

NOW-WITH
AIRFLYTE
CONSTRUCTION



The Luxurious
Nash
Ambassador

FOR 1950

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Yes, the 1950 Nash Ambassador is something new in high-compression power, in the building and streamlining of an automobile.

Try it for an hour or two. Then you'll know what luxury and motoring pleasure really mean.

*Now lift the
lever
and
Go!*



Nash Offers You These Three Transmission Options

HYDRA-MATIC

Completely automatic transmission, with fluid coupling, combined with exclusive Nash Selecto-Lift Starting developed by Nash engineers. Available in the 1950 Nash Ambassador series as optional equipment at extra cost.

AUTOMATIC OVERDRIVE

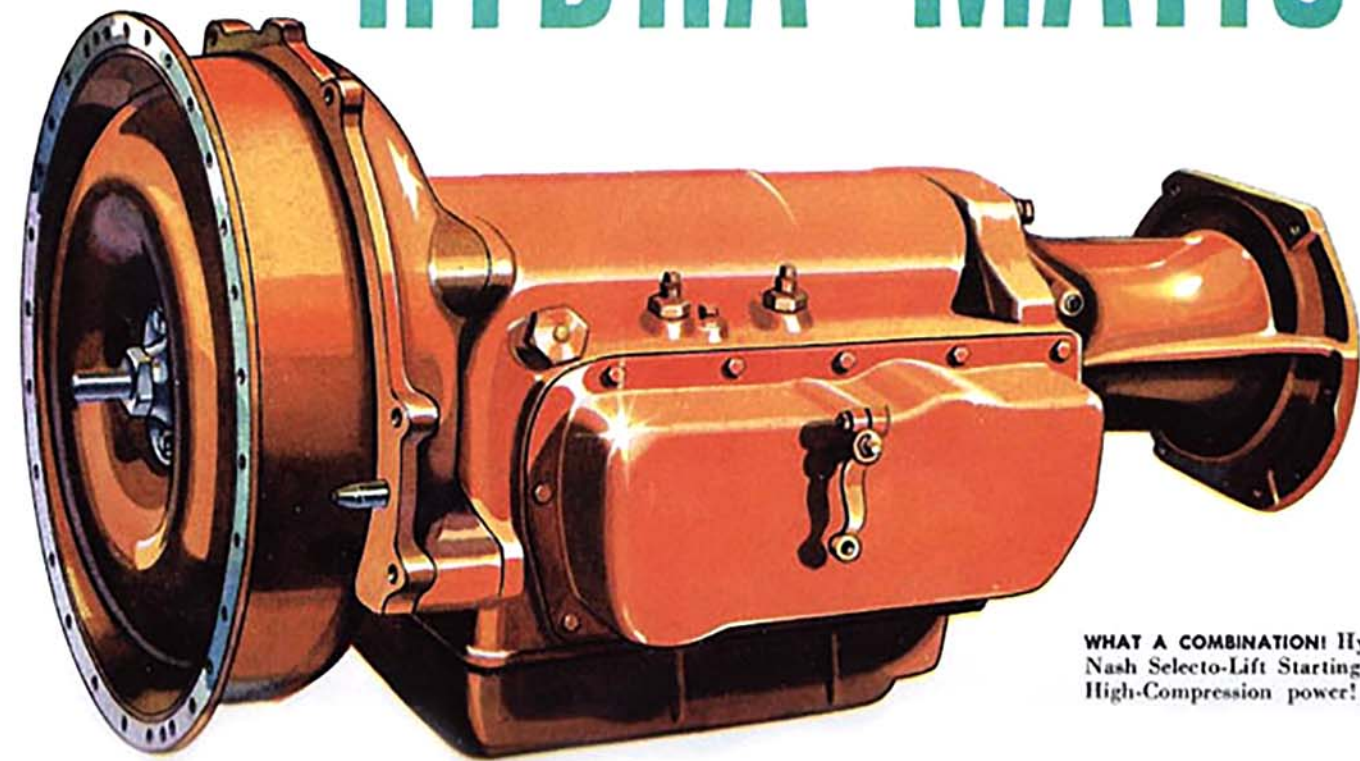
Provides a Fourth Speed Forward with Automatic Overtake. Conserves engine power, increases gasoline mileage up to 20%. Available in both the 1950 Nash Ambassador and Statesman as optional equipment at extra cost.

STANDARD

Nash standard Synchro-Mesh Transmission with easy finger-tip shifting, and feather-touch clutch. You can try, and compare, all these drives in a Nash—decide which is best for you, your pocket-book, and your driving requirements.

