear. Body finish long lasting baked enamel and all steel parts bonderized for rust resistance. All doors front hinged. Fender guards.  
**EXTERIOR**—Over-all length 209½ in. Wheelbase 121½ in. Width 78 in. Height, loaded, 62½ in. Front tread 55½ in.; rear 60½ in. Road clearance 8 in. at rear axle.  
**MECHANICAL**—Overhead valve Super Jetfire engine, 6 cylinder 252.6 cu. in. 120 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. Direct-Draft, horizontal UniFlo-Jet 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 Dual-Range Hydra-Matic. Axle ratios 4.1:1 with conventional transmission, 4.44:1 with overdrive, 3.15:1 with Hydra-Matic. Tires 7.10 x 15 super cushion, 20 gallon fuel tank.  
**EQUIPMENT**—(extra cost). Nash-exclusive Weather Eye Conditioned Air System. Airliner Reclining Seat and Twin Bed. Dual-Range Hydra-Matic. Automatic Overdrive. Duo-Coastic Radio with twin speakers. White sidewall tires, if available. Solex tinted glass. Custom models include foam cushions, two-tone upholstery in long-wearing needle point and home-spun patterns, electric clock, directional signals, chrome wheel discs, courtesy lights, front and rear. Custom Country Club model also includes specially tailored interior.

The Ambassador Custom 4-door Sedan



The Ambassador Custom "Country Club"



The Rambler Custom "Country Club"



The Ambassador Custom 2-door Sedan



The Rambler Custom Station Wagon

The Nash  
Golden Airflytes  
COMMEMORATING FIFTY YEARS  
OF GREAT CARS  
STYLED BY PININ FARINA



The Statesman Custom 4-door Sedan



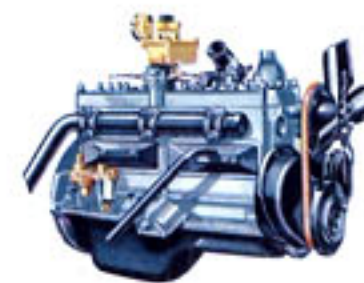
The Rambler Custom Convertible Sedan



The Statesman Custom 2-door Sedan



The Statesman Super Flying Scot Engine



The Rambler Flying Scot Engine



The Statesman Custom "Country Club"



The Rambler Suburban



The Rambler Deliveryman

1952 Nash  
Statesman

**BODY**—Airflyte Construction. Seating width at hips 65 in. front, 64½ in. rear. Bonderized body and sheet metal. Trunk capacity 22 cu. ft. Front seat headroom 37½ in., rear 36 in. Total glass area 3500 sq. in.  
**EXTERIOR**—Over-all length 202½ in. Wheelbase 114½ in. Width 78 in. Height, loaded, 61½ in. Front tread 55½ in.; rear 59½ in. Road clearance 7½ in. at rear axle.  
**MECHANICAL**—L-head, 6 cylinder Super Flying Scot engine, 195.6 cu. in. 88 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, 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; Dual-Range Hydra-Matic with 3.3:1 axle. Tires 6.70 x 15 super cushion, 20 gallon fuel tank.

**EQUIPMENT**—(extra cost). Nash-exclusive Weather Eye Conditioned Air System. Airliner Reclining Seat and Twin Bed. Dual-Range Hydra-Matic. Automatic Overdrive. Duo Coastic Radio with twin speakers. White sidewall tires, if available. Solex tinted glass. Custom models include foam cushions, two-tone upholstery in long-wearing needle point and home-spun patterns, electric clock, directional signals, chrome wheel discs, courtesy lights, front and rear. Country Club model also includes specially tailored interior.

**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 40 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, loaded, 58½-61 in. depending on model. Front tread 53½ in., rear 55 in. Turning radius 18 ft. 7 in. Road clearance 7½ in.

**MECHANICAL**—L-head 6 cylinder Flying Scot 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 manifold sealed-in-block, with Iso-Thermal temperature control. UniFlo-Jet YF type carburetor, with dia-

