



*In the background—Golden Pavilion of Jehol—one of the finest examples of Chinese Lama architecture—Century of Progress International Exposition, Chicago, 1933.*

# You'll say "LET'S BUY A NASH"

● The purchase of a new car is being seriously considered today in countless family living rooms. ¶ To those family councils, Nash now presents the five series of Nash cars for 1933. ¶ Whether it be the lowest priced Nash, with a four-door sedan priced at \$695 f. o. b. factory, (illustrated above), or the supremely fine, 125-horsepower, Nash Ambassador Eight Limousine at \$2055, the Nash motor car is a quality car. ¶ Nash prices are substantially lower than in 1932,

but the quality has not suffered. The contrary is true. As an example, the Nash Big Six, priced \$130 under 1932, is a finer car than its predecessor—one of the best performers on the road today—engi-

neered for longer life. ¶ You may not drive the car you buy in 1933, three, four or more years. But if it is a Nash, you can do it—and this at minimum upkeep expense, and with no appreciable decline in the fine character of its transportation. ¶ Nash builds quality. The Nash dealer sells quality. Go to him before you commit yourself to buy, and look through these Nash cars. Get a first-hand appreciation of Nash quality—and right then, you'll say—"Let's Buy a Nash."

## NASH

*Eminent in quality—Chriftly in price*

**BIG SIX**  
116-inch Wheelbase—Four Body Styles  
\$695 to \$745

**STANDARD EIGHT**  
116-inch Wheelbase—Five Body Styles  
\$830 to \$900

**SPECIAL EIGHT**  
121-inch Wheelbase—Six Body Styles  
\$965 to \$1095

**ADVANCED EIGHT**  
128-inch Wheelbase—Six Body Styles  
\$1255 to \$1575

**AMBASSADOR EIGHT**  
133 and 142-inch Wheelbases—Nine Body Styles  
\$1545 to \$2055

All Prices Quoted f. o. b. Factory—Special Equipment Extra