

Let Yourself Go!



WASH

LOOK!... AREN'T YOU

Thrilled ALREADY?

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.

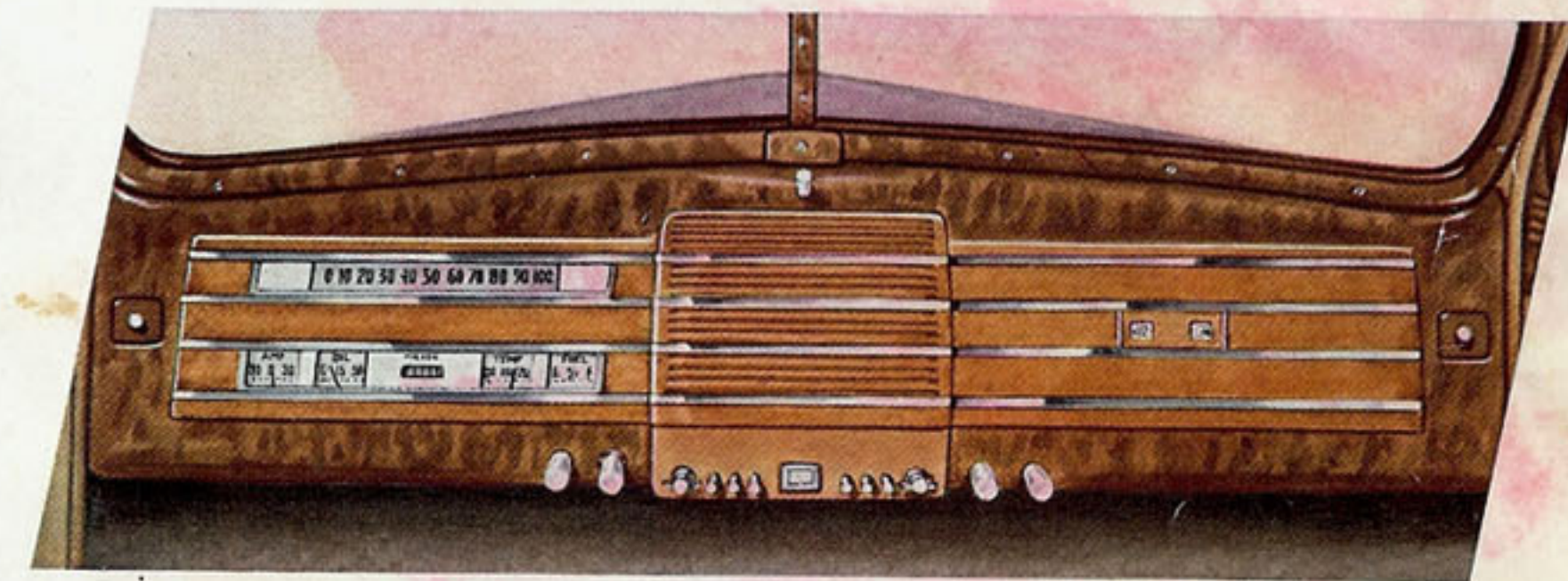
But you are acquainted with only Chapter One... in the fascinating story of this Most Modern Car in the World. There are a thousand-and-one more things to see and marvel at.

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.

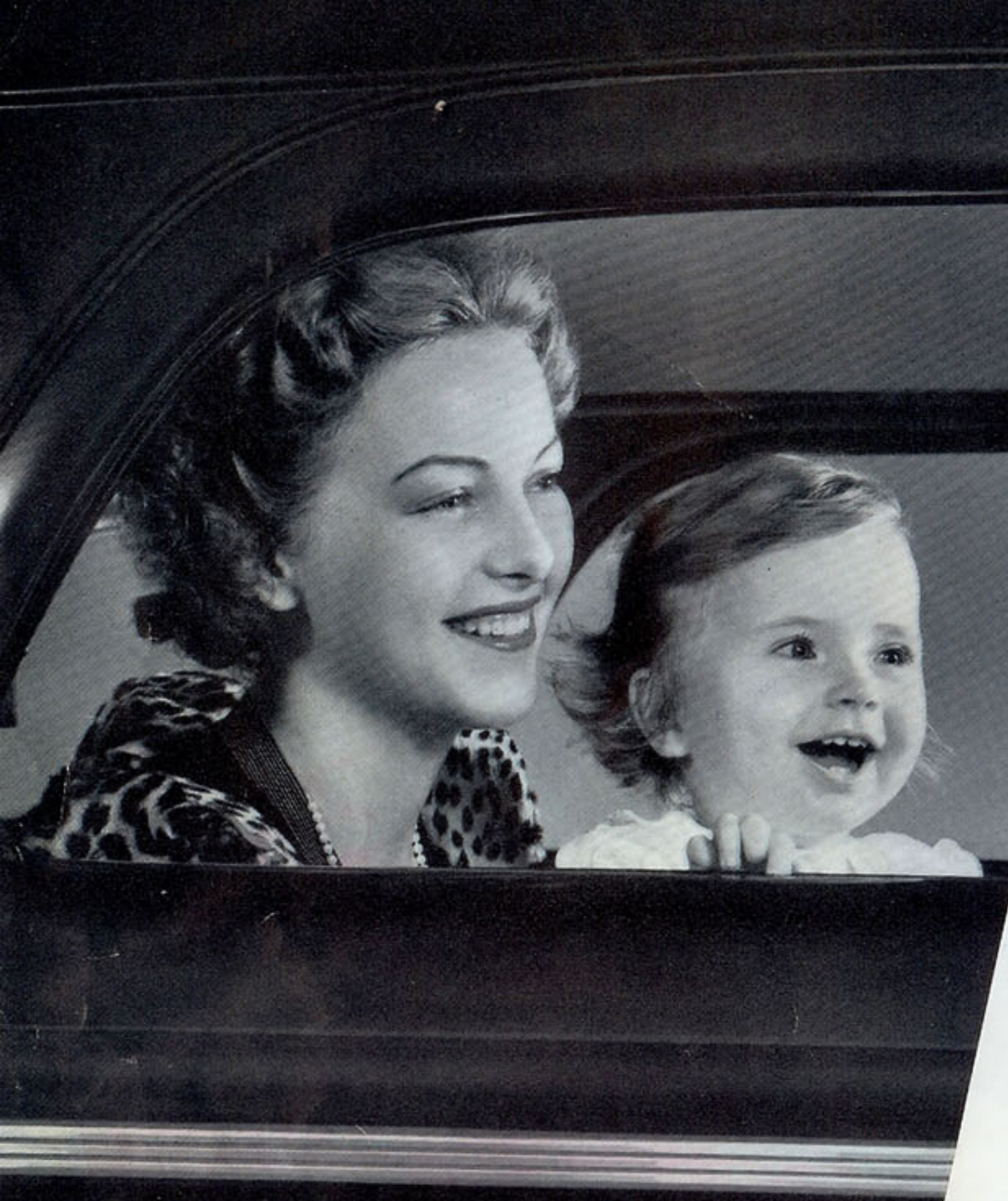


George Walker, famous industrial designer and stylist, the man who created a new form of beauty... a car so exquisitely modeled and streamlined that it gives the feeling of flight even while at rest.



Here's the new Nash instrument panel... modern... gleaming with chromium and Tenite... a symphony in brown and taupe. Note the easy-to-read dials... which are indirectly illuminated... and convenient ash-trays at each end. You're in the "cock-pit" of the most exciting car on the road.

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'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!

● 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. *(Optional Extra)

