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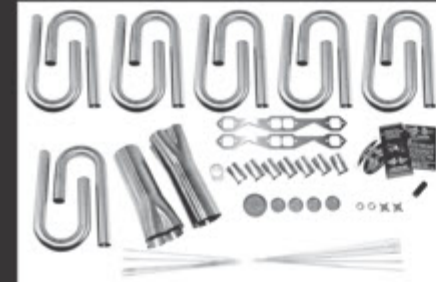
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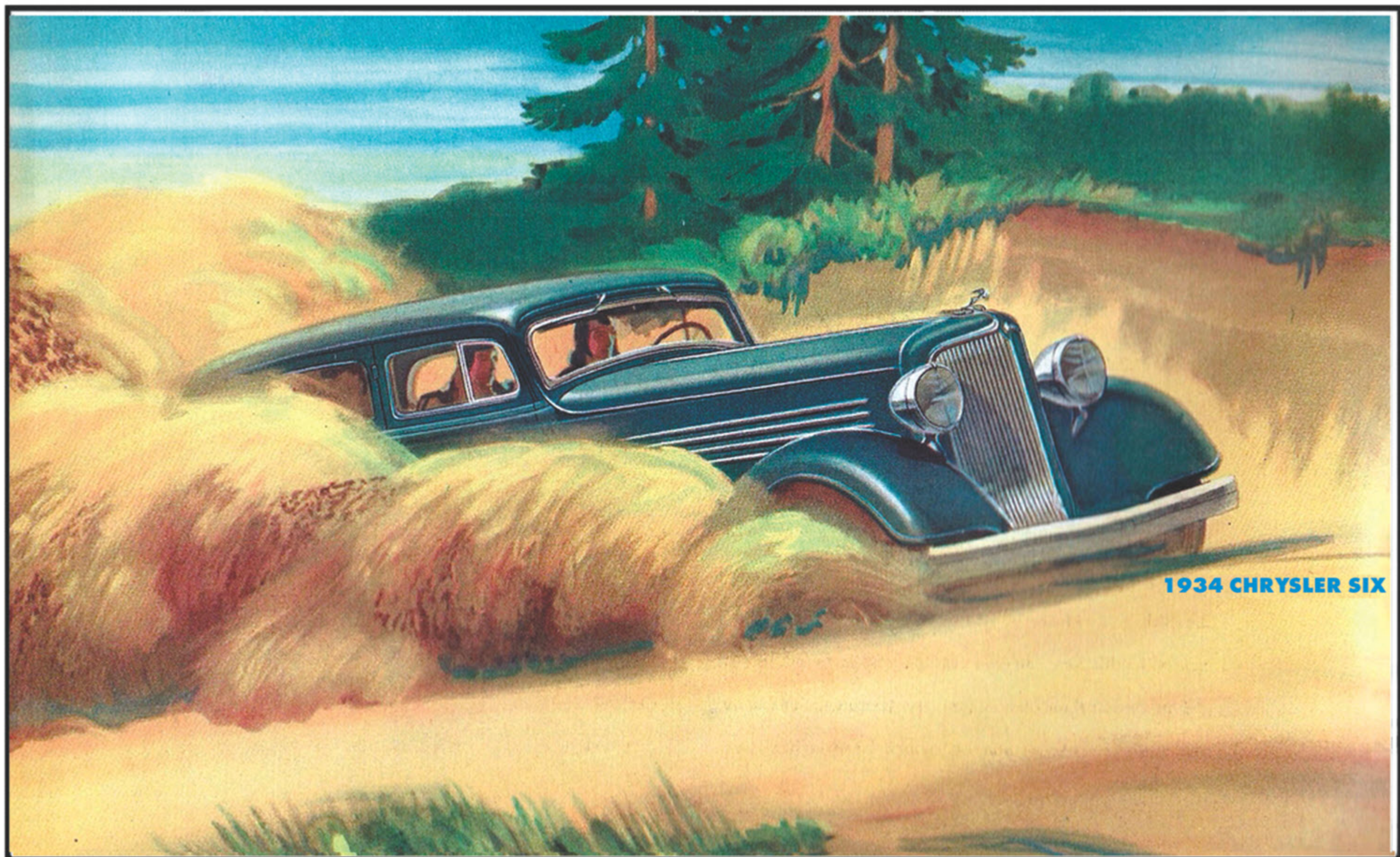
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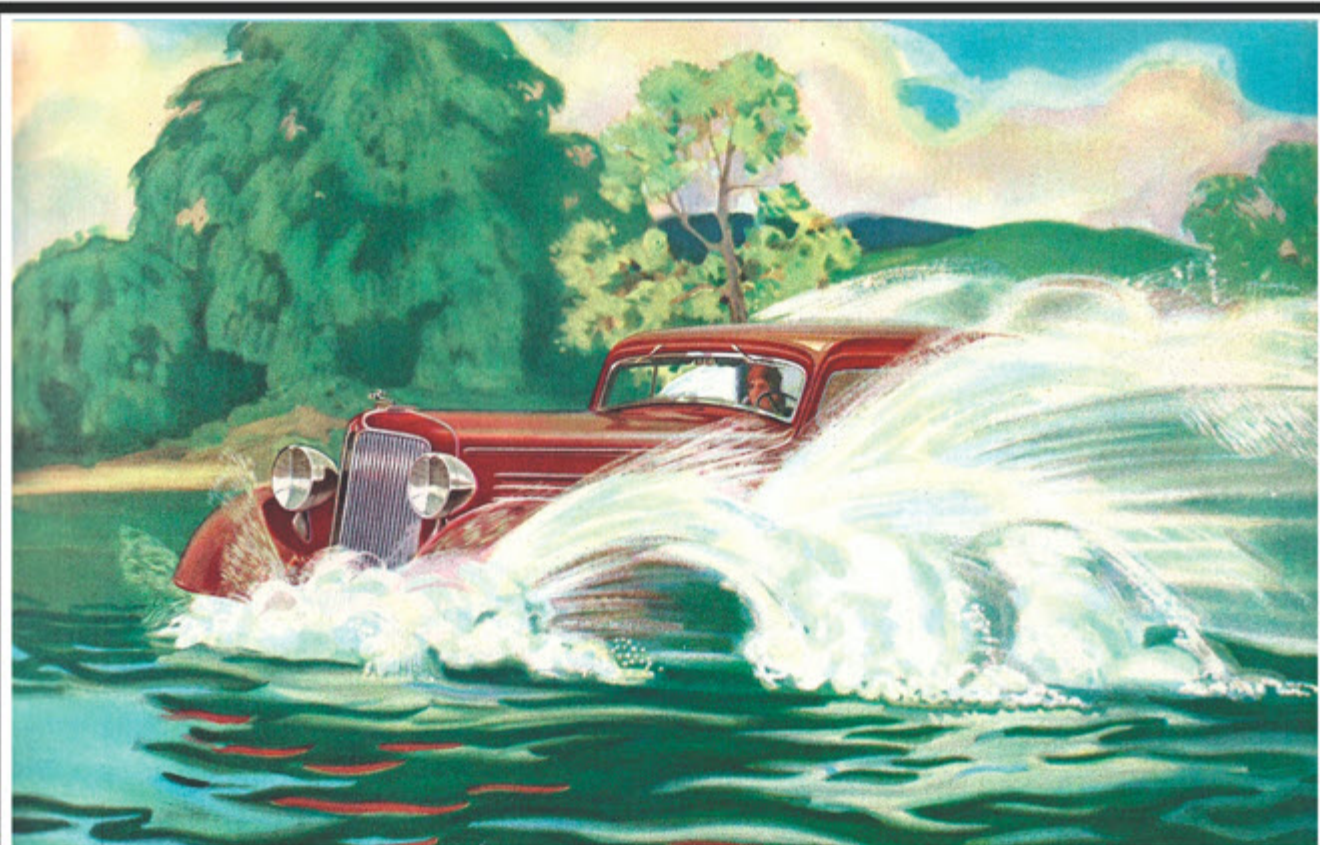
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1934 CHRYSLER SIX

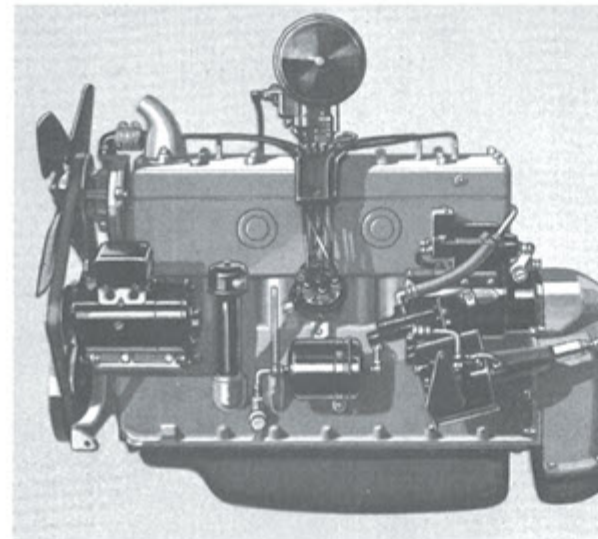



CREATIVE ENGINEERING

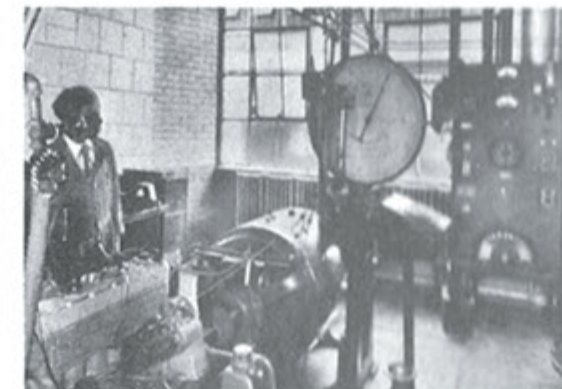
Reaches new heights in the new Chrysler Six

The new Chrysler Six is the embodiment of Chrysler engineering ideals—It brings to the medium price field a host of improvements and refinements that are the result of the painstaking research of skilled engineers—It marks the 10th Anniversary of the Chrysler name on a motor car. • In this new Chrysler Six for 1934 is found, in still greater degree than ever before, the fleetness, the beauty, the comfort, and the stability which have solidly built

Chrysler's reputation with its legion of owners—a reputation that you will appreciate as you take the wheel and experience for yourself the many advantages of Chrysler ownership. • Examine it thoroughly inside and out. Get behind the wheel and test its amazing acceleration, its startling speed, its remarkable riding comfort and its silent flow of power. You will be convinced that here is a car that you will be proud and happy to own.