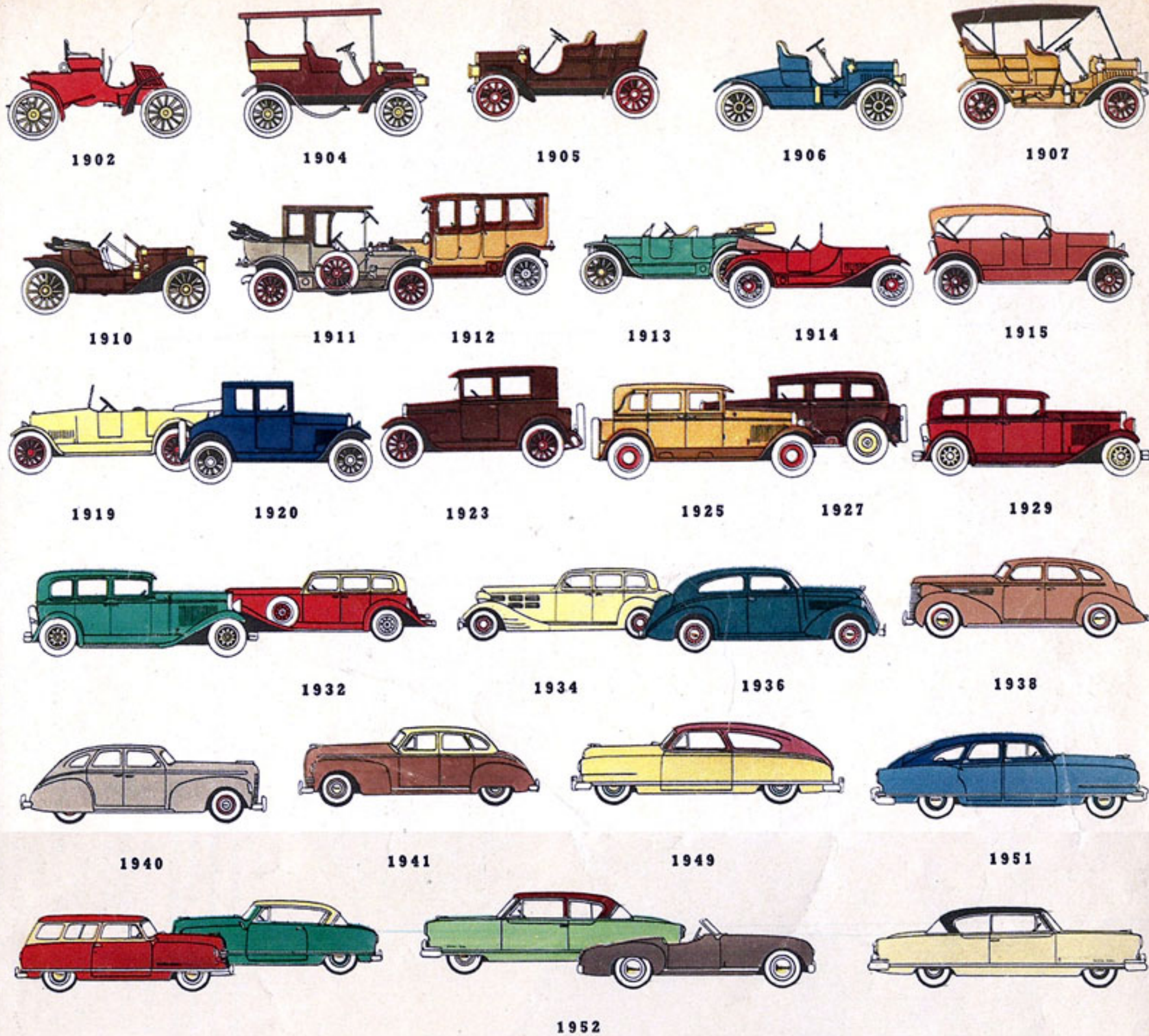
phragm type accelerator pump and vacuum economizer. Longlife squeakless fan belt with triangular cross-section. Coil springs at front, semi-elliptic rear springs. Hotchkiss drive from rear axle through springs. Super cushion tires, 6.40 x 15 standard on Custom models; 5.90 x 15 on others. Axle ratios: with standard 3-speed transmission 3.8:1; with overdrive at extra cost 4.1:1 or 4.4:1 (optional). 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 and Deliveryman available with Weather Eye and radio as standard equipment. Airliner Reclining Seat, white sidewall tires if available and new Solex tinted glass optional at extra cost.

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

1952 Nash  
Rambler





# Great Cars for 50 Years

During the earliest beginnings of the automobile, a new car made history—the Rambler! In its first year, 1902, "The Little Red Rambler" was one of the first mass-produced automobiles.

Today, 50 years later, Nash is an outstanding figure in the automotive industry, with parts and service available in 66 countries, with a record of more than 2,250,000 great automobiles produced.

Year after year, Nash continues to blaze new trails to better motoring, introducing many important developments, including the world-famous unitized body-and-frame Airflyte Construction and the Weather Eye Conditioned Air System.

As the finest achievement of our 50 years, we present Nash Golden Airflytes in three great series—The Ambassador ... The Statesman ... The Rambler.

## Nash Motors

DIVISION OF NASH-KELVINATOR CORPORATION, DETROIT, MICHIGAN



**TAKE A GOLDEN  
AIRFLYTE RIDE TODAY!**