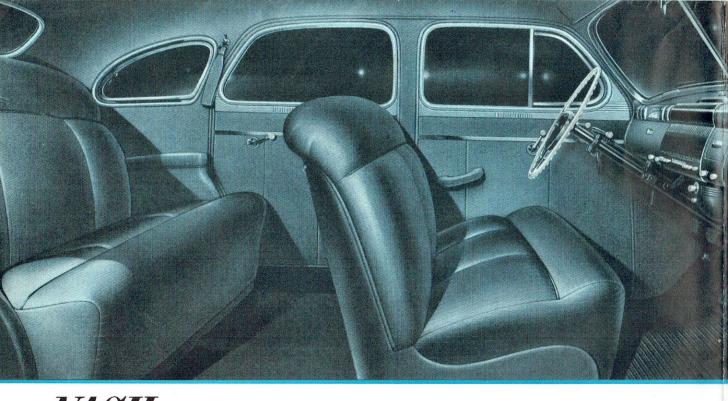
THE NEXT BEST THING TO FLYING -for 1940



NASH Custom Interiors

* AT first glance, the smart new interiors of the 1940 Nash cars impress you with their luxury—for here is luxury in every sense of the word. Extra wide, deep seats of air-bubble softness that comfortably seat three full-sized passengers both front and rear. Smartly tailored, rich upholstery fabrics so sumptuous you can sense their long-wearing qualities at a touch. Wide, level floors . . . conveniently placed ash trays, jewel-like instrument panel and modern rich plastic fittings . . . all designed in good taste to present a custom car appearance!

A new motoring thrill awaits you WHEN YOU DRIVE THE 1940 THE

WHEN you take the wheel of a Nash, be prepared for a new motoring thrill. Its new Arrow-Flight Ride smooths the roughest roads into a soft, restful trip, thanks to the new perfected independent coil spring suspension system. The Nash rides and handles with a new ease that brings a brand new thrill to motoring! And the Nash automatic Weather Eye Conditioned Air System makes winter motoring as enjoyable as in summer. There are no chilly draughts, dangerous carbon monoxide



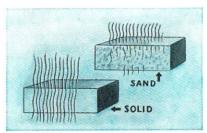
fumes, but a constant supply of fresh filtered conditioned air automatically heated to the comfort level of your choice by a twist of the dial—despite changes in wind, weather or car speed.



The Nash coil spring suspension system permits independent action of each front wheel. There's no tilting of the car as one front wheel passes over a bump. The ride stabilizer steadies the car on turns adding to the safety of driving and further enhancing comfort.

On the Nash Ambassadors, seat cushions are covered with a layer of pure rubber material that provides air bubble softness and comfort that exceeds your favorite arm-chair at home. Having been used on trains and busses for years, its durability has been proven and it will always





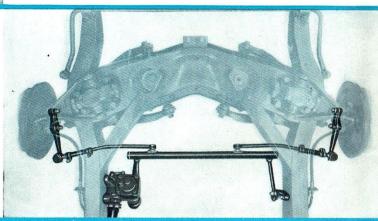
retain its shape and shock absorbing qualities.

All Nash bodies, besides being insulated from the frames with a special sound insulating material, are treated with Sand-Mortex, an exclusive sound deadener that makes Nash bodies 25% quieter than other cars.



ALL-HELICAL constant mesh gearing and a synchro-shift result in smooth, clashless gear shifting and silent operation. For those who desire a fourth speed forward, Nash offers the famous Cruising Gear which functions at the higher speeds (above 35 miles per hour) to reduce engine speed, increase petrol and oil mileage and prolong engine life. A new feature—the Overtake—permits returning to third gear instantly by merely depressing the throttle to its full travel. This causes the transmission to shift automatically to third gear and places rapid acceleration at your instant command for passing other cars or climbing hills.

★ With the new Dual Arrow-Straight Steering system, you only exert the slightest effort to keep the 1940 Nash on its course. There's a safe, sure, solid feel to the wheel that gives you confidence the car will always head in the direction you want to go! Smooth, shock-free steering is the natural result of independent suspension plus the mounting of the main part of the system in the frame where it is protected from road shocks. Turning radius has been reduced so you can park the car easier in close quarters with less effort or turn around in streets of average width without backing.



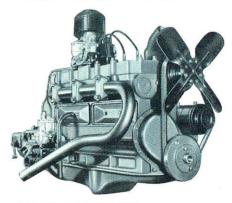


★ You'll get more pleasure out of driving with the Nash Steering Column Gearshift because it operates smoothly and quietly, more so than you've ever experienced. The entire system is composed of a dependable mechanical linkage that enables you to shift surely and quietly with finger-tip effort. What's more, you can shift gears easily without removing your hand from the wheel, making for safer, surer car control. Comfort is greater for the center front seat passenger because there's no conventional lever extending from the floor to obstruct foot or leg room. The steering column gearshift is standard equipment on all Nash cars.

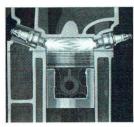
Engineered for finer performance Longer life and UTMOST ECONOMY!