DYNAMOMETER TEST • Here in the dynamometer room Chrysler motors are put through their paces . . . horsepower output of the engine at high speed and its ability to produce the maximum output continuously are measured.

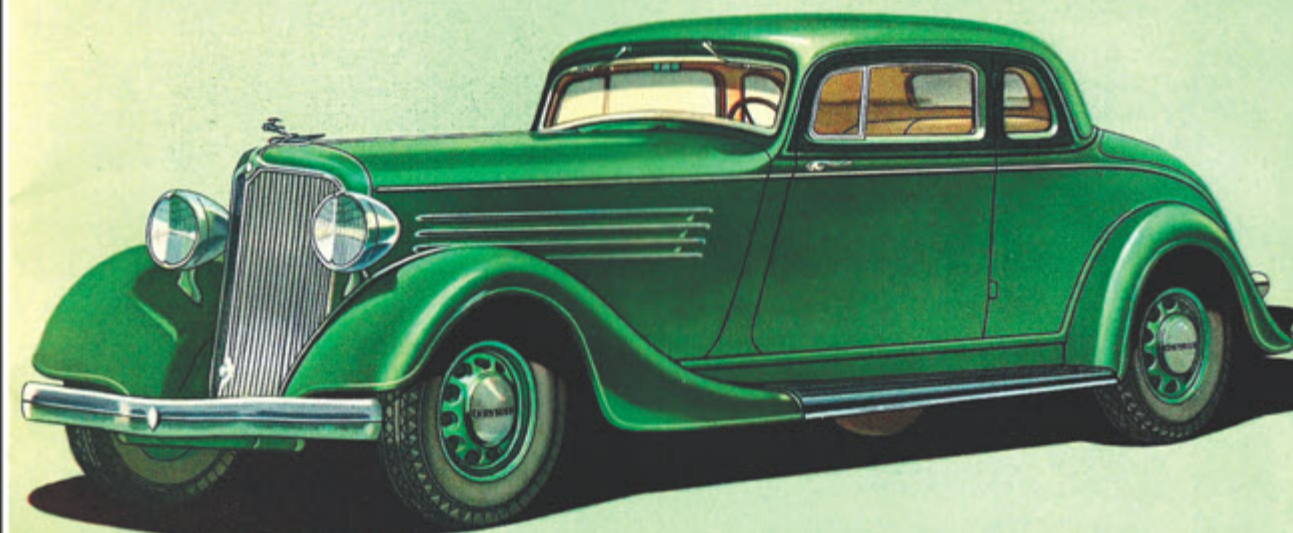


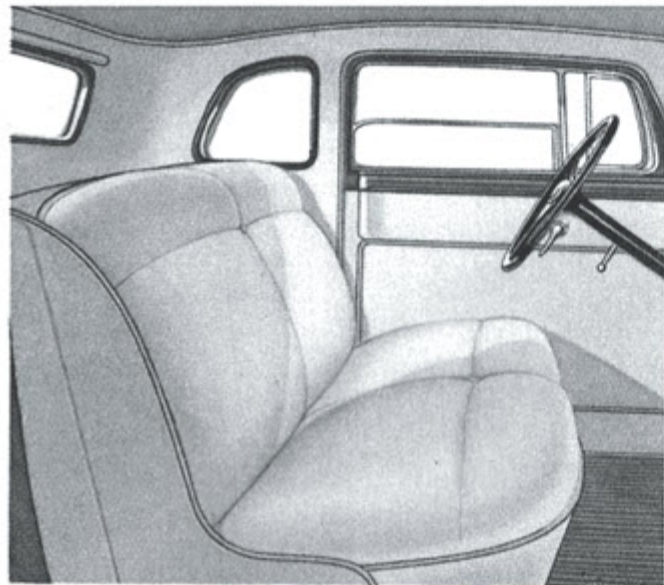
THE NEW SIX MOTOR • with Floating Power Engine Mountings

Under the hood of the new Chrysler Six is a big, powerful engine, turning up 93 horsepower . . . capable of maintaining maximum speed for hours without effort. • Cradling the motor are famous patented Floating Power engine mountings that remove all motor tremors . . . Inside the motor are Valve seat inserts that make valve grinding unnecessary in most instances up to 30,000 miles . . . T-slot Pistons that insure correct fit under all running conditions . . . a new

four-bearing Crankshaft with seven counterweights forged integral. There is a new All-Silent Transmission with Free Wheeling that makes gear shifting easy and silent . . . a new downdraft Carburetor with Intake Silencer and Air Cleaner . . . an effective Oil Cleaner that increases oil life. • These, plus a host of additional mechanical refinements and conveniences, make the new Chrysler Six the most outstanding value ever offered at anywhere near its price.

THE CHRYSLER SIX BUSINESS COUPE





THE BELGIAN ROLL • Hundreds of terrific impacts are given each minute on the Belgian Roll to test the spring action and stamina of Chrysler cars.



RUMBLE SEAT COUPE INTERIOR

There is symmetry in every line and beauty in every contour of these handsome new Chrysler Six Coupes. Chrysler styling of body and hood is particularly attractive. The Rumble Seat Coupe will prove the ideal personal car, for when extra accommodation is required, two additional passengers may be comfortably seated in the smartly

tailored rumble seat. The Business Coupe with its large compartment under the rear deck makes it a general favorite where the necessity for additional luggage space prevails. In all coupe interiors one finds the utmost refinement in both the color and texture of the upholstery, in the smartness of interior trim, hardware and appointments.



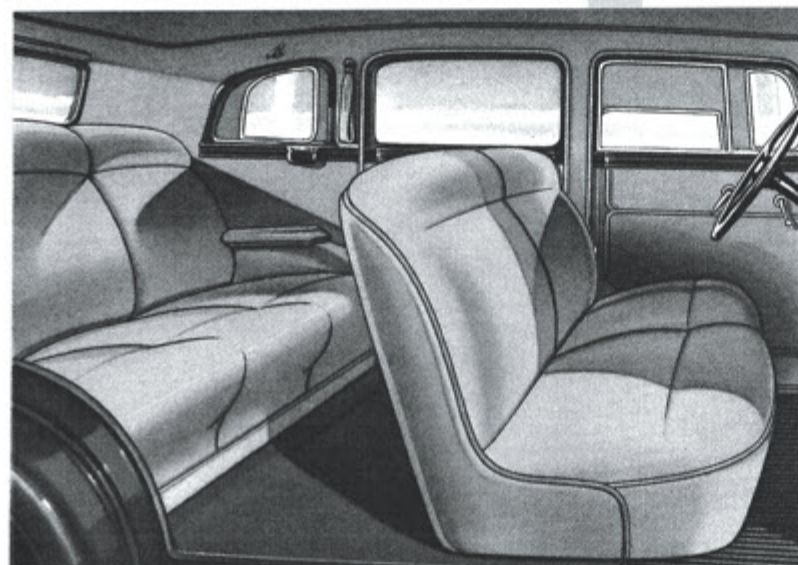
BODY WELDING • Chrysler all-steel bodies are solidly fused into one single unit by electric welding assuring greater strength, safety and permanent body quietness.



BROUGHAM INTERIOR

To those who prefer a two-door model, this new Chrysler Six Brougham will make a special appeal with its handsome lines. As one opens the doors a pleasingly designed interior is disclosed. The seats are exceptionally wide and roomy. The cushions are deep and soft... constructed over comfort-type springs. Assist cords, arm rests, dome light

and foot rest are among the many tasteful fittings with which this car is equipped. • Two comfortable chair-type folding seats are used in the front compartment which fold forward leaving ample room for easy entrance and exit. Lifting the back cushion of the rear seat, which is hinged at the top, discloses a large and spacious luggage compartment.



BODY TEST • Chrysler cars have been deliberately rolled down inclines like this and have driven away under their own power with doors opening and closing freely.