No Starter Button to push . . . no gears to shift . . . no clutch pedal to operate

NASH AMBASSADOR
with **HYDRA-MATIC!**



WHAT A COMBINATION! Hydra-Matic Drive, Nash Selecto-Lift Starting and Turbo-Head High-Compression power! Try it and see!

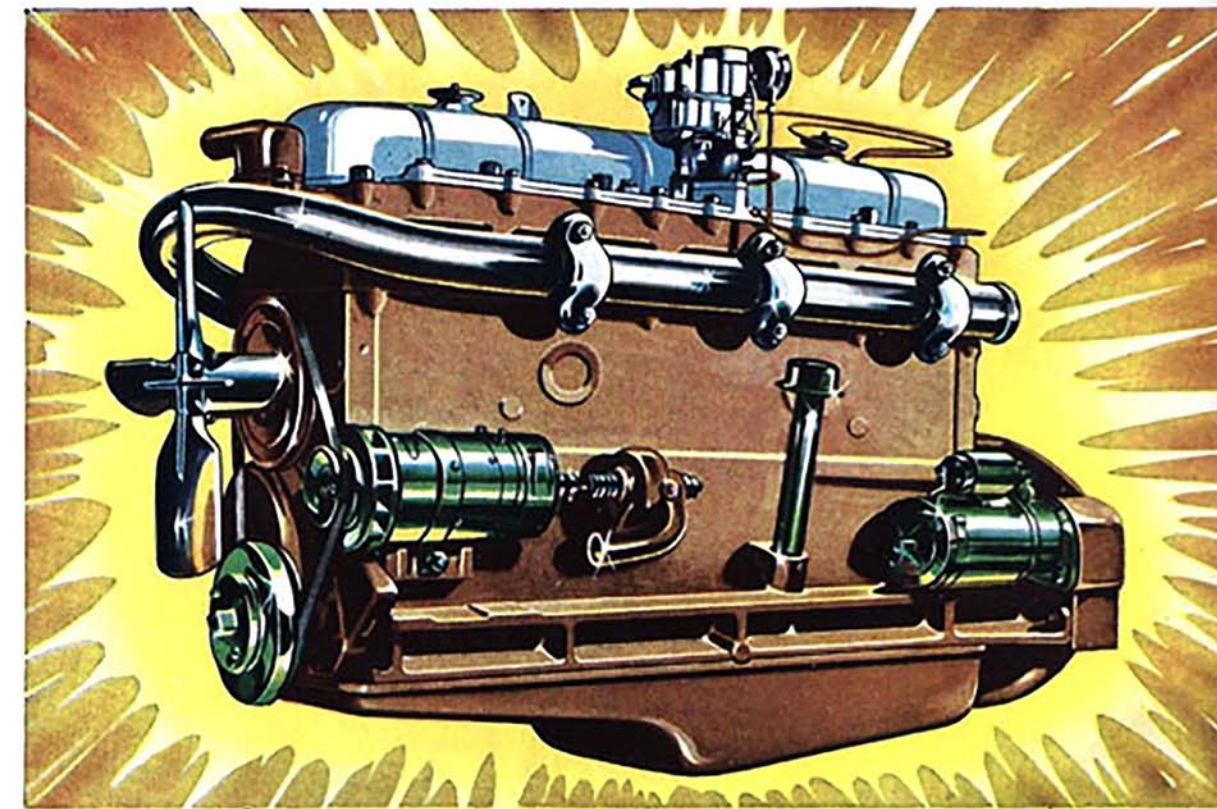
The Smoothness and Convenience of Full Automatic Transmission

Here—in the new Turbo-Head engine—is blazing power that not even Nash Ambassador owners have known before—a new standard of high-compression performance that in Nash alone is achieved on regular gasoline. Combined with the last word in automatic driving—the world-proved Hydra-Matic Drive, plus exclusive Nash Selecto-Lift Starting—the Ambassador engine means truly effortless power.



Sturdy backbone of this power-plant is the massive 7-bearing Nash crankshaft, 100% counterbalanced—its mate found only in one other car in the world, Rolls Royce.

This year, too, there are new advancements in flywheel balancing . . . in valves and valve lubrication . . . and a new, power-saving, straight-through muffler.



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1950
Nash Ambassador
Airflyte



NASH AMBASSADOR AIRFLYTE 2-DOOR SEDAN



NASH AMBASSADOR AIRFLYTE 4-DOOR SEDAN



NASH AMBASSADOR AIRFLYTE CLUB COUPE

1950 ENGINEERING DATA

BODY—Airlyte Construction . . . Body-and-frame of Unitized type, built as one solid welded unit. Front seat elbow width, 63 inches, rear seat, 61 inches. Front seat headroom 36 inches; rear, 35 inches. Legroom front, 41 to 37 inches; rear 39 to 43 inches. Trunk capacity 28½ cu. ft. All steel parts of body bonderized for rust resistance. Doors on all models front hinged for safety.

EXTERIOR—Over-all length of car 210 inches, width 77½ inches. Height, loaded, 62 inches. Road clearance 7½ inches. Turning radius 22 ft. 2 in. Wheelbase 121 inches. Front tread, 54½ inches; rear, 60½ inches.

RUNNING GEAR—Suspension by frictionless coil springs both front and rear. Torque tube drive from rear axle, allowing rear springs to be designed for load carrying and bump absorption. Steering by high

efficiency worm-and-roller type mechanism. Duo-Servo brakes, acting on 10-inch drums. Transmission equipment includes either conventional 3-speed unit, or automatic overdrive at extra cost, or the Hydra-Matic drive, also at extra cost. Axle ratio, 4.1:1 with conventional transmission, 4.4:1 with automatic overdrive and 3.54:1 with Hydra-Matic. Tires 7.10 x 15, super cushion, 20 gallon fuel tank.

POWER PLANT—Overhead valve, 6 cylinder, 234.8 cu. in. Bore 3¾ in., stroke 4¾ in. Horsepower, 115 at 3400 rpm. 7.3:1 compression ratio. Pistons fitted with 4 rings, lower oil ring being of the U-Flex type. Counter-balanced crankshaft supported by 7 main bearings. Pressure type lubrication, including pressure to piston pins through drilled connecting rods. Intake manifolds sealed-in-head (a Nash exclusive) with Iso-Thermal temperature control from cooling

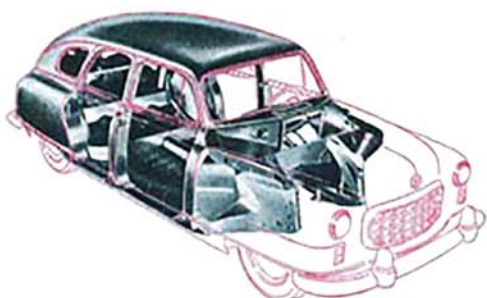
water. Carburetor of fuel-miser Uniflo-Jet type, another Nash exclusive. Camshaft drive by quiet timing chain.

MODELS AND EQUIPMENT—The Ambassador is offered in both Super and Custom models, providing a wide variety of upholstery options, colors and equipment. The Weather Eye, the Nash-exclusive automatic heating system, is available at extra cost on all cars. Folding front seats to form a built-in bed (another Nash exclusive) are standard on all two-door, club coupes and Custom 4-door sedans; available at slight extra cost on Super 4-door sedans. Reclining right front seat, with 5 total positions for relaxing or dozing, available at extra cost. Recessed panel for radio and accessory controls with "Roll-a-Lock" sliding cover (radio extra), huge glove drawer of pull-out type, and curved, one-piece windshield on all models.

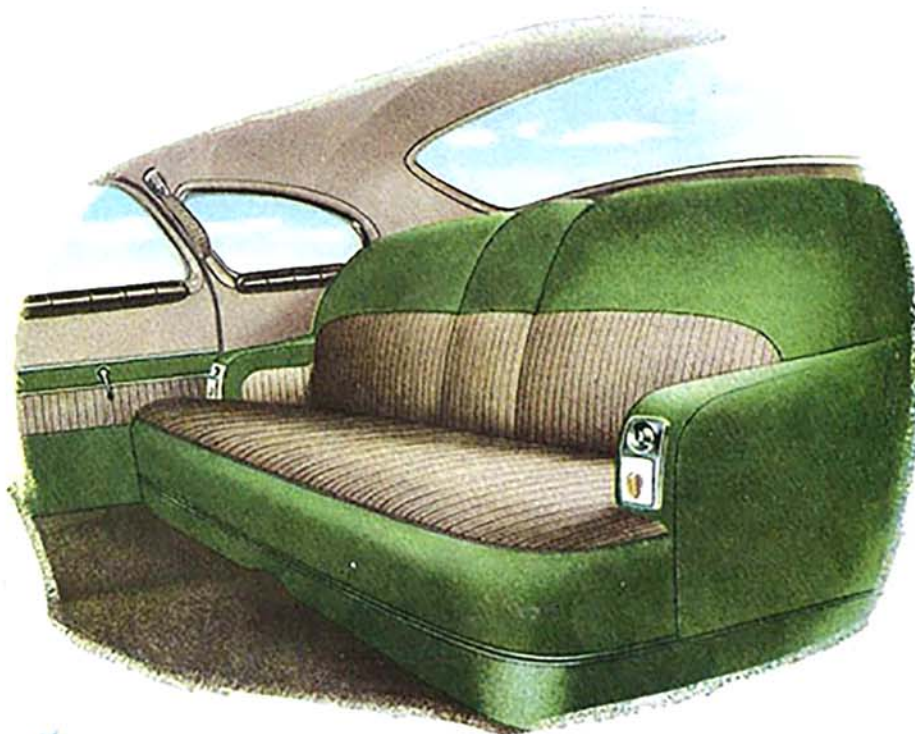
Nash Motors reserves the right to make changes at any time, without notice, in specifications, prices of models, and also to discontinue models.