* NASH engines are as cleanly designed as a fighting plane's nose. The manifolds are sealed inside-not hanging out where they're subjected to extreme heat or cold. As a result, performance is more uniform, economy of operation is vastly improved. Even the valves are streamlined for smooth, fast fuel flow, providing greater developed power and spirited performance.

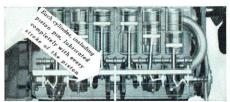


Ambassador engines feature Twin-Ignition with two spark plugs per cylinder. This results in greater economy and power because of faster and more complete fuel combustion-an exclusive Nash feature.

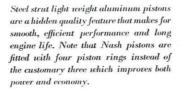




Cylinders are waterjacketed their full length to maintain compression and reduce power losses. Oil operating temperatures are reduced improving lubrication and prolonging engine life.



Nash engines have oiling systems like the highest priced cars. All bearings are pressure lubricated . . . connecting rods are drilled for force-feed lubrication of the piston pins.





Illustrated above is the sealed-in manifold—an exclusive Nash feature which insures a uniform fuel mixture to each cylinder to provide economical engine performance.

1940 Nash Specifications

THAT TELL A STORY



OF QUALITY AND VALUE

1940 NASH "400"

ENGINE—Sealed L-head type with built-in inlet, exhaust and oil manifolds cast in block. Bore 3½ inches; stroke 4½ inches; displacement 234 cubic inches. Taxable horsepower 27.3; developed horsepower 99 @ 3400 R.P.M. Cushioned and balanced in three-point rubber mountings. Iso-Thermal fuel system. Dual down-draft carburetor with automatic choke; automatic vacuum spark control; steel-strut aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full-length water jacksting; seven main bearing crankshaft with 66.34 square inches of bearing area; vibration damper; full pressure engine lubrication with rille-bored connecting rods for positive lubrication of all bearings, pistons and cylinders. Oil capacity 6 quarts; fuel capacity 20 gallons.

CHASSIS—117 inch wheelbase with independent coil spring suspension at front combined with semi-elliptic pre-lubricated leaf springs with metal covers at the rear controlled by giant double-acting hydraulic shock absorbers to provide Arrow-Flight Ride, Dual arrow-straight shock-proof steering system. Rigid girder X-type frame with box section side rails of double thickness. Oversize super-hydraulic brakes with 169 sq. in. of lining area and cast iron drums. Ride stabilizer to stabilize steering and prevent sway on turns. All-silent synchros-bift transmission with steering column control; automatic overtake cruising gear optional extra. Big 16 x 6.00 low pressure tires with silent ribbed tread. Overall length, 199 \(\frac{1}{3} \) inchess.

BODY—All-steel heavily braced and welded into rigid onepiece unit completely insulated and sound-proofed. Sand-Mortex insulating material applied to steel floor and panels makes most silent running car on road. Weather-sealed around doors to prevent entrance of annoying drafts. Entire body and fenders Bonderized to prevent rust. Finished in high gloss Permalux enamel for lasting heauty. Exclusive Nash automatic "Weather Eye" conditioned air system and sedan sleeping car conversion, optional extra.

STANDARD EQUIPMENT—includes safety glass, steering gear and ignition lock, dual windshield wipers and sun visors, front door arm rests, glove-box door lock, twin tail lamps, bumpers with bumper bars, high quality horn, spare wheel and tire, voltage control generator, automatic choke; gravel deflector shield and steering column shift.

1940 NASH AMBASSADOR SIX

ENGINE—Valve-in-head type with built-in inlet and exhaust manifolds cast inside. Bore 3½ inches; stroke 4½ inches; displacement 234 cubic inches. Taxable horsepower 27.3; developed horsepower 10.5 @ 3400 R.P.M. Gushioned and balanced in three-point rubber mountings. Iso-thermal fuel system; down-draft carburetor with automatic choke; twin ignition power with two spark plugs per cylinder; double automatic spark control; sted-strut aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full-length water jacketings seven main bearing crankshaft with 66.34 square inches of bearing area; vibration damper; full pressure engine lubrication of all bearings, pistons and cylinders. Oil capacity 6 quarts; fuel capacity 20 gallons.

CHASSIS—121 inch wheelbase with independent coil spring suspension at front combined with semi-elliptic pre-lubricated leaf springs with metal covers at the rear controlled by giant double-acting hydraulic shock absorbers to provide Arrow-Flight ride. Dual arrow-straight shock-proof steering system. Rigid girder X-type frame with hox section side rails of double thickness. Oversize super-hydraulic brakes with 169 sq. in, of lining area and east iron drums. Ride stabilize to stabilize steering and prevent sway on turns. All-silent synchron-shift transmission with steering column control; automatic overtake cruising gear optional extra. Big 16 x 6.25 low pressure tires with silent ribbed tread. Overall length 203 ½ inches.

BODY—All-steel heavily braced and wedded into rigid onepiece unit completely insulated and sound-proofed. Sand-Mortex insulating material applied to steel floor and panels makes most silent running car on road. Weather-sealed around doors to prevent entrance of annoying drafts. Entire body and fenders Bonderized to prevent rust. Finished in high gloss Permalux enamel for lasting beauty. Exclusive Nash automatic "Weather Eye" conditioned air system and sedan sleeping ear conversion, optional extra.