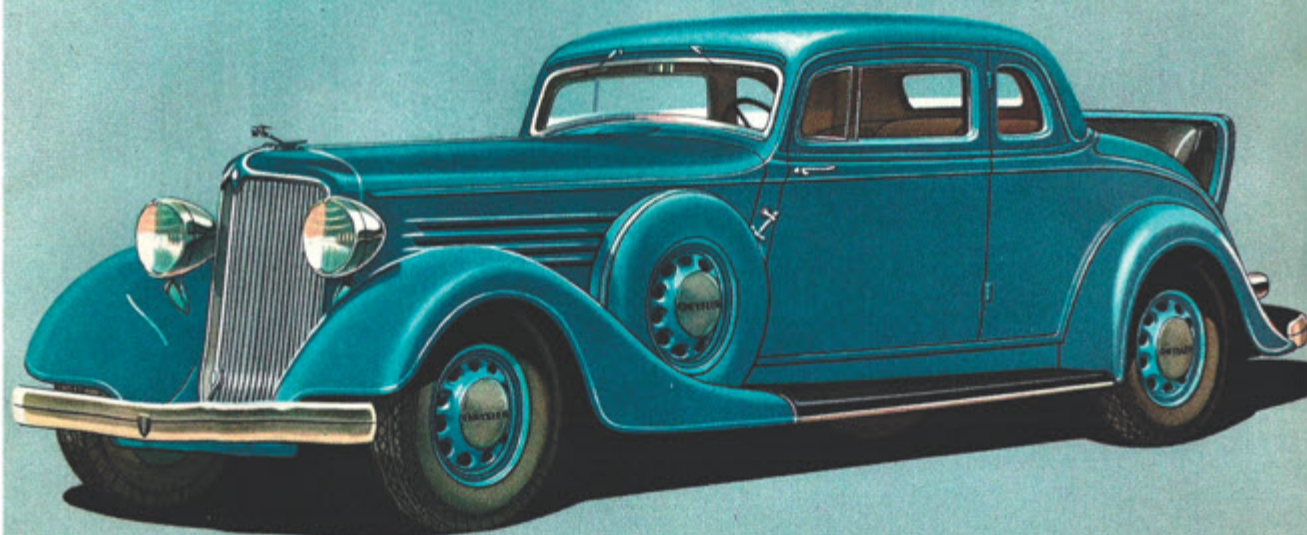


SEDAN INTERIOR

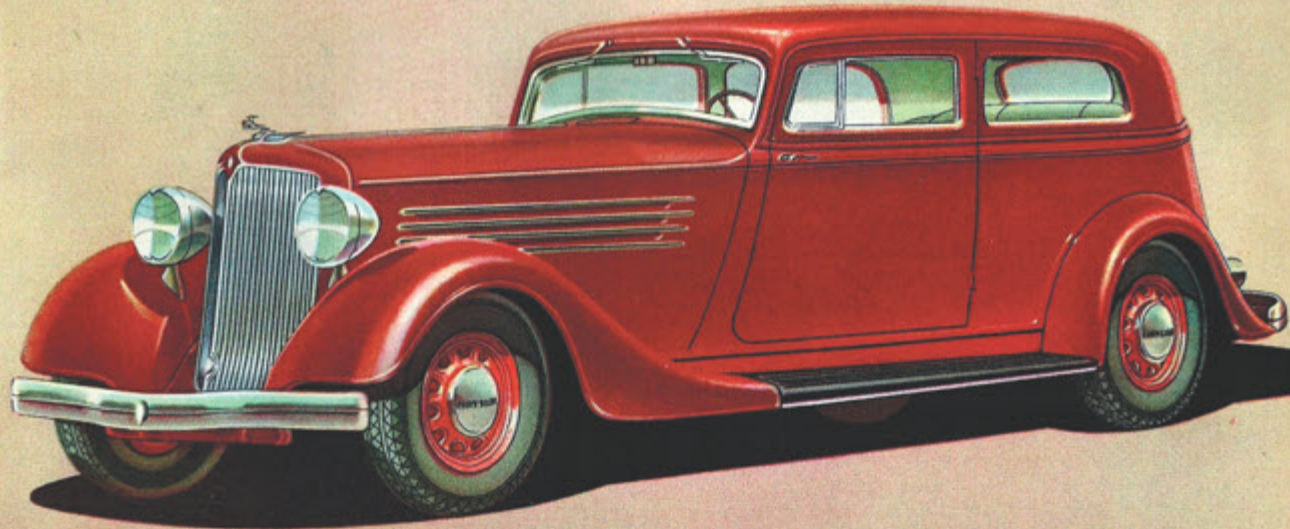
Gracefully styled from stem to stern the new Chrysler Six Sedan excites a second admiring glance as it flashes along the roadway, with its full skirted fenders and smooth flowing body lines. The slanting radiator, new hood louvres and rakishly sloped windshield contribute to the impression of smartness. Entrance to the carefully tailored interior is

made through doors that are far wider than heretofore. All appointments are pleasing and in perfect taste. The new instrument panel provides an unobstructed view of all dials. The hardware is in harmony and the deep piled carpet in the rear compartment completes the atmosphere of luxury and suggests miles of relaxed comfort.

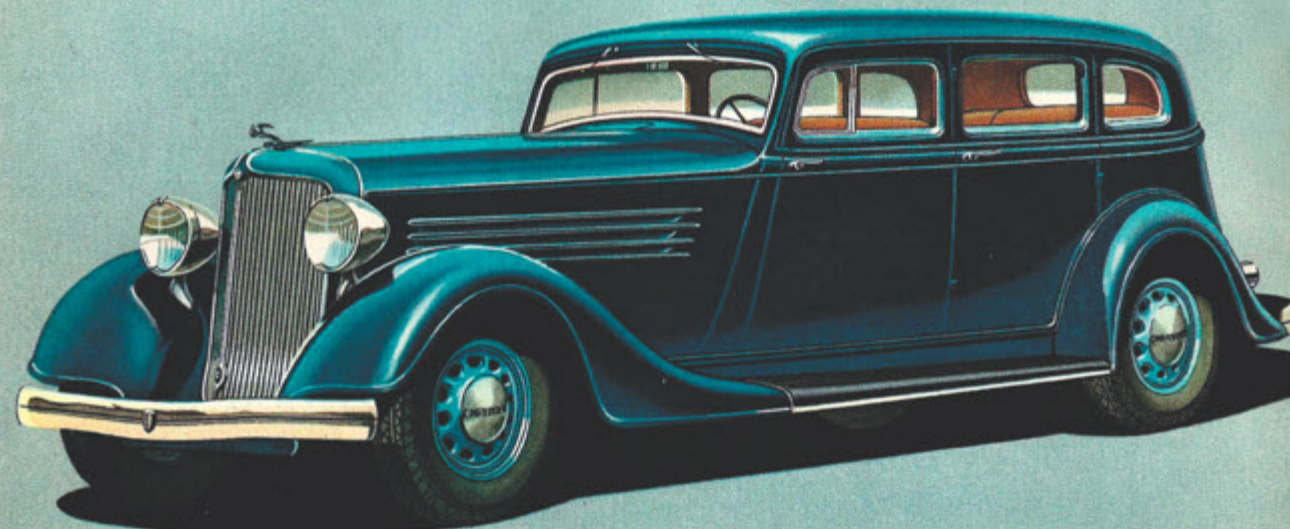
THE CHRYSLER SIX RUMBLE SEAT COUPE



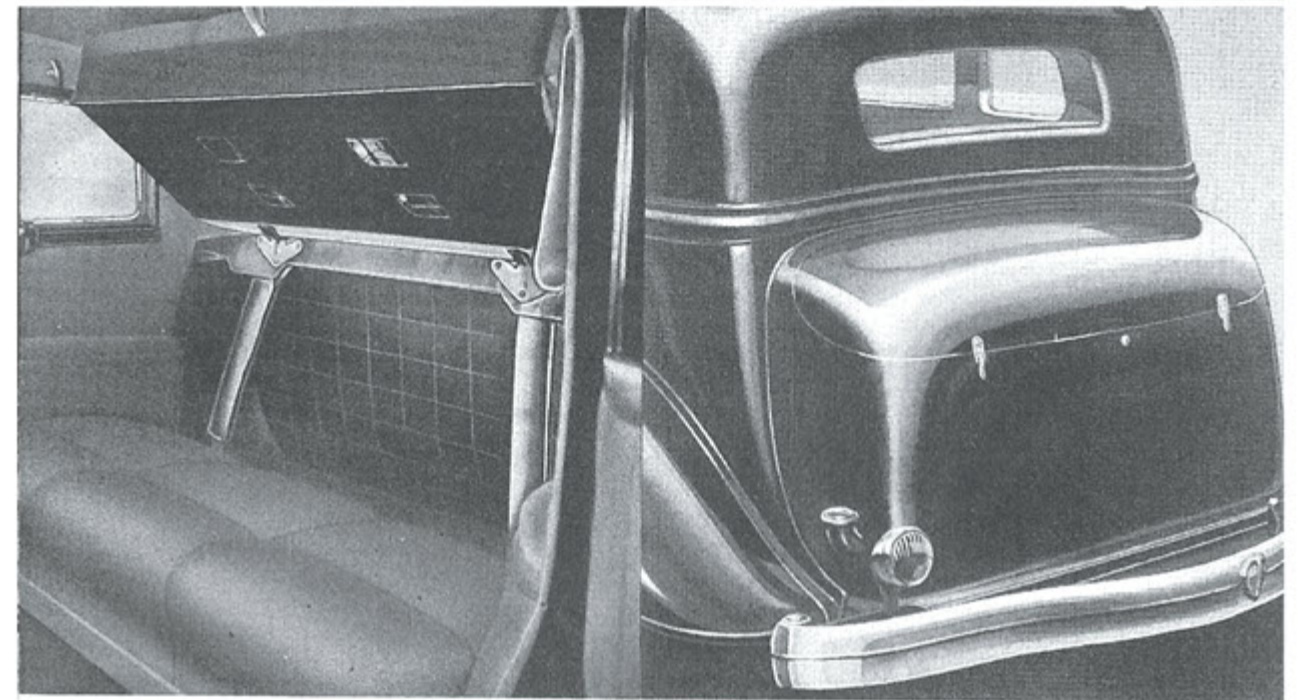
THE CHRYSLER SIX BROUGHAM



THE CHRYSLER SIX SEDAN



THE CHRYSLER SIX
CLOSE-COUPLED SEDAN

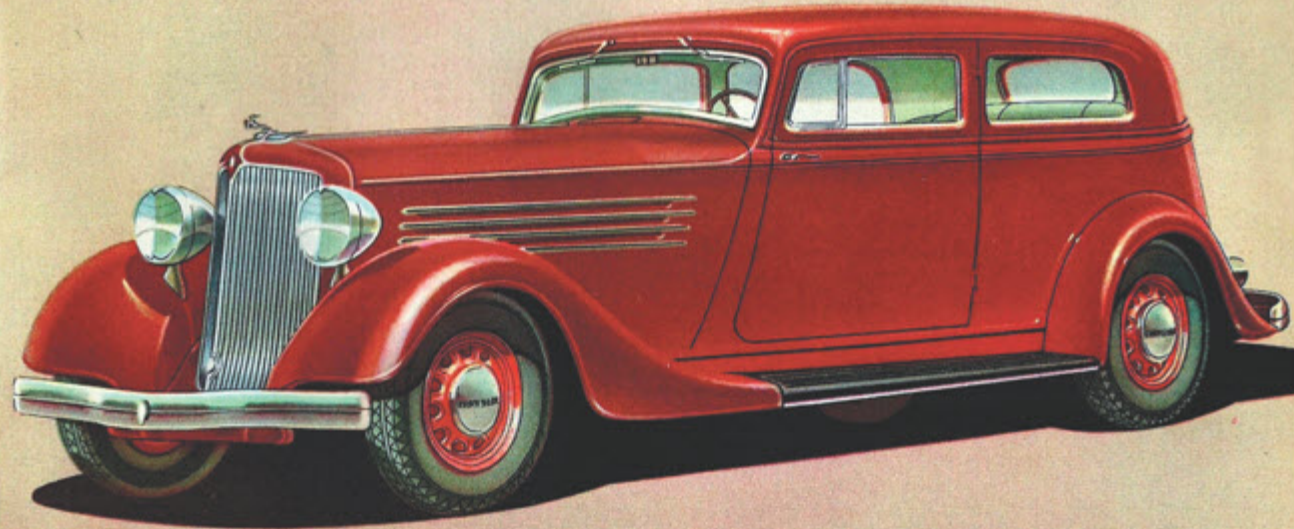


Chrysler body styling has made possible a large roomy luggage compartment located directly behind the rear seat. The seat back is hinged and lifts from the bottom affording easy accessibility from either side of the car.