ONLY THE *Nash Ambassador*

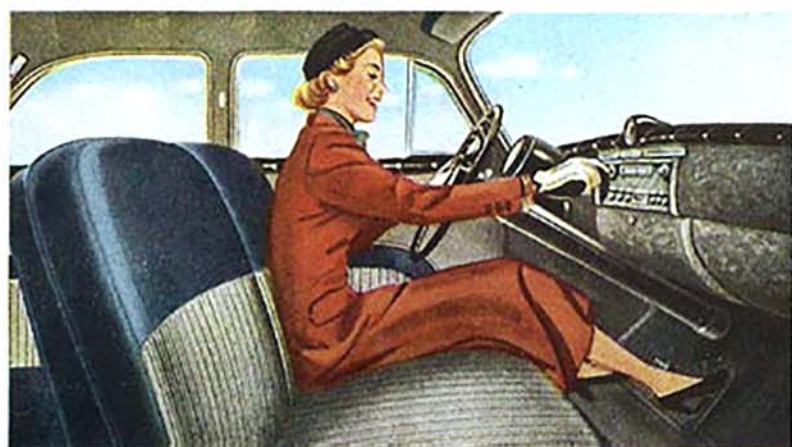
OFFERS ALL THESE OUTSTANDING FEATURES !



AIRFLYTE CONSTRUCTION—the greatest single advance in motor car construction in 40 years . . . the key to safety, comfort, economy and performance you have never known before in an automobile. With Airlfite Construction—exclusive to Nash—body and frame are one integral unit, eliminating noise-making joints, bolts and nuts.



COLOR KEY INTERIORS—something new in styling—enables you to plan your car's interior as you would your living room. Skilled decorators have selected upholstery colors to harmonize with the wide range of 21 beautiful Nash exterior colors.



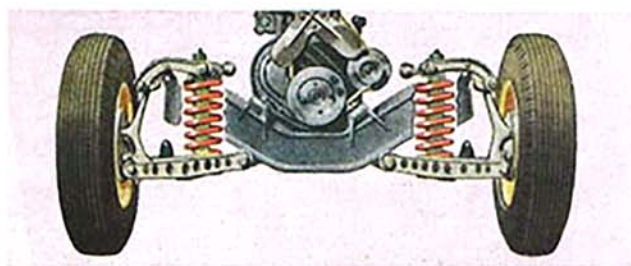
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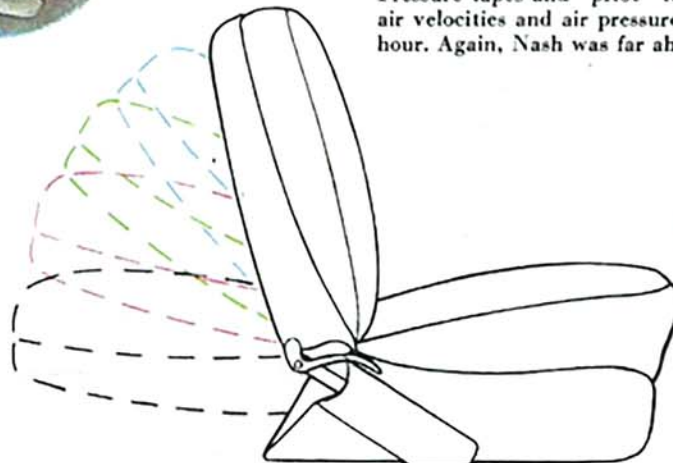
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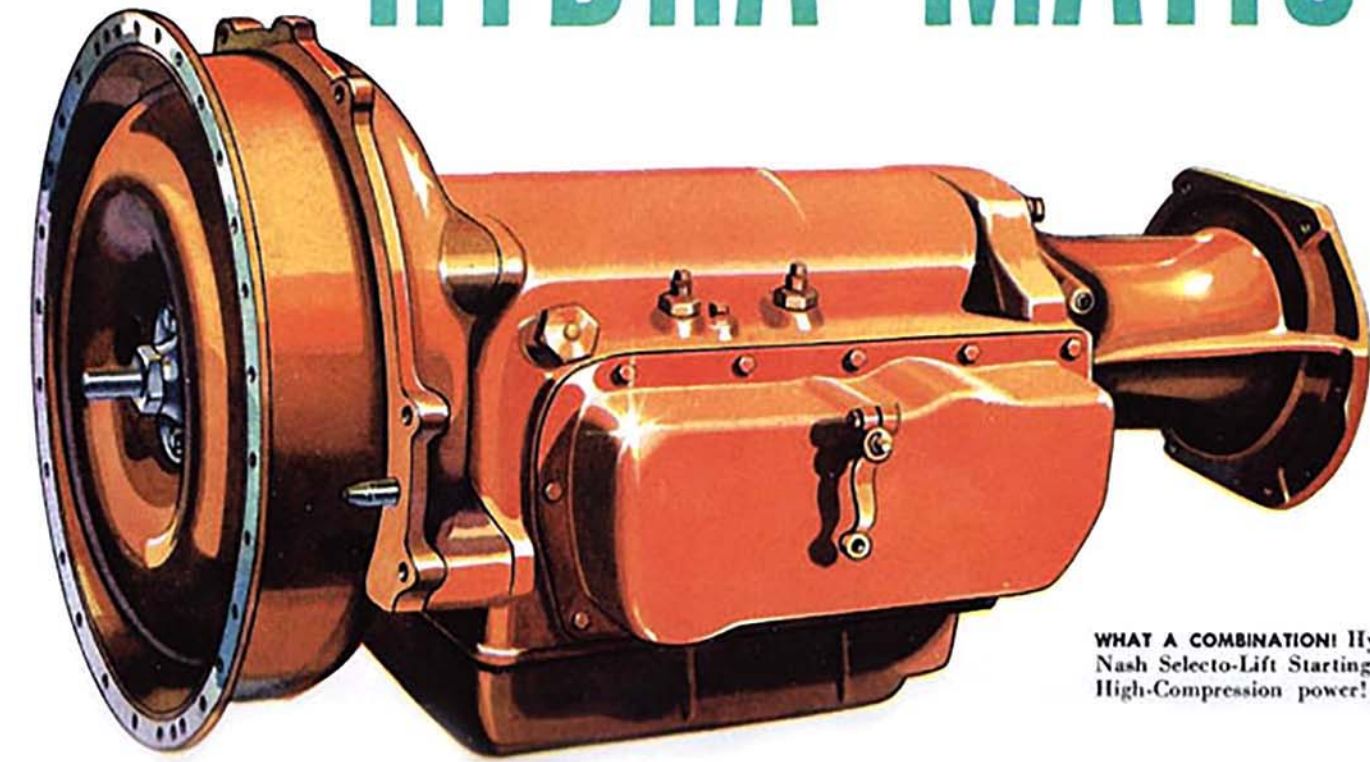


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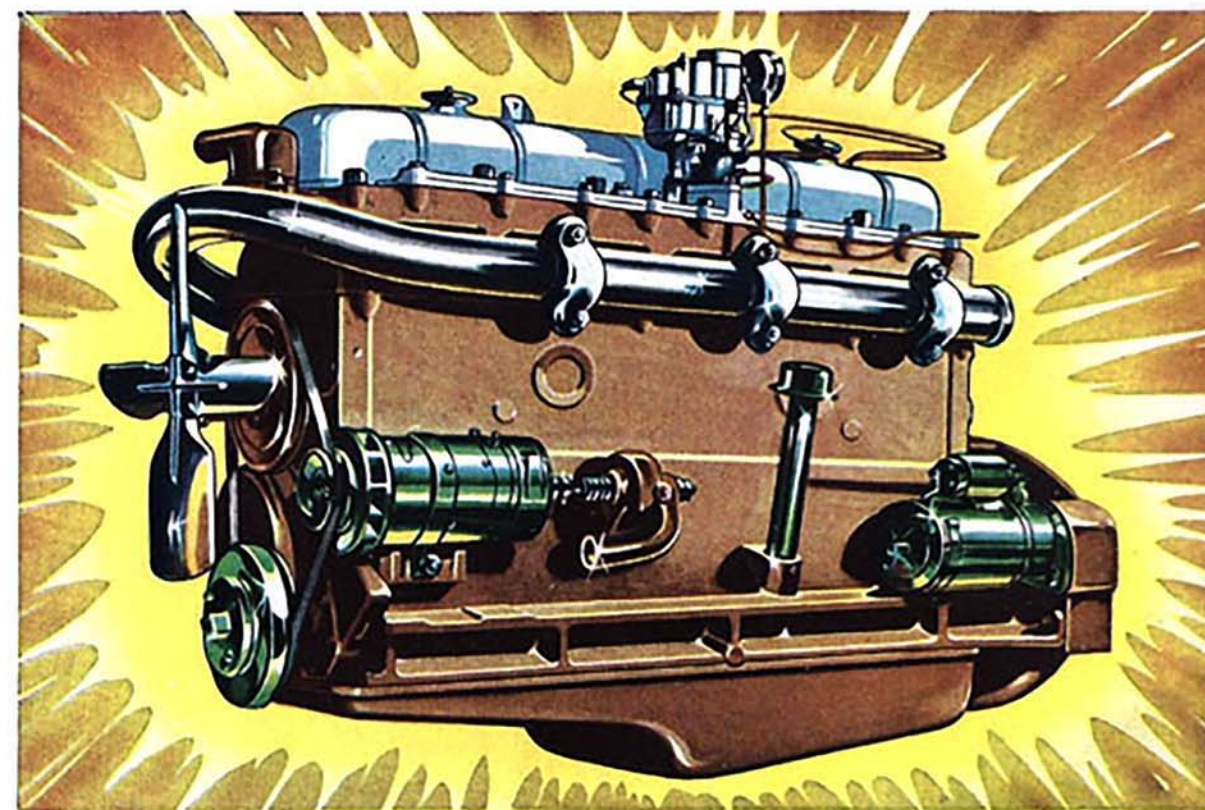
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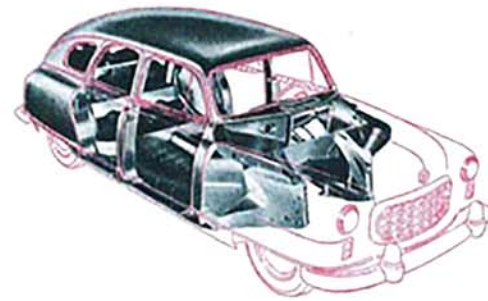


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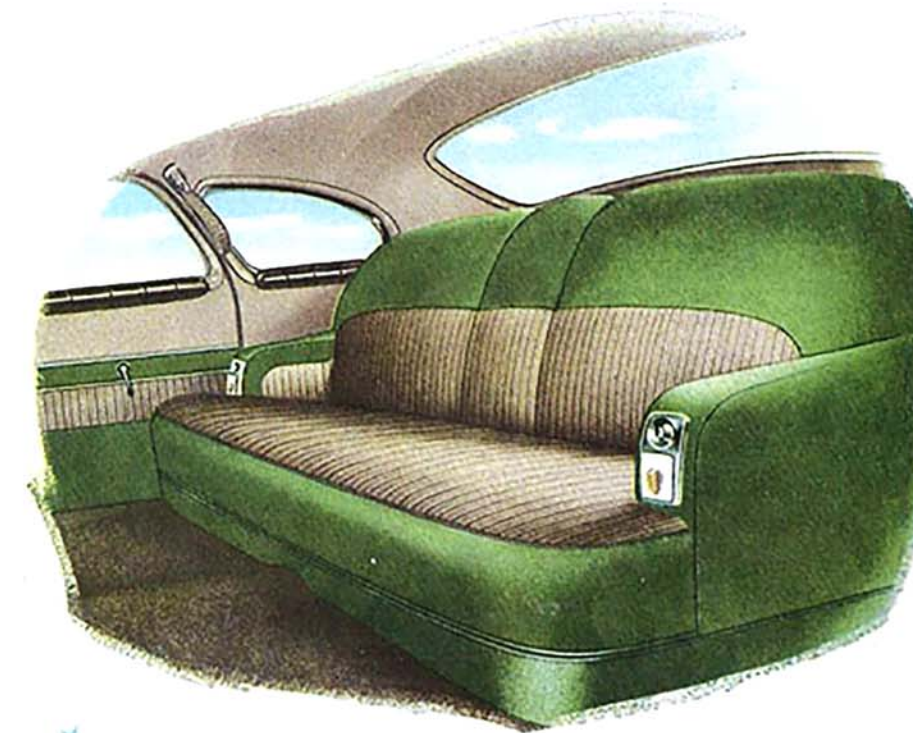
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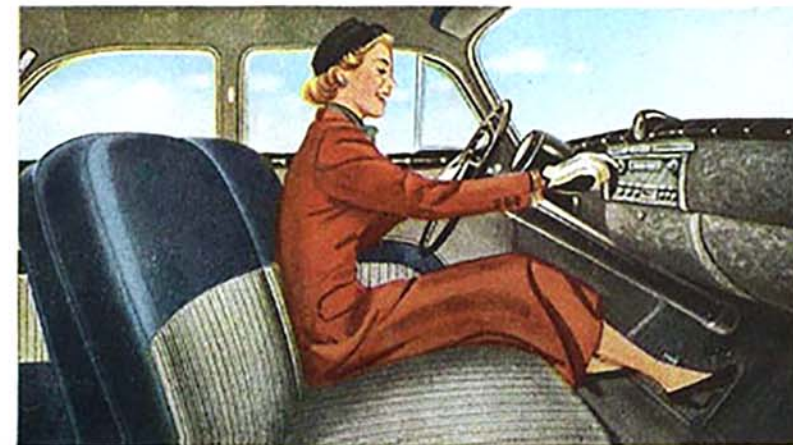
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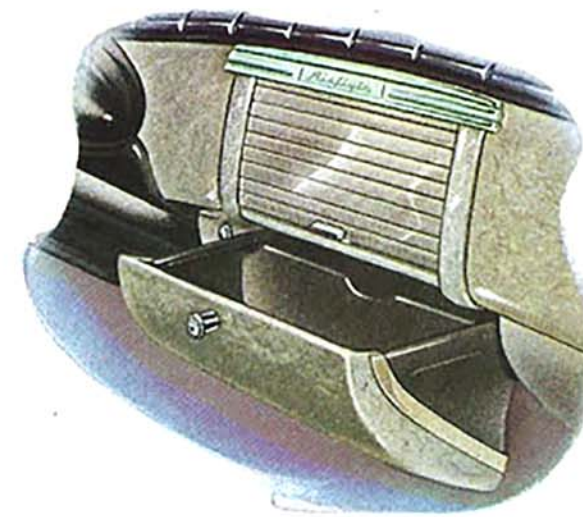
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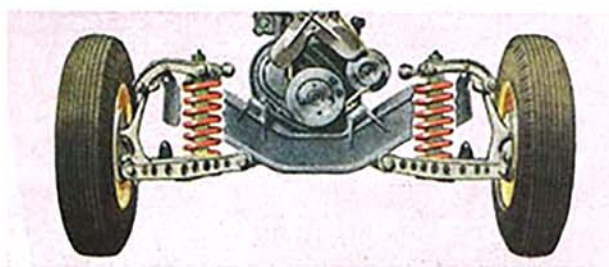
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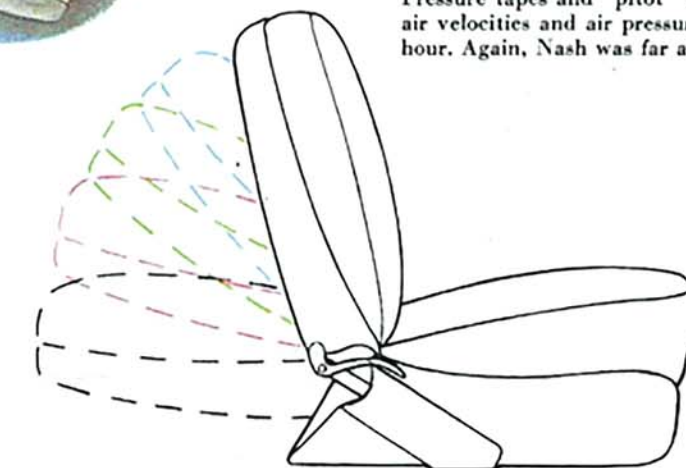
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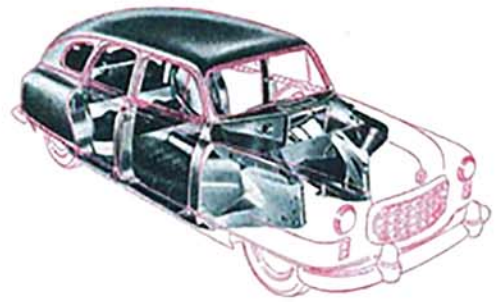
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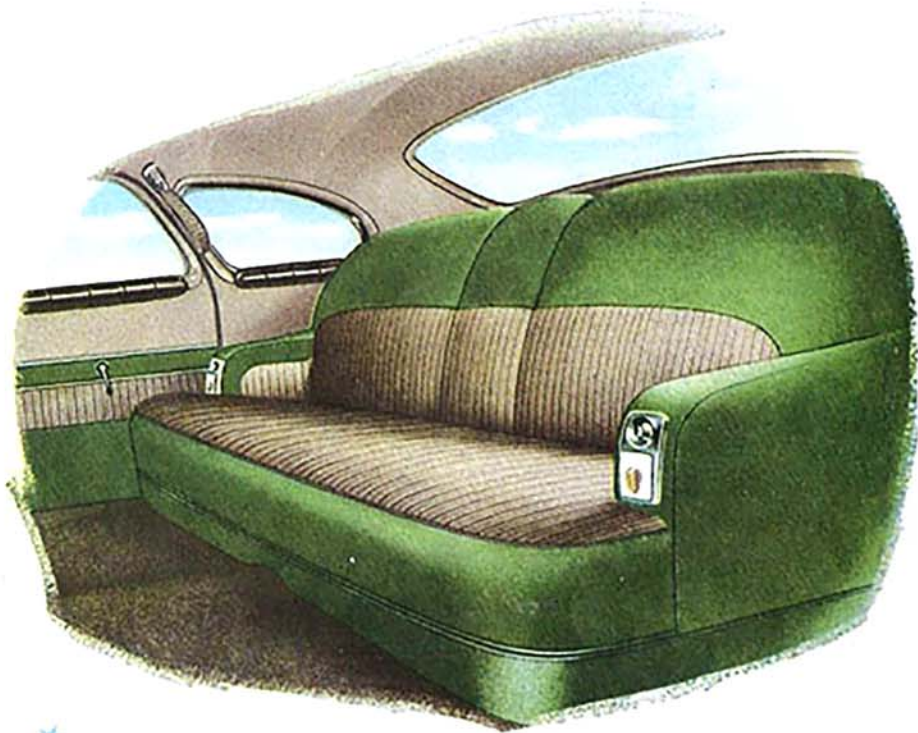
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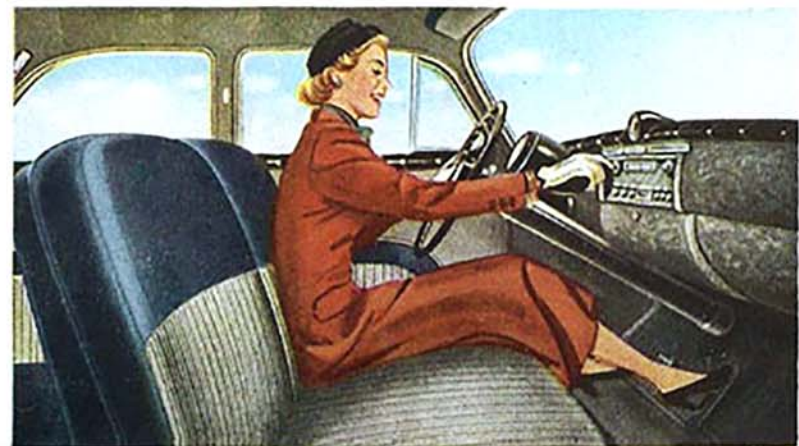
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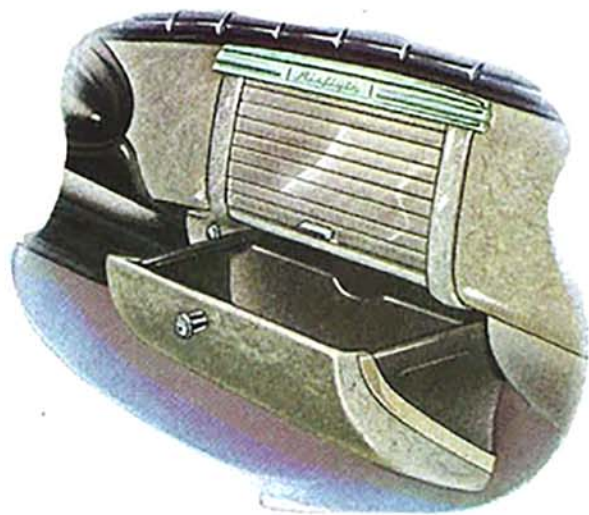
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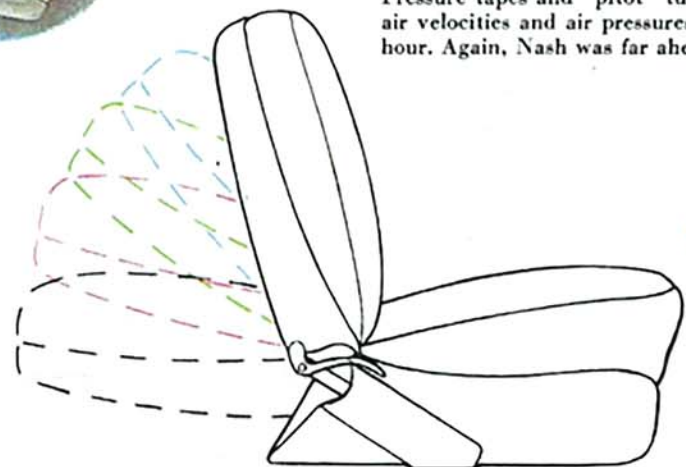
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