STANDARD EQUIPMENT—includes safety glass, steering gear and ignition lock, dual windshield wipers and un visors, front door arm rests, glove box door lock, twin tail lamps, bumpers with bumper bars, dual horns, spare wheel and tire, voltage control generator, automatic choke, gravel deflector shield and steering column shift.

1940 NASH AMBASSADOR EIGAT

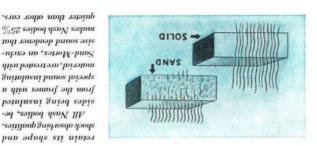
ENGINE—Valve-in-head type with built-iri inlet and exhaust manifolds cast inside. Bore 3½ inches; stroke 4½ inches; displacement 260 cubic inches; taxable horsepower 31.2; developed horsepower 11.5 @ 3400 R.P.M. Cushioned in four point rubber mountings. Iso-thermal fuel system; dual downdraft carburetor with automatic choke; twin ignition power with two spark plugs per cylinder; double automatic spark control; invar strut aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full-length water jacketing; nine main bearing craukshaft with 33.17 square inches of bearing area; vibration damper; full pressure engine lubrication with rille-hored connecting rods for positive lubrication of all bearings, pistons and cylinders. Oli capacity 7 quarts; fuel capacity 20 gallons.

CHASSIS—125 inch wheelbase with independent coil spring suspension at front combined with semi-elliptic pre-lubricated leaf springs with metal covers at the rear controlled by giant double-acting hydraulic shock absorbers to provide Arrow-Flight ride. Dual arrow-straight shock-proof steering system. Rigid girder X-type frame with box section side rails of double thickness. Oversize super-hydraulic brakes with 216 sq. in. of lining area and cast iron drums. Ride stabilizer to stabilize steering and prevent away on turns. All-silent synchro-shift transmission with steering column control; automatic overtake cruising gear optional extra. Big 15 x 7.00 low pressure trees with silent ribbed tread. Overall length—207 ½ inches.

BODY—All-steel heavily braced and welded into rigid onepiece unit completely insulated and sound-proofed. Sand-Mortex insulating material applied to steel floor and panels makes most silent running car on road. Weather-sealed around doors to prevent entrance of annoying drafts. Entire body and fenders Bonderized to prevent rust. Finished in high gloss Permalux enamel for lasting beauty. Exclusive Nash automatic "Weather Eye" conditioned air system and sedan sleeping car conversion, optional extra.

STANDARD EQUIPMENT—includes safety glass, steering gear and ignition lock, dual windshield wipers and sun visors, front door arm rests, glove box door lock, deluxe steering wheel and horn blowing ring; electric clock; glove box door light; electric cigar lighter; clrome wheel rings and license plate frames; twin tail lamps; bumper with bumper bars; dual horns; spare wheel and tire; voltage control generator; automatic choke; gravel deflector shield and steering column shift.

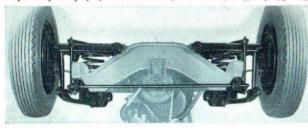
Nash Motors reserves the right to make changes in specifications, colors and prices without incurring any obligation to adjust price or to make changes on ears previously sold





proven and it will always durability has been and busses for years, its ing been nood gai arm-chair at home. Hav exceeds your favorite ness and comfort that nos apagna un sapiaoid pure rubber material than совым пін в Інжы dors, seat cushions are On the Pash Ambassa

adding to the safety of driving and further enhancing comfort. passes over a bump. The ride stabilizer steadies the car on turns of each front wheel. There's no tilling of the car as one front wheel THE Vash coil spring suspension system permits independent action



in wind, weather or ear speed. twist of the dial-despite changes fort level of your choice by a automatically heated to the comfresh filtered conditioned air fumes, but a constant supply of



There are no chilly draughts, dangerous carbon monoxide System* makes winter motoring as enjoyable as in summer. ing! And the Nash automatic Weather Eye Conditioned Air handles with a new case that brings a brand new thrill to motorpendent coil spring suspension system. The Vash rides and roads into a soft, restful trip, thanks to the new perfected indemotoring thrill. Its new Arrow-Flight Ride smooths the roughest ₩ WHEN you take the wheel of a Nash, be prepared for a new

WHEN YOU DRIVE THE 1940 MACH

1940 Mash Specifications

THAT TELL A STORY



OF QUALITY AND VALUE

1940 NASH "400"

ENGINE—Sealed L-head type with built-in inlet, exhaust and oil manifolds east in block. Bore 3½ inches; stroke 4½ inches; displacement 234 cubic inches. Taxahle horsepower 27.3; developed horsepower 90 @ 3400 R.P.M. Cushioned and halanced in three-point rubher mountings. Iso-Thermal fuel system. Dual down-draft carburetor with automatic choke; automatic vacuum spark control; steel-strut aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full-length water jacketing; seven main bearing crankshaft with 66.34 square inches of bearing area; vibration damper; full pressure engine lubrication with rille-hored connecting rods for positive lubrication of all bearings, pistons and cylinders. Oil capacity 6 quarts; fuel capacity 20 gallons.