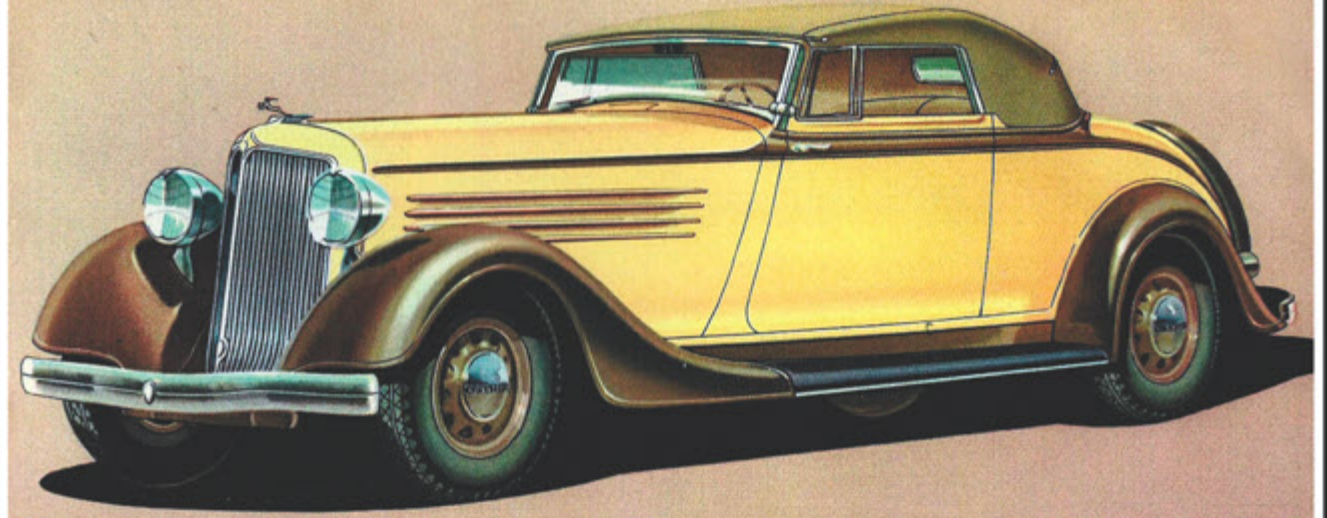
For those desiring more luggage space than is provided by the interior luggage compartment, there is available a handsome trunk, formed to the body contour which gives the appearance of being an integral part of the body.

Preference for the Close Coupled Sedan on the 121 inch wheelbase will be expressed by many because of the intimacy and privacy of this type of body design. In luxury of appointments and interior trim, it is identical in every respect to the Sedan with the one exception . . . that there are no rear quarter windows.

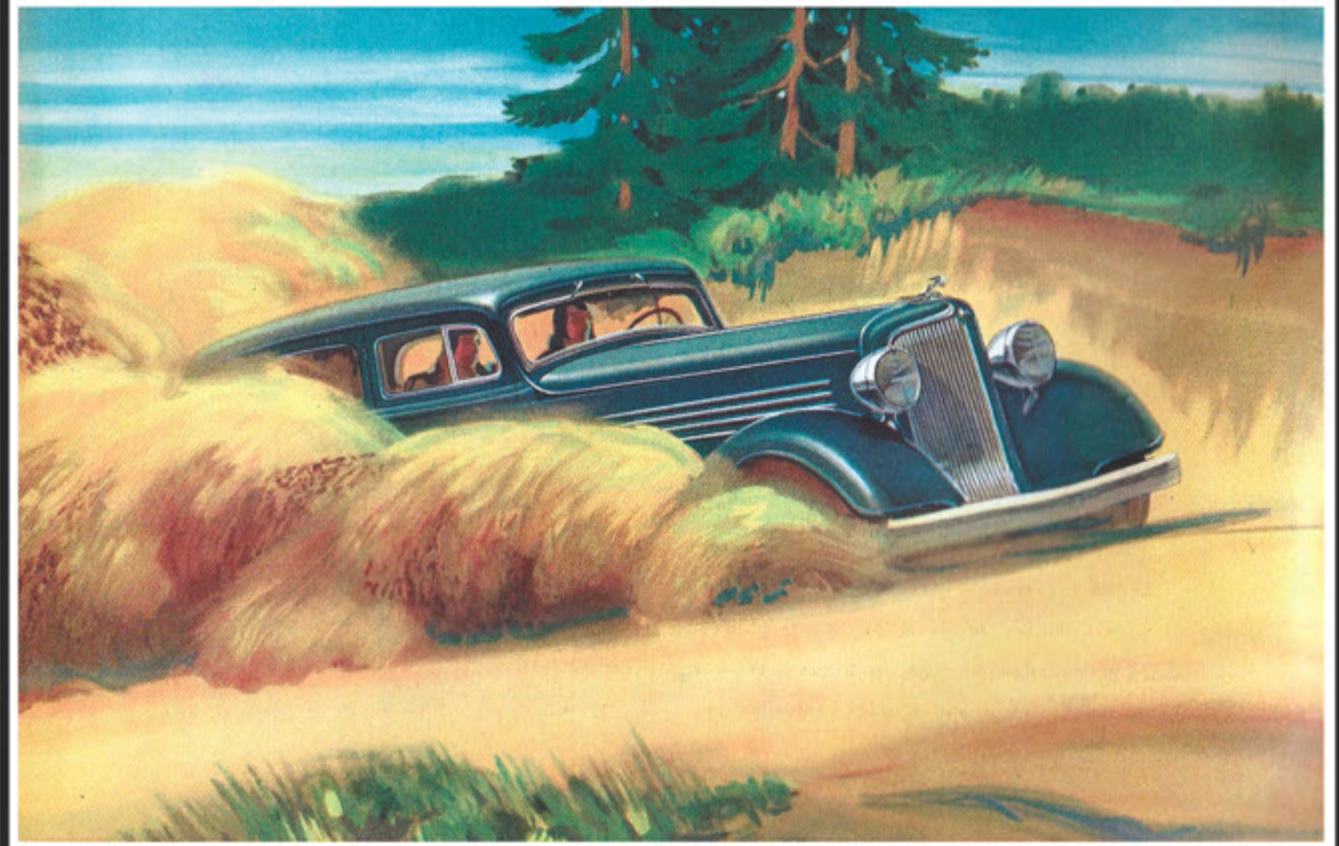
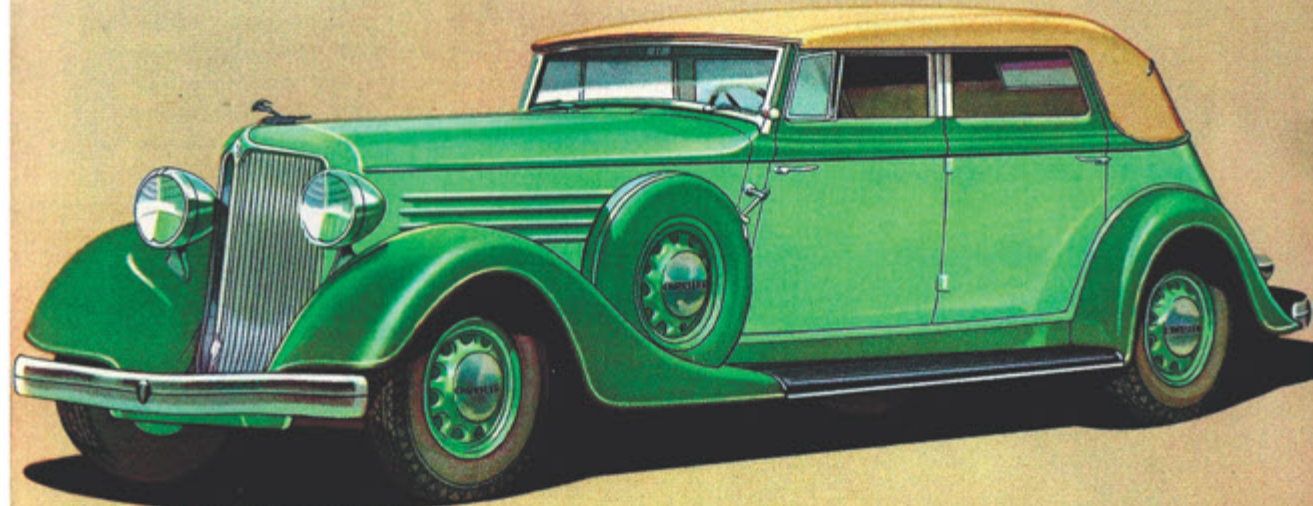
THE CHRYSLER SIX BROUGHAM

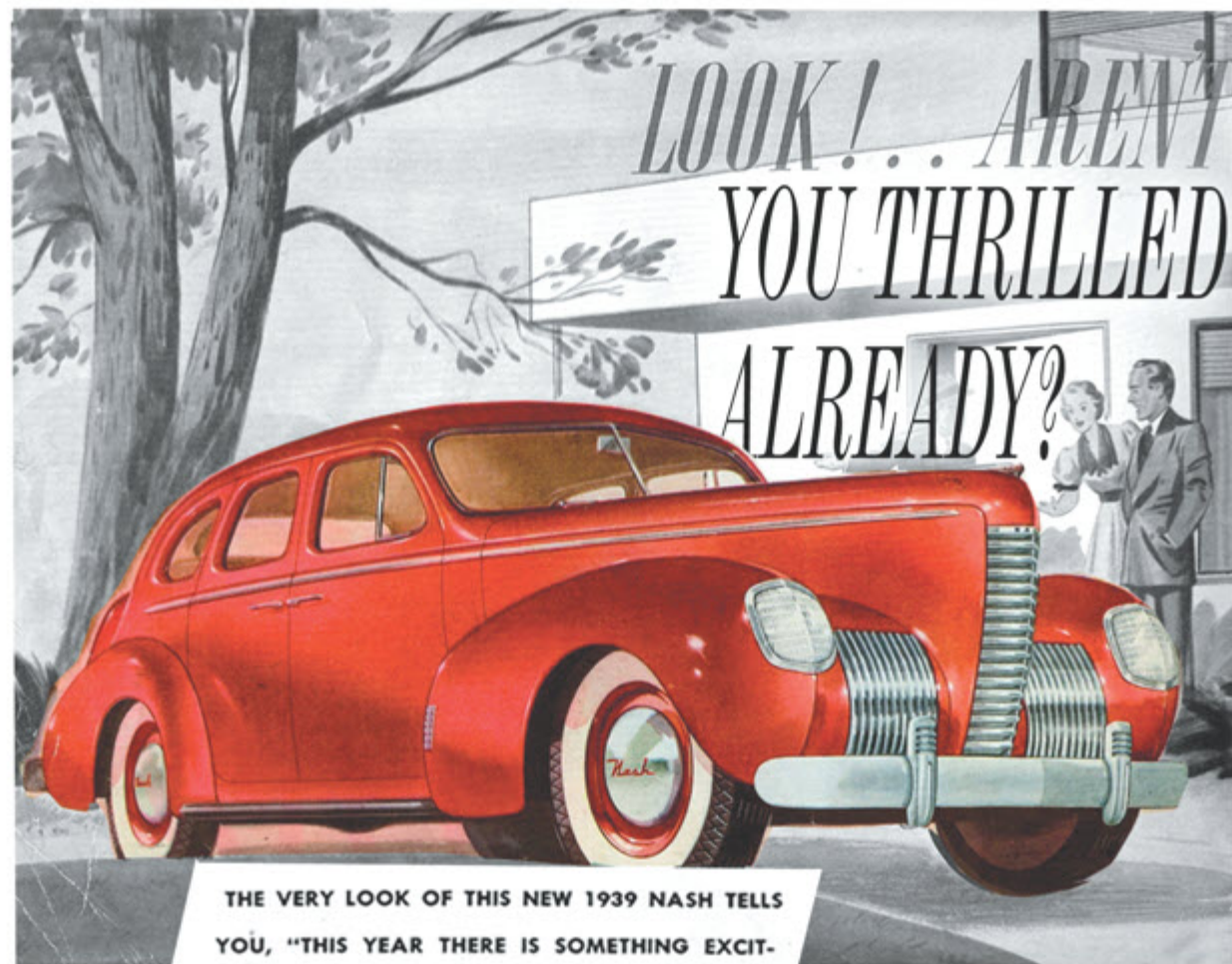


THE CHRYSLER SIX CONVERTIBLE COUPE



THE CHRYSLER SIX CONVERTIBLE SEDAN





THE VERY LOOK OF THIS NEW 1939 NASH TELLS YOU, "THIS YEAR THERE IS SOMETHING EXCITINGLY NEW IN MOTORING!"

● Today, you're thinking of buying an automobile. If you have driven this new Nash even as little as five miles, we believe your mind is made up.

For you know already it *does something* to you no car ever did before. Releases a hidden spring within you . . . puts more glamour . . . more excitement . . . and more *fun* into going places. It's a car that opens up new and thrilling horizons.

You already know it glides effortlessly along the road with ample power for every condition . . . for any emergency.

You already know that, with its many exclusive features, Nash actually becomes a luxurious living room on wheels.

But you are acquainted with only Chapter One . . . in the fascinating story of this Most Modern Car in the World. There are a thousand-and-one more things to see and marvel at.

Nash this year is a new kind of car . . . a car with more built-in thrills, more streamlined style and performance . . . than you've ever seen before.

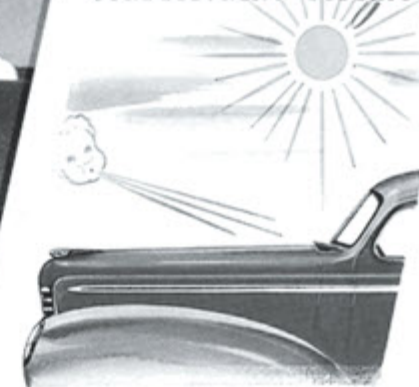
And that is the purpose of this catalog. It will give you the high-lights. Read it carefully, for every word is exciting news.

CAN YOUR
POCKETBOOK
AFFORD IT?

SURE--NASH
IS PRICED
NEXT TO THE
"ALL THREE"
CARS!



A NEW
NASH MIRACLE
"THE Weather Eye"
CONDITIONING SYSTEM



● Last year, Nash made world-wide news with the announcement of *Conditioned Air* for winter driving, a new heating and ventilating system that made cars in winter as comfortable as home living rooms.

Today, over a million people are witness to the fact that this sensational system gives results utterly unlike ordinary car heaters, similar or "make-shift" systems.

Now—more sensational news! This new kind of winter comfort is now *automatic*—An exclusive Nash feature! If you prefer "cool" car, or "warm" interior in preference to "hot," just dial what you want, and the "Weather-Eye" Conditioning System automatically gives you constant comfort—despite changes in driving speed, wind, or weather.

Spring, fall, and winter, you get the kind of "car weather" you want. In summer, the heat is turned off, and you can enjoy fresh air with windows tightly closed to rain, dust, and bugs.

Even under severe weather conditions, when ordinary heating equipment causes windshields to steam and windows to frost, there's no need to open windows a crack. With the snap of a lever, a flow of hot air is directed against the windshield, absolutely clearing it of ice, frost, and moisture. A real contribution to driving safety.

LAST YEAR'S MOST SENSATIONAL FEATURE NOW AUTOMATIC! JUST DIAL THE COMFORT YOU WANT IN WINTER . . . AND HAVE IT CONSTANTLY—DESPITE WEATHER, WIND, OR DRIVING SPEED

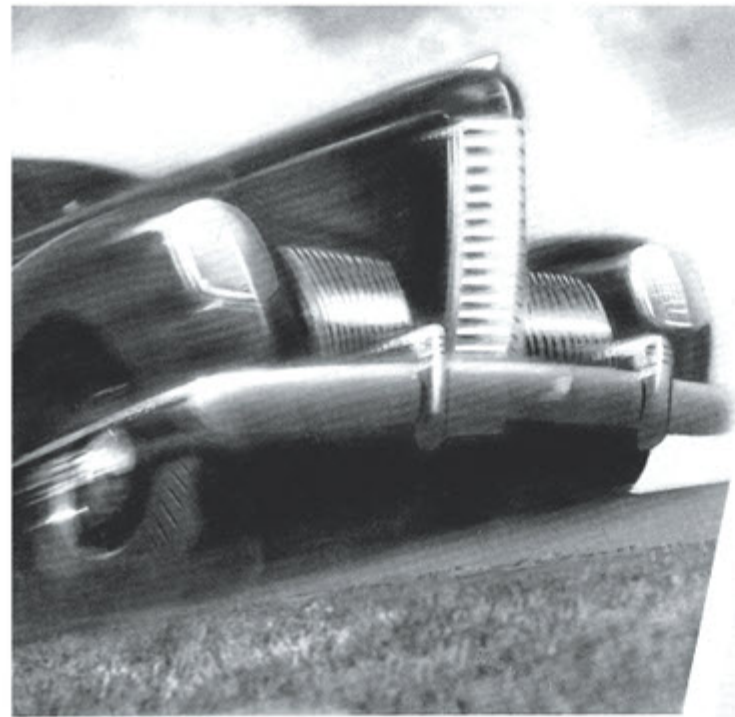
● YOU CAN RIDE WITHOUT WRAPS AND BE WARM AS TOAST IN ZERO WEATHER.

● GIVES YOUR CAR LIVING ROOM COMFORT! NO DRAFTS . . . NO STALE, SMOKY AIR.

● FRESH AIR THE YEAR 'ROUND—KEEP WINDOWS CLOSED TO DUST, NOISE, INSECTS, RAIN, DRAFTS!

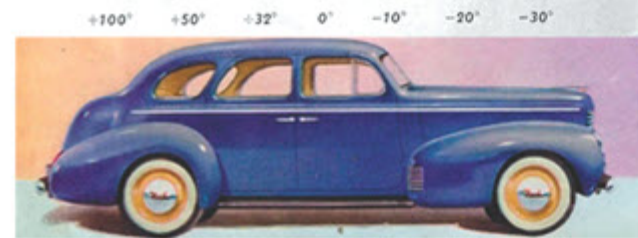


THE TWIST OF A DIAL
TURNS JANUARY INTO JUNE!



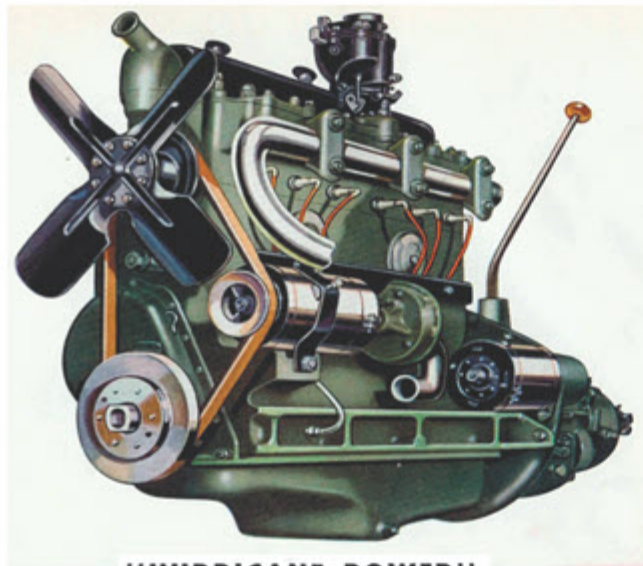
GENTLEMEN —
WE WARN YOU

IT'S FIRE ON FOUR WHEELS!



Whether it's the oven-like heat of Death Valley, or the frigid cold of a Canadian winter—a Nash will perform all day with the fuel mixture at an even temperature!

A NEW 1939 NASH ENGINE DEVELOPMENT . . .



"HURRICANE POWER"

TERRIFIC PICK-UP AND POWER . . .
New engine design—exclusive with Nash
—gives it hurricane acceleration.

PERFORMANCE that *doesn't vary, regardless of weather* . . . because of exclusive Nash internal manifolding.

MORE POWER ON LESS GASOLINE.

You have never experienced anything like it . . . at the merest touch of the toe, you sweep from a lazy pace to racing speed, with a snap that sinks you back deep into your seat.

Yet this great performing engine is *no prima donna*. Its performance never varies. It *can't* overheat. And in zero weather, it starts in a flash.

And behind this . . . is an engineering story that only Nash can tell.

This Power-plant is radically different from any other in the world . . . the first major improvement in engine design in years . . . greatly improved for 1939.

In other engines, the intake manifold is exposed—causing variable gas mixtures from front to rear cylinders, and making highest uniform efficiency impossible. In a Nash, the intake manifold is sealed *inside* the engine—*away from the weather*. Each cylinder gets the same temperature gas mixture—day in and day out, the year 'round—regardless of outside conditions. The result is—the leanest of mixtures gives performance that "owns the road!"

And in the Nash Ambassadors, you also get Twin Ignition, valve-in-head power.



10

OF YOUR PET DRIVING PEEVES ABOLISHED

- **No More Neck-Craning** to see overhead lights. A greater amount of overhead vision through your windshield.
- **No Dangerous "Blind Spots."** The windshield is three and one-half inches wider.
- **No More Hand Brake Struggle.** New type of friction grip releases instantly and easily.
- **New! Quick-Look Dials.** You don't even have to read figures to know how fast you're traveling.
- **No More Night Eye-Strain.** Variable intensity control of illumination of dials safeguards eyes. (Ambassador series.)
- **No More Parking Trouble.** New steering geometry lets you turn a Nash around more easily on most average streets.
- **Sit as You Like It.** New Adjustable Seat gives both the "six-footer" or his small wife the most comfortable driving position.
- **"No-Rol" on Hills.** Prevents the car from slipping backwards, yet requires no foot for braking. (Optional—extra.)
- **No Fumbling for Starter.** Simply depress your clutch. Makes false starts in gear impossible.
- **No More Gear Shift Struggle.** A Sm-o-o-th Steering Post Shift. (Illustrated at right.)



SHIFT AS EASY AS 1-2-3

with New Steering Column Control

● Yes, it's as simple as that. For here, at last, is a shifting device that solves all your former gear shift problems.

Nothing new to learn . . . but Nash's 1939 Steering Column Shift* is *brand-new*—from transmission to control! Operated on ball-bearings, with new-type constant mesh transmission gears, this new Nash device lets you shift quickly, smoothly, positively without ever taking your hand from the steering wheel.

There's no troublesome "sticking," as you may have found in other cars. No danger of slipping out of gear. In as many seconds, you've shifted from low into second into high. And the gear lever is *out of the way*—leaving the front compartment comfortable and roomy . . . the "foot space" completely clear . . . providing plenty of room for three full-size passengers.



*YOU'VE
NEVER HAD
A RIDE
LIKE THIS
BEFORE*

SO SMOOTH YOU CAN READ, OR
TAKE A NAP—ON ANY ROAD, AT
ANY SPEED . . . WRAPPED IN A
BLANKET OF SILENCE, YOU HEAR
NO OUTSIDE NOISE . . . SO QUIET
INSIDE YOU CAN HEAR A WHISPER!



*500 MILES A DAY
FEELS LIKE AN AFTERNOON
DRIVE*

● You're making time down a rough country road. Suddenly, a chuck-hole looms up. . . .

Instinctively, you steel yourself for that "shock-bang"—your muscles tighten. But nothing happens! There's no movement . . . no noise . . . not even the swishing of wind . . . as you silently sweep along.

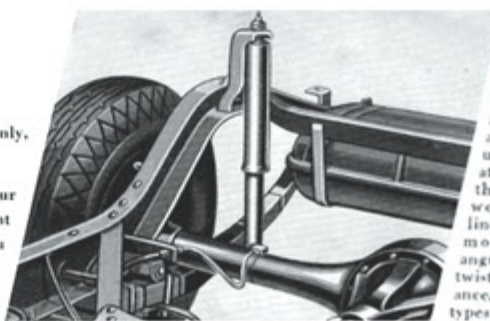
Again—you are driving through crowded streets. The roar of the city is about you—but unless your window is open (and it need not be, with Nash's sensational new automatic "Weather-Eye" Conditioning System), noises are faint, indistinct, as if through a heavy fog.

It's the same—wherever you drive. The new Nash is so sound-proofed you can't hear the engine, even on hills. And it rides so smoothly you can read newspaper print!

If you are technically minded, here's the answer: new type giant shock-absorbers, 40% larger than average; perfect weight balance; synchronized springing; ride stabilizer; and eleven other contributing features.

Sand-Mortex sound-proofing—exclusive with Nash, and discovered by Nash-Kelvinator engineers. This new scientific method of deadening sound is far superior to any other insulating material generally used.

Just for the thrill of it, take a ride in the new Nash. Try it over any and all kinds of roads . . . under all manner of traffic conditions. Give it the toughest test and see if you don't agree it has the most restful ride you ever experienced.

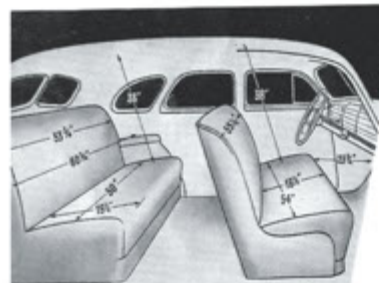


Super double-acting shock absorbers 40% larger than average . . . probably largest ever used in a car. Set at right angles to the frame, they work directly in line with the axle movement. No angular distortion, twisting, and unbalance, as in other types of "shocks."

You can sink your fist into these soft cushions. They have new light gauge super-flex springs. They are at chair-height from the floor. You sit at a comfortable angle.



HOW'S THIS FOR Room?



● The young lady is in the front seat of a Nash car. Not, as you might think, stretched out on a big, modern divan. Perhaps this will give you an idea of how much more room your money buys when you decide on Nash. Roomier seats, roomier floor space, big, wide doors. You notice the tremendous difference the minute you step inside!

Go over a 1939 Nash with a tape-measure, and see for yourself how inches have been added to front seat . . . how leg room has been increased. And, as big as Nash trunks have always been, they will swallow an extra bag this year. Everything is in new, greater dimensions. Every interior appointment is designed for pleasing style and utmost comfort.

*Quality
IN EVERY DETAIL*



No Mud-Splashed Doors. Nash running boards are "island" type. Ingenious, concealed, drip-catch fins in the fenders prevent water from splashing up . . . doors don't scratch up from flying gravel.



Press a Button to Lock. No uncomfortable stretching back from the front seat to lock rear doors. Simply depress this convenient button on the window moulding, which is directly behind your shoulder.



Brand New on Nash This Year! A two-way switch that in one position lights the reading lamp and ignition switch. Flip it the other way to illuminate the instruments. Ignition lock also locks the steering wheel.



*YOUR NASH IS A
Sleeping Car!*

A BIG DOUBLE BED READY IN FIVE MINUTES . . . SWELL FOR WEEK-END TRIPS . . . CAN SAVE YOU \$25 UP TO \$75 A YEAR!

● Going on a fishing or hunting expedition? A vacation or week-end trip? Just pile your luggage and whatever sports equipment you need into your Nash. No need to take along tents, cots, or other equipment. No need to worry about the additional expense of over-night stops.

An exclusive feature . . . a Bed-in-a-Car—actually gives you a big, double bed in the rear, available

in five minutes' time! Nash's soft, roomy seats make the most comfortable of "mattresses." And there's space for everything—clothes, baggage, accessories. Like the ship-shape cabin of a cruising boat.

It's another reason why—in a Nash—you can "live on wheels" . . . luxuriously . . . and love it!

It's simple to operate, too. The new and improved 1939 bed arrangement is better than ever! More comfortable . . . and easier, quicker to use. Have your Nash dealer show you how easily and quickly a Nash can be converted into a de luxe sleeping car!



THE NASH *Special*



Four-Door Sedan with Slipstream Back and Concealed Luggage Compartment.

Here is Nash's big EXTRA VALUE series! Priced right down with the lowest . . . yet offers smartness and luxury, both inside and out, comparable to far more expensive cars.

1939 NASH SPECIFICATIONS (LaFAYETTE SPECIAL SERIES)

ENGINE—Super-Thrift L-Head Monitor Sealed type with inlet, exhaust and oil manifolds cast in block. Developed horsepower 99 at 3400 R.P.M. Cushioned and balanced in three-point rubber mountings. Iso-Thermal fuel system; dual down-draft carburetion; Invar Strut Aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full length cylinder water jacketing; seven main bearing crankshaft with 66.34 sq. in. of bearing area; vibration damper; full pressure engine lubrication; rifle bored connecting rods for positive lubrication of piston pins and cylinders.

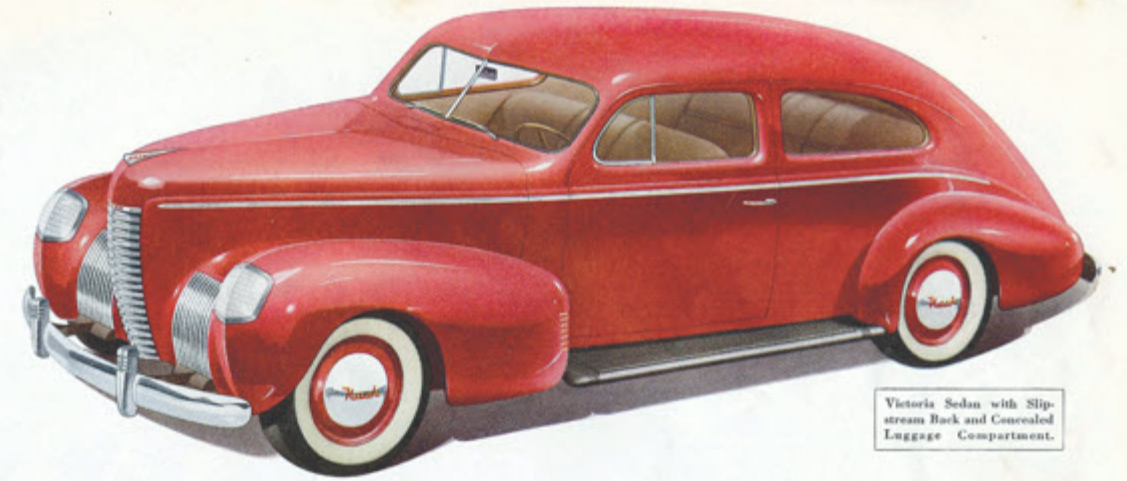
CHASSIS—117-inch wheelbase with synchronized springing. Solid front axle for greater stability and safety. Rigid girder X-type frame with box section side rails of double thickness. Oversize Hydraulic brakes with 168 sq. in. of lining area and cast iron drums. Sky-liner type Super-Hydraulic shock absorbers with "sea-leg" mounting for greater stability; arrow straight steering with shock eliminator; all silent Synchro-Shift transmission with quiet helical gears; Automatic Fourth Speed Forward, optional extra. Big 16 x 6.00 low pressure tires with silent ribbed non-skid tread.

BODY—All-steel heavily braced and welded into rigid one-piece unit. Completely insulated and sound-proofed. New Sand-Mortex insulating material applied to steel floor makes most silent running car on road.

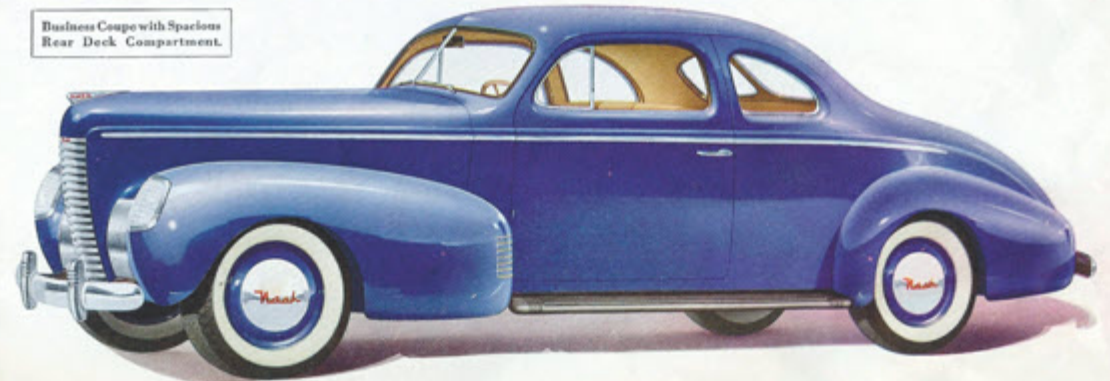
Weather-sealed around doors to prevent entrance of annoying drafts. Entire body and fenders bonderized to prevent rust. No draft ventilation system. Exclusive Nash automatic Weather-Eye Conditioning System, optional extra.

EQUIPMENT—Glove box door lock, dual windshield wipers, sun visor, front door arm rests, steering and ignition lock, twin tail lamps, bumpers with vertical bars, spare wheel and tire.

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 cars previously sold.



Victoria Sedan with Slipstream Back and Concealed Luggage Compartment.



Business Coupe with Spacious Rear Deck Compartment.



THE NASH *De Luxe*



Four-Door Sedan with Built-In Trunk

● Look at the size of it—the length of it! Completely new, from proud radiator to streamlined tail-light. Here—for just a few dollars more than the lowest—you can step into *fine car ownership!*

1939 NASH SPECIFICATIONS (LaFAYETTE DELUXE SERIES)

ENGINE—Super-Thrift L-Head Monitor Sealed type with inlet, exhaust and oil manifolds cast in block. Developed horsepower 99 at 3400 R.P.M. Cushioned and balanced in three-point rubber mountings. Iso-Thermal fuel system; dual down-draft carburetion; Invar Strut Aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full length cylinder water jacketing; seven main bearing crankshaft with 66.34 sq. in. of bearing area; vibration damper; full pressure engine lubrication; rifle bored connecting rods for positive lubrication of piston pins and cylinders.

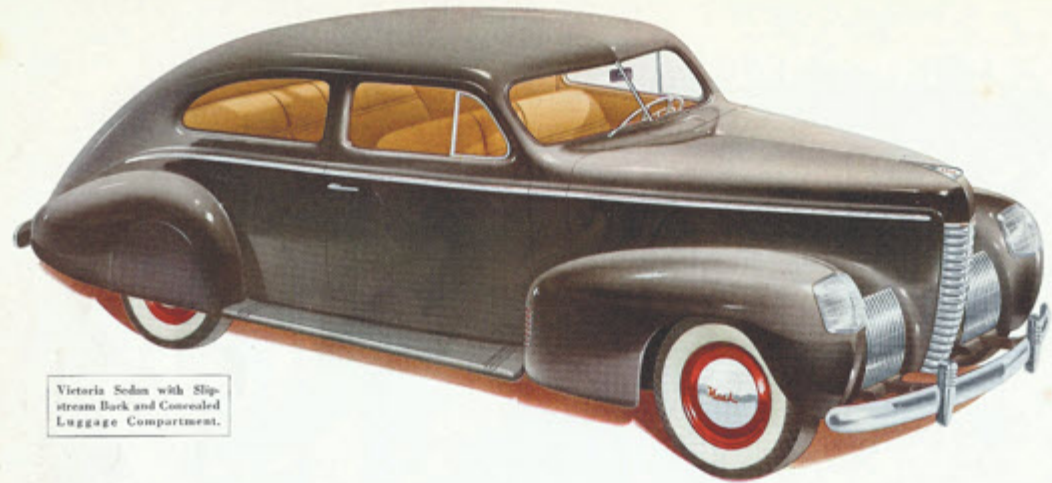
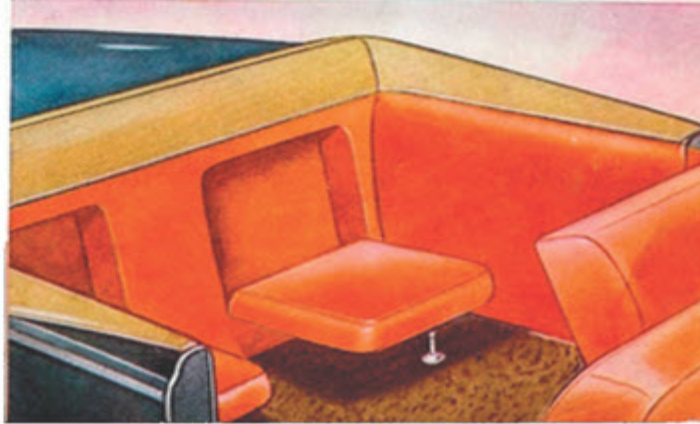
CHASSIS—117-inch wheelbase with four synchronized pre-lubricated springs fitted with spring leaf inserts and metal covers. Solid front axle for greater stability and safety. Rigid girder X-type frame with box section side rails of double thickness. Oversize Hydraulic brakes with 160 sq. in. of lining area and cast iron drums. Ride stabilizer to stabilize steering and prevent sway on turns. Sky-liner type Super-Hydraulic shock absorbers with "sea-leg" mounting for greater stability; arrow straight steering with shock eliminator; all silent Synchrono-Shift transmission with Nash Steering Column Shift and Automatic Fourth Speed Forward, optional extra. Big 16 x 6.50 low pressure tires with silent ribbed tread.

BODY—All-steel heavily braced and welded into rigid one-piece unit. Completely insulated and sound-proofed. New Sand-Mortex insulating material applied to steel floor 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. No draft ventilation system. Exclusive Nash automatic Weather-Eye Conditioning System, optional extra.

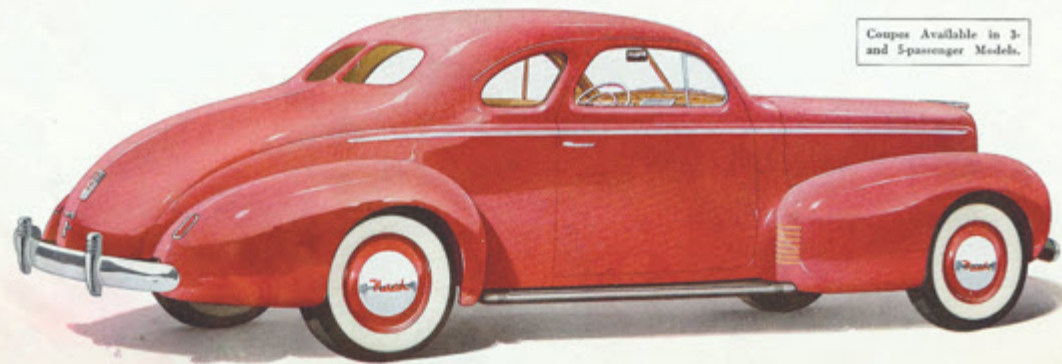
EQUIPMENT—Equipped with rear compartment ash tray, assist cords, ventilating rear quarter windows on four-door sedans, robe cord, dual windshield wipers and sun visors, front door arm rests, steering and ignition lock, glove box door lock, twin tail lamps, metal spring covers, bumpers with bumper bars, ride stabilizer, dual horns, spare wheel and tire, and voltage control generator.

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 cars previously sold.

(Opera seats pictured below are in convertible and all-purpose coupes.)



Victoria Sedan with Slipstream Back and Concealed Luggage Compartment.



Coupe Available in 3- and 5-passenger Models.

INSIDE & OUT

IT'S AMERICA'S OUTSTANDING
AUTOMOBILE VALUE!

• And here is your inside view of the exciting new De Luxe Series... did you ever see such luxury, such smartness, so many appointments in a low-priced car?

Actually, on a side-by-side comparison, you will find few cars at any price that can match this Nash

for beauty and value! Compare it with cars you consider 'way outside your reach. Compare performance, ease of handling, all its really modern features. Make any comparison you want—then answer one question: Wouldn't you honestly rather own this Nash?



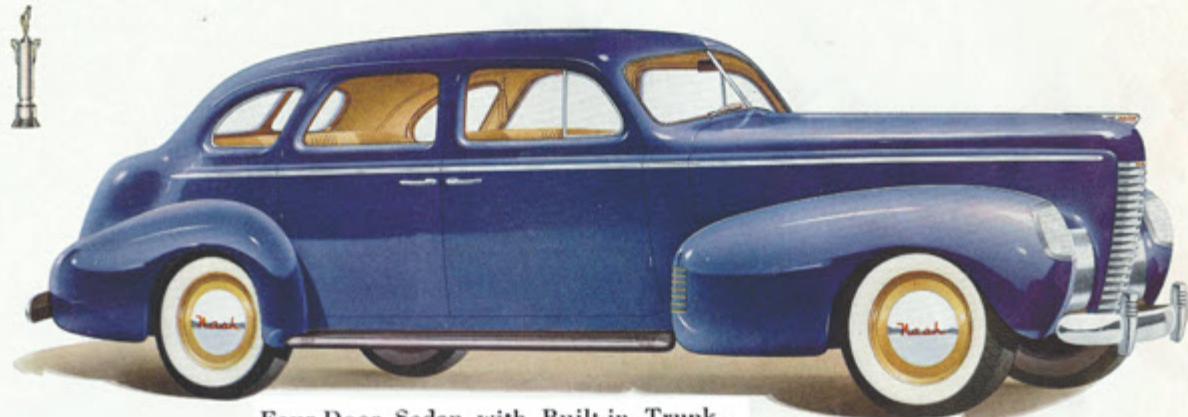
Convertible Coupe with Opera Seats to Accommodate Two Extra Passengers.



Four-Door Sedan with Slipstream Back and Concealed Luggage Compartment.

Ambassador
SIX SERIES

THE NASH *Ambassadors*



Four-Door Sedan with Built-in Trunk.

With all its glitter and glamour, the Nash Ambassador Six is America's economy champion in its price class!

1939 AMBASSADOR SIX SPECIFICATIONS

ENGINE—Valve-in-head, Super-Thrift Engine with inlet and exhaust manifolds cast inside. Developed horsepower 105 at 3400 R.P.M. Cushioned and balanced in three-point rubber mountings. Iso-Thermal fuel system; down-draft carburetion with automatic choke; Twin Ignition Power with two spark plugs per cylinder; Invar Strut Aluminum pistons for closer fit, quieter operation; four piston rings for greater power and economy; full length cylinder water jacketing; seven main bearing crankshaft with 66.34 square inches of bearing area; vibration damper; full pressure engine lubrication; rifle bored connecting rods for positive lubrication of piston pins and cylinders.

CHASSIS—121-inch wheelbase with four synchronized pre-lubricated springs fitted with bearing metal inserts, for soft uniform action, and metal covers. Solid front axle for greater stability and safety.

Rigid girder X-type frame with box section side rails of double thickness. Oversize Hydraulic brakes with 176 sq. in. of lining area and cast-iron drums. Ride stabilizer to stabilize steering and prevent sway on turns. Sky-liner type, Super-Hydraulic shock absorbers with "sea-leg" mounting for greater stability; arrow straight steering with shock eliminator; all silent Synchro-Shift transmission with Nash Steering Column Shift and automatic Fourth Speed Forward, optional extra. Big 16 x 6.25 low pressure tires with silent ribbed tread.

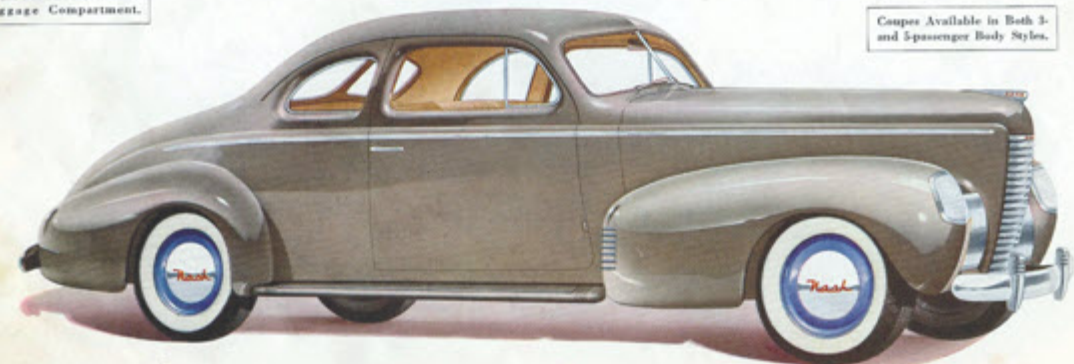
BODY—All-steel heavily braced and welded into rigid one-piece unit. Completely insulated and sound-proofed. New Sand-Mortex insulating material applied to steel floor makes most silent running car on road. Weather-sealed around doors to prevent entrance of annoying drafts. Entire body and fenders bonderized to prevent rust. No draft ventilation system. Exclusive Nash Automatic Weather-Eye Conditioning System, optional extra.

EQUIPMENT—Equipped with rear compartment ash tray, assist cords, ventilating rear quarter windows on four-door sedans, robe cord, dual windshield wipers and sun visors, front door arm rests, steering and ignition lock, glove box door lock, twin tail lamps, metal spring covers, bumpers with bumper bars, ride stabilizer, dual horns, spare wheel and tire, and voltage control generator.

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 cars previously sold.



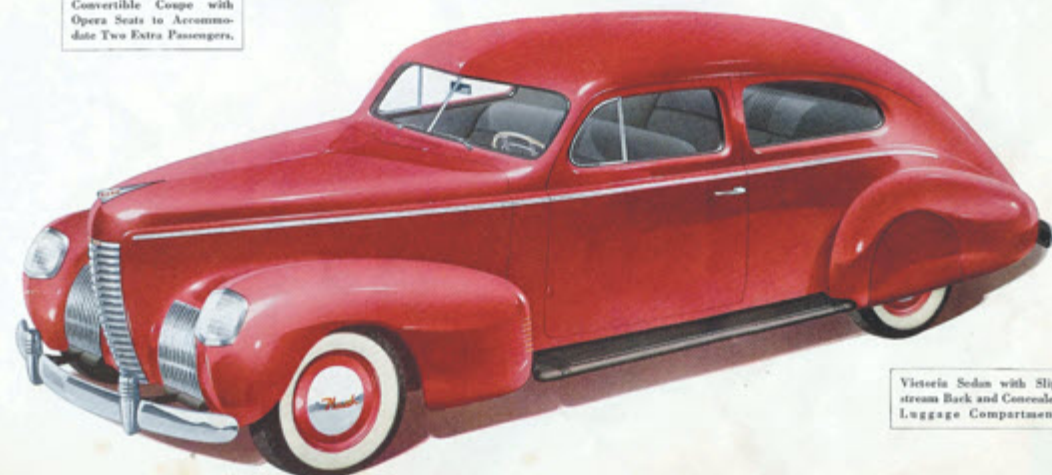
Four-Door Sedan with Slipstream Back and Concealed Luggage Compartment.



Coupe Available in Both 3- and 5-passenger Body Styles.



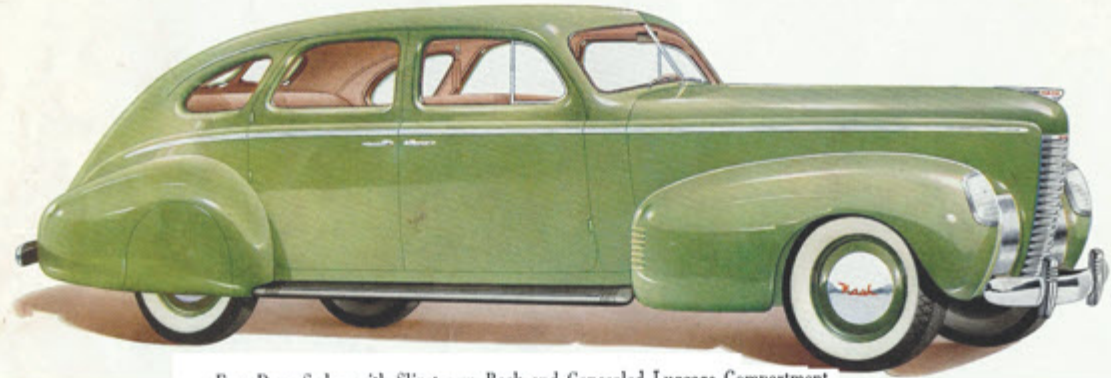
Convertible Coupe with Opera Seats to Accommodate Two Extra Passengers.



Victoria Sedan with Slipstream Back and Concealed Luggage Compartment.

Ambassador
EIGHT SERIES

AND THE *Luxury Nash Ambassadors*



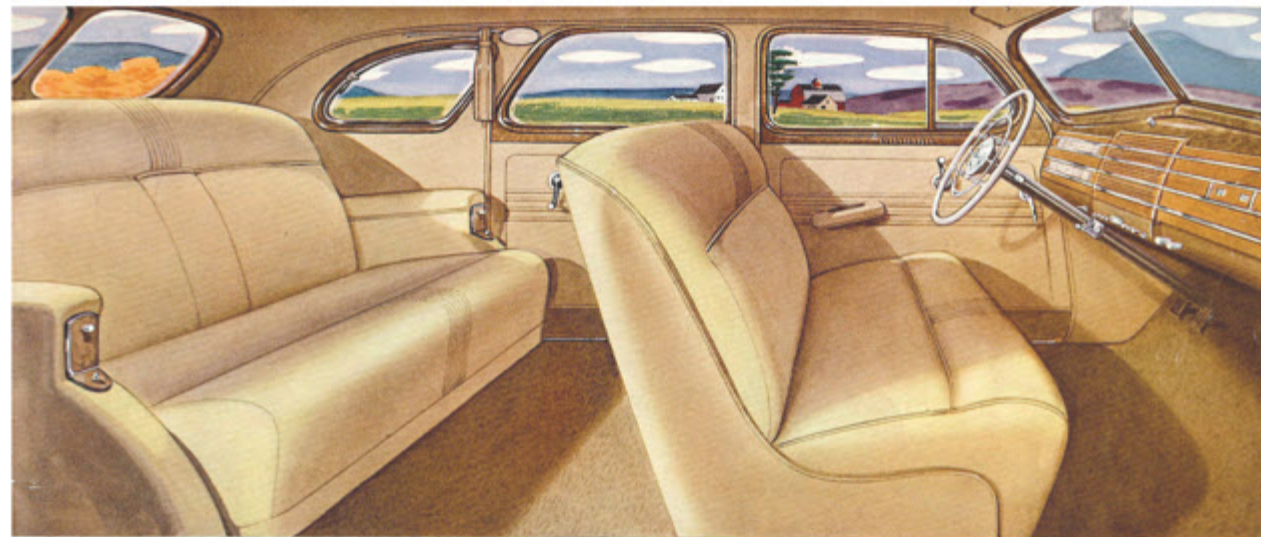
Four-Door Sedan with Slipstream Back and Concealed Luggage Compartment.

FOR THE NEXT BEST THING TO FLYING—TAKE A TWIN IGNITION RIDE



● It stands alone . . . the only car of its kind in America, with the only engine of its advanced type in the world today. Here is the power-pattern that holds all world speed records on land, sea, and in the air . . . simplified! Here is eager horsepower, fed by an unimpeded down-flow of fuel, for smoother sweep; and fired by two spark plugs per cylinder,

instead of one, for more complete combustion. Here are efficient intake manifolds built into the engine, isolated from variations in outside temperatures that slow up operation. Here are, in fact, the newest and most modern automobile engines in the world . . . the Twin Ignition, valve-in-head power plants in the Nash Ambassador Six and Eight!

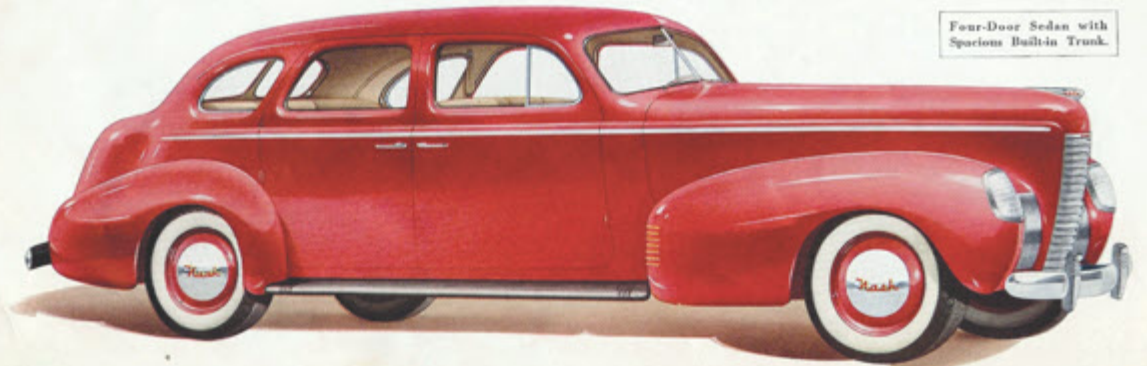


PRESENTING *Mayfair Interiors*

● Through the wide doors of the Ambassador "8" you step into—a modern living room. Here, again, the genius of one of America's foremost designers has been at work . . . transforming old-time drabness into inviting loveliness. Soft, billowy seats with air-foam rubber cushioned padding are more comfortable than your favorite arm-chair. Ash trays at every hand. Upholstery so sumptuous you can sense its costly, long-wearing quality at a touch. Wide, level floors. Clever assist cords . . . reading lights . . . and other conveniences . . . exquisitely executed. You see here the craftsmanship of master coach designers and builders!



Convertible Coupe with Opera Seats to Accommodate Two Extra Passengers.



Four-Door Sedan with Spacious Built-in Trunk.



Victoria Sedan with Slipstream Back and Concealed Luggage Compartment.



Coupe Available in Both 2- and 4-Passenger Body Styles.