CHASSIS-117 inch wheelbase with independent coil spring CHASSIS—117 inch wheelbase with independent coil spring suspension at front combined with semi-elliptic pre-lubricated leaf springs with metal covers at the rear controlled by giant double-acting hydraulic shock absorbers to provide Arrow-Flight Ride, Dual arrow-straight shock-proof steering system. Rigid girder X-type frame with hox section side rails of double thickness. Oversize super-hydraulic brakes with 169 sq. in, of lining area and cast iron drums. Ride stabilizer to stabilize ateering and prevent sway on turns. All-silent synchro-shift transmission with steering column control; automatic overtake cruising gear optional extra. Big 16 x 6.00 low pressure tires with silent ribbed tread. Overall length, 199 ¾ inches.

BODY—All-steel heavily braced and welded into rigid one-piece unit completely insulated and sound-proofed, Sand-Mortex insulating material applied to steel floor and panels makes most silent running car on road. Weather-sealed around doors to prevent entrance of annoying drafts. Entire hody and fenders Bonderized to prevent rust. Finished in high gloss Permulux enamel for lasting beauty. Exclusive Nash automatic "Weather Eye" conditioned air system and sedan sleening car conversion, outlond extra

STANDARD EQUIPMENT—includes safety glass, steering gear and ignition lock, dual windshield wipers and sun visors, gear and ignition lock, dual windshield wipers and sun visors, front door arm rests, glove box door lock, twin tail lamps, bumpers with bumper hars, high quality horn, spare wheel and tire, voltage control generator, automatic choke, gravel deflector shield and steering column shift.

1940 NASH AMBASSADOR SIX

ENGINE—Valve-in-head type with built-in inlet and exhaust manifolds cast inside. Bore 3\% inches; stroke 4\% inches; displacement 2\mathbf{3} cubic inches. Taxable horsepower 27.3; developed horsepower 10.5 @ 3\pma0 \text{400 R.P.M. Cushioned and balanced in three-point rubber mountings. Iso-thermal fuel system; down-draft carburetor with automatic choke; twin ignition power with two spark plugs per cylinder; double automatic spark control; steel-strut aluminum pistons for closer fit, quieter operation; from piston rings for greater power and economy; full-length water jacketing; seven main bearing erankshaft with 66.34 square inches of bearing area; vibration damper; full pressure engine lubrication with riflebored connecting rods for positive lubrication of all bearings, pistons and cylinders. Oil capacity 6 quarts; fuel capacity 20 gallons.

CHASSIS-121 inch wheelbase with independent coil spring CHASSIS—121 inch wheelbase with independent coil spring suspension at front combined with semi-elliptic pre-lubricated leaf springs with metal covers at the rear controlled by giant double-acting hydraulic shock absorbers to provide Arrow-Flight ride. Dual arrow-straight shock-proof steering system. Bigid girder X-type frame with hox section side rails of double thickness. Oversize super-hydraulic brakes with 169 sq. in. of lining area and cast iron drums. Ride stabilizer to stabilize steering and prevent sway on turns. All-silent synchro-slit transmission with steering column control; automatic over-rake cruising sear outonal syter. Big 16 x 6 25 low pressure take cruising gear optional extra. Big 16 x 6.25 low press tires with silent ribbed tread. Overall length 203 $\frac{1}{16}$ inches.

BODY-All-steel heavily braced and welded into rigid or BODY—All-steel heavily braced and welded into rigid one-piece unit completely insulated and sound-proofed. Sand-Mortex insulating material applied to steel floor and panels makes most silent running car on road. Weather-scaled around doors to prevent entrance of annoying drafts. Entire body and fenders Bonderized to prevent rust. Finished in high gloss Permalux enamel for lasting beauty. Exclusive Nash automatic "Weather Eye" conditioned air system and sedan sleeping car conversion, optional extra.

STANDARD EQUIPMENT—includes safety glass, steering gear and ignition lock, dual windshield wipers and eun visors, front door arm rests, glove box door lock, twin tail lamps, bumpers with bumper bars, dual horns, spare wheel and tire, voltage control generator, automatic choke, gravel deflector shield and steering column shift.

1940 NASH AMBASSADOR EIGAT

ENGINE—Valve-in-head type with built-in inlet and exhaust manifolds cast inside. Bore 3½ inches; stroke 4½ inches; displacement 260 cubic inches; taxable horsepower 31.2; developed horsepower 115 @ 3400 R.P.M. Cushioned in four point rubber mountings. Iso-thermal fuel system; dual downdeveloped horsepower 115 @ 3400 R.P.M. Cushioned in four point rubber mountings. Iso-thermal fuel system; dual down-draft carburetor with automatic choke; twin ignition power with two spark plugs per cylinder; double automatic spark control; invar strut aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full-length water jacketing; nine main bearing crankshaft with 83.17 square inches of bearing area; vibration damper; full pressure engine lubrication with rifle-bored connecting rods for positive lubrication of all bearings, pistons and cylinders. Oil capacity 7 quarts; fuel capacity 20 gallons.

CHASSIS—125 inch wheelbase with independent coil spring suspension at front combined with semi-elliptic pre-lubricated leaf springs with metal covers at the rear controlled by giant double-acting hydraulic shock absorbers to provide Arrow-Flight ride. Dual arrow-straight shock-proof steering system. Rigid girder X-type frame with box section side rails of double thickness. Oversize super-hydraulic brakes with 216 sq. in. of lining area and cast iron drums. Ride stabilizer to stabilize steering and prevent sway on turns. All-silent synchro-shift transmission with steering column control; automatic overtake cruising gear optional extra. Big 15 x 7.00 low pressure tires with silent ribbed tread. Overall length—207 ½ inches.

BODY-All-steel heavily braced and welded into rigid one BODY—All-steel heavily braced and welded into rigid one-piece unit completely insulated and sound-proofed. Sand-Mortex insulating material applied to steel floor and panels makes most silent running car on road. Weather-scaled around doors to prevent entrance of annoying drafts. Entire body and fenders Bonderized to prevent rust. Finished in high gloss Permalux enamel for lasting beauty. Exclusive Nash automatic "Weather Eye" conditioned air system and sedan sleeping car conversion, optional extra.

STANDARD EQUIPMENT—includes safety glass, steering gear and ignition lock, dual windshield wipers and sun visors, front door arm rests, glove box door lock, deluxe steering wheel and horn blowing ring; electric elock; glove box door light; electric eigar lighter; chrome wheel rings and license plate frames; twin tail lamps; bumper with bumper bars; dual horns; spare wheel and tire; voltage control generator; automatic choke; gravel deflector shield and steering column shift.

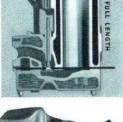
For 1940-Again Its Wash-the CAR EVERYBODY LIKES

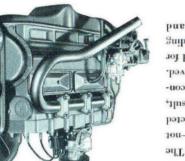
Mash feature which insures a uniform fuel mixume to each cylinder to provide economical engine performance.



novinos lubrication -no gnignolore bun -mi bosubor ore sorm operating temperaduce power losses. Oil -or bro noissordmoo nivinium ot Algnol Jul rish beteit full





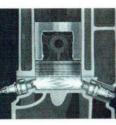


the customary three which improves both to booteni again noted mot diese bout engine life. Note that Nash pistons are smooth, efficient performance and long are a hidden quality feature that makes for Steel strut light weight aluminum pistons



spirited performance. greater developed power and smooth, fast fuel flow, providing Even the valves are streamlined for omy of operation is vastly improved. performance is more uniform, econto extreme heat or cold. As a result, hanging out where they're subjected nanifolds are sealed inside—not signed as a fighting plane's nose. The 🛪 Mash engines are as cleanly decars. All bearings are pressure lubricated . . . connecting rols are drilled for force-feed lubrication of the piston pins. Nash engines have oiling systems like the highest priced





jenf ejejduos esou because of faster and жоном дин бысы olugs per cylinder. ands out that not -ingl-ninT oums



TONCER LIFE (M) UTMOST ECONOMY!

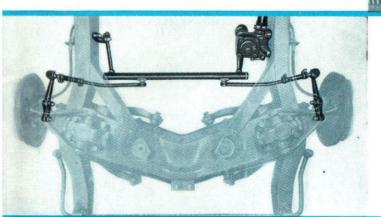


all designed in good taste to present a custom car appearance! jewel-like instrument panel and modern rich plastic fittings... touch. Wide, level floors . . . conveniently placed ash trays, sumptuous you can sense their long-wearing qualities at a front and rear. Smartly tailored, rich upholstery fabrics so ness that comfortably seat three full-sized passengers both sense of the word. Extra wide, deep seats of air-bubble softcars impress you with their luxury—for here is luxury in every AT first glance, the smart new interiors of the 1940 Mash





lever extending from the floor to obstruct foot or leg room. The the center front seat passenger because there's no conventional wheel, making for safer, surer car control. Comfort is greater for you can shift gears easily without removing your hand from the to shift surely and quietly with finger-tip effort. What's more, composed of a dependable mechanical linkage that enables you more so than you've ever experienced. The entire system is ing Column Gearshift because it operates smoothly and quietly, YOU'LL get more pleasure out of driving with the Mash Steer-



around in streets of average width without backing. park the car easier in close quarters with less effort or turn road shocks. Turning radius has been reduced so you can mort betseter in the frame where it is protected from nism adt to gnitmom adt aufq noisnagaus tnabnagabni to want to go! Smooth, shock-free steering is the natural result you confidence the car will always head in the direction you course. There's a safe, sure, solid feel to the wheel that gives only exert the slightest effort to keep the 1940 Nash on its WITH the new Dual Arrow-Straight Steering system, you

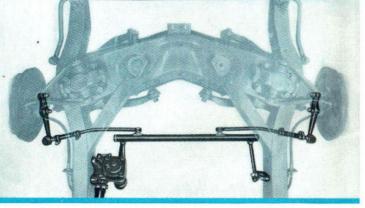
at your instant command for passing other cars or climbing hills. shift automatically to third gear and places rapid acceleration the throttle to its full travel. This causes the transmission to permits returning to third gear instantly by merely depressing mileage and prolong engine life. A new feature—the Overtake miles per hour) to reduce engine speed, increase petrol and oil Cruising Gear which functions at the higher speeds (above 35 those who desire a fourth speed forward, Nash offers the famous result in smooth, clashless gear shifting and silent operation. For ALL-HELICAL constant mesh gearing and a synchro-shift





* ALL-HELICAL constant mesh gearing and a synchro-shift result in smooth, clashless gear shifting and silent operation. For those who desire a fourth speed forward, Nash offers the famous Cruising Gear which functions at the higher speeds (above 35 miles per hour) to reduce engine speed, increase petrol and oil mileage and prolong engine life. A new feature—the Overtake permits returning to third gear instantly by merely depressing the throttle to its full travel. This causes the transmission to shift automatically to third gear and places rapid acceleration at your instant command for passing other cars or climbing hills.

* With the new Dual Arrow-Straight Steering system, you only exert the slightest effort to keep the 1940 Nash on its course. There's a safe, sure, solid feel to the wheel that gives you confidence the car will always head in the direction you want to go! Smooth, shock-free steering is the natural result of independent suspension plus the mounting of the main part of the system in the frame where it is protected from road shocks. Turning radius has been reduced so you can park the car easier in close quarters with less effort or turn around in streets of average width without backing.



*You'll get more pleasure out of driving with the Nash Steering Column Gearshift because it operates smoothly and quietly, more so than you've ever experienced. The entire system is composed of a dependable mechanical linkage that enables you to shift surely and quietly with finger-tip effort. What's more, you can shift gears easily without removing your hand from the wheel, making for safer, surer car control. Comfort is greater for the center front seat passenger because there's no conventional lever extending from the floor to obstruct foot or leg room. The



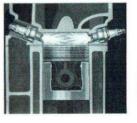


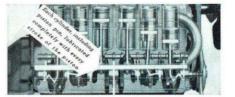
* AT first glance, the smart new interiors of the 1940 Nash cars impress you with their luxury-for here is luxury in every sense of the word. Extra wide, deep seats of air-bubble softness that comfortably seat three full-sized passengers both front and rear. Smartly tailored, rich upholstery fabrics so sumptuous you can sense their long-wearing qualities at a touch. Wide, level floors . . . conveniently placed ash trays, jewel-like instrument panel and modern rich plastic fittings... all designed in good taste to present a custom car appearance!

Engineered for finer performance



feature Twin-Ignition with two spark plugs per cylinder This results in greater economy and power because of faster and more complete fuel combustion-an exclusive Nash feature.





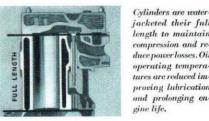
Nash engines have oiling systems like the highest priced cars. All bearings are pressure lubricated . . . con rods are drilled for force-feed lubrication of the piston pins

* Nash engines are as cleanly designed as a fighting plane's nose. The manifolds are sealed inside-not hanging out where they're subjected to extreme heat or cold. As a result, performance is more uniform, economy of operation is vastly improved. Even the valves are streamlined for smooth, fast fuel flow, providing greater developed power and spirited performance.



Steel strut light weight aluminum piston are a hidden quality feature that makes for smooth, efficient performance and long engine life. Note that Nash pistons are fitted with four piston rings instead of the customary three which improves both noteer and economy.





jacketed their full length to maintain compression and reduce power losses. Oil operating temperatures are reduced improving lubrication and prolonging en-



Illustrated above is the scaled-in manifold—an exclusive Nash feature which insures a uniform fuel mixture to each cylinder to provide economical engine performance.

dain Its Mash-the Car everybody likes

Nash Motors reserves the right to make changes in specifications, colors and prices without incurring any obliga

STANDARD EOUIPMENT—includes safety glass, steering gear and ignition lock, dual windshield wipers and sun visors, with door lock, deluxe atercing wheel and horn blowing ring; electric clock; deluxe at coording plate frames; twin raing; electric and jecons plate frames; twin rail lamper lumper with lumper burned dual frames; twin rail lamper, or or with lumper burned dual frames; twin rail lamper, or or with lumper and icons, spare wheel and tire; voltage control generator; autonomic clocke; gravel delloctor shield and steering column shift, maile clocke; gravel delloctor shield and steering column shift.

piece unit completely insulated and count-procled. Small.
Moretz insulating material applied to steel floor and gamels are makes most allent select steel after tenning car or read. Weather-session body and fenders Bonderized to prevent rust. Finished in body and fenders Bonderized to prevent rust. Finished in the manual for lasting beauty. Exclusive Washiner byse "conditioned air system and sedan sleeping car conversion, optional extra. BODY-All-steel heavily braced and welded into rigid one piece unit completely insulated and sound-proofed. Sand

CHASSIS—125 inch sheelhase with independent coil spring suspension at front combined with semi-elliptic pre-lubricated leaf springs with metal covers at the case controlled by giant double-acting bydraulic shock absorbers to provide Arrewstonlic for all mrow-straight shock proof steroing system. Bigals rider X-14ppe frame with box section side rails of double of liniciates. Oversion super-laydranic brakes with state of a barbarication of the properties and cast from drums. Bit is stated to stabilize to stabilize of liniciating and arceving columns. Bit all silent suchcase-short on the properties of the stabilize oversion of the properties of the state of the s

developed laverageower 11.5 (w.3.400 R.K.) at Combined in four point rubber mountings. Ino-thermal fuel system; dual down-point rubber mountings. Ino-thermal fuel system; guard with two spark plugs per cylinder; double automatic spark office with two spark plugs per cylinder; double automatic spark control; invar strut aluminum pistons for closer fit, quieter office, and the proper and connential parties and the properties of the properties EMGINE—Valve-in-head type with built-in inlet and exhaust manifolds cast inside. Hore 3½ inches; stacks; stacks and inside open open a 13.2; developed horsepower 11.5 @ 3400 R.P.M. Cashioned in four developed horsepower 11.5 @ obtained in the content of the conferent and open and o

1940 NASH AMBASSADOR EIGAT

STANDARD EQUIPMENT—includes safety glass, steering gent and similar block, dual windshield wipers and sun visors, front door arm rests, glove box door lock, twin tail lamps: bumpers with bumper hars, dual horns, sparce whoel and tire, voltage control generator, automatic choke, gravel deflector while and steering column shift.

BODY—All-steel heavily braced and welded into rigid one-piece unit completely insulated and count-proofed, Sundy Moriez insulating material applied to steel floor and panels and fearlest insulating material applied to steel floor in backs and fenders insulating material special backs. Finished in high gloss Permalux cannot for lasting heavily, Evelu-gates, in the proof of material partial partial automatic "Weather Eye" confitient at a space and automatic and a special partial partial partial security. Eveluation of the partial partial partial security of the partial partia

CHASSIS—121 inch wheelbase with independent eoil spring an augment at the out combined with semi-cilliptic pre-lubricated best springs with metal covers at the tear controlled by giant double-acting hydraulic shock absorbers to provide Arow-ling the ride. Dutal arrows—straight shock provide system. Fight rides Datal arrows—straight shock proof secreting system, thickness, Oversia ways and variety body side rails of double of fining and pression superlydraulic brakes with 169 seq. in transmission with steering column control; automatic over-transmission with steering column control is not be the control of the column control of the column control is automatic over-transmission with steering column control is not better the column control of the column control of the column control of the transmission with short results of the column control of the column column column control of the column column

FIGURE—Valve-in-head type with bild-in inlet and exhaust manifolds cast inside. Bore 35 inchest streets 45 inchest streets of the bild-in inlet and exhaust manifolds cast inside. Bore 35 inchest streets the behavior of the control cast of the balanced in three-point rubber mountaines, Iso-thermal the balanced in three-point rubber mountaines for three in the balanced in three-point rubber mountaines, Iso-thermal the balanced in three-point rubber mountaines for the power with non-street exhibition power with the cast and the power with the cast and the power with connecting to day for greater the power with connecting to day for positive inches the power with connecting to day for positive labeling the power with the cast and the cast and the power with the power with the cast and the power with the powe

XIS MOUNTAIN AMBASSADOR SIX

and tire, voltage control generator, automa deflector shield and steering column shift. AZANDAŘD EQUIPMENT—includes safety glase, steering gear and ignition feel, dand sindshick dwpers and sun viscos; front door arm rests, glove-box door lock, twin tail lamps, front door arm rests, glove-box door lock, twin tail lamps, and the same rests, glove-box door lock, twin tail lamps, front door arm rests, glove-box door lock, twin tail lamps, and the same rests and the same rest of the same rests of the same re

BODY—All-steel heavily braced and welded into rigid onepiece unit completely insulated and sound-proofed. SandMortez insulating material applied to steel shoot and panels
makes nost about running can on road. Weather-sealed
makes nost about running can on road. Weather-sealed
body and fenders flowered to prevent roat. Finished in
high gloss Permuluz cannel for hating hearity. Exclusive
Nash automatic "Weather Eyo" conditioned sir system and
make the state of the st

CHASSIS—II7 inch wheelbase with independent coil spring suspension at front combined with semi-floring relations are from the model of the principal particle of the property of the property

EMGINE—Scaled 1-bend type with built-in inlet, exhaust
and oil manifolds eart in block. Hore 25% inches; retrobe 43%
inches; displacement 334 cubic inches, Taxabb barsepower
27.3; developed horsepower 99 @ 3400 R.P.M. Cushiomed
and balanced in three-point rubner mountings, lost-Thermat
fold system. Dual down-draft earburstor with automatic
choker, automatic vacuum apart control in the automatic
pistons for closer fit, quieter operation; four piston tings for
pistons for closer fit, quieter operation; four piston rings for
pistons for closer fit, quieter operation; four piston rings for
pistons for closer fit, quieter operation; four piston rings for
pistons for closer fit, quieter operation; four closers of
pistons for closer fit, quieter operation; four piston rings
for all the pistons and economy; full decision of all bearings varieties of
permitted in the pistons and cylinders. Oil capacity 6 quartis;
fuel experience of the pistons and cylinders. Oil capacity 6 quartis;
fuel experience of the pistons and cylinders. Oil capacity 6 quartis;
fuel experience of the pistons and cylinders. Oil capacity 6 quartis;

..00t,, HSVN 076I

OF QUALITY AND VALLE



THAT TELL A STORY

snowburdt hash offeredients

A new motoring thrill awaits you WHEN YOU DRIVE THE 1940 MASH

* When you take the wheel of a Nash, be prepared for a new motoring thrill. Its new Arrow-Flight Ride smooths the roughest roads into a soft, restful trip, thanks to the new perfected independent coil spring suspension system. The Nash rides and handles with a new ease that brings a brand new thrill to motoring! And the Nash automatic Weather Eye Conditioned Air System* makes winter motoring as enjoyable as in summer. There are no chilly draughts, dangerous carbon monoxide



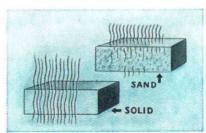
fumes, but a constant supply of fresh filtered conditioned air automatically heated to the comfort level of your choice by a twist of the dial-despite changes in wind, weather or car speed.



The Nash coil spring suspension system permits independent action of each front wheel. There's no tilting of the car as one front wheel passes over a bump. The ride stabilizer steadies the car on turns adding to the safety of driving and further enhancing comfort.

On the Nash Ambassadors, seat cushions are covered with a layer of pure rubber material that provides air bubble softness and comfort that exceeds your favorite arm-chair at home, Having been used on trains and busses for years, its durability has been oven and it will always





retain its shape and shock absorbing qualities. All Nash bodies, besides being insulated from the frames with a special sound insulating material, are treated with Sand-Mortex, an exclusive sound deadener that makes Nash bodies 25% quieter than other cars.

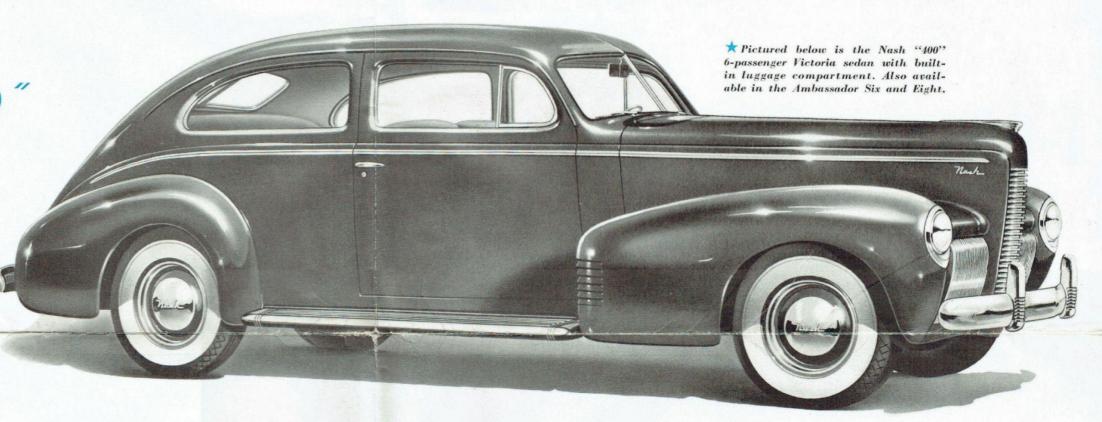


THREE Great Series of MASH

IN EIGHTEEN SPARKLING MODELS

THE NASH 400

THE CLEAN beauty of the big 117 inch wheelbase Nash "400" sets it instantly apart from other cars. From its sparkling chrome grilles to the long subtle curve of its tapering rear, every line seems to flow giving the car the appearance of motion even while at rest. Six smart body styles are available-all incorporate quality features you'd only looked for and expected to find in the highest priced cars.





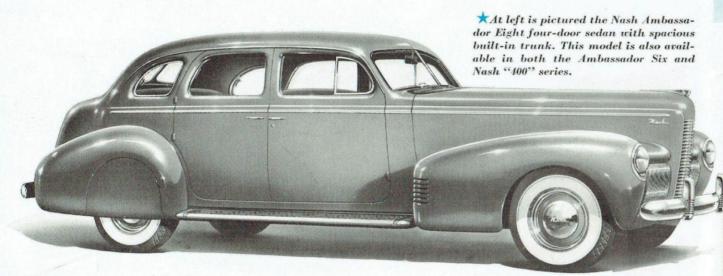




THE NASH Ambassador SIX

-six passenger sedan with built-in luggage compartment. This same body style is also available in the Nash "400" and Ambassador Eight. THE NASH Ambassador Six incorporates numerous luxury features and appointments that will please the most discerning motorists. Built on a 121 inch wheelbase chassis and powered by the famous Nash Valve-In-Head Twin-Ignition Engine, it will deliver thousands of miles of motoring pleasure—and at low operating cost.

THE NASH *Ambassador* eight



LOVERS of fine cars will gain a new conception of motoring luxury from the 1940 Nash Ambassador Eight. One of the world's finest ears, it costs less to own than you'd expect. Powered by the famous 115 horsepower Twin-Ignition Valve-In-Head Engine, it provides the finest performance ever produced by a Nash-built car.

All 1940 Nash cars may be obtained in a choice of the following colours at no extra cost: Transa-Gray, Fountain Lake Green, Lagoon Blue, California Tan, Court of Flags Maroon, Black, Sky Blue and Clipper Gray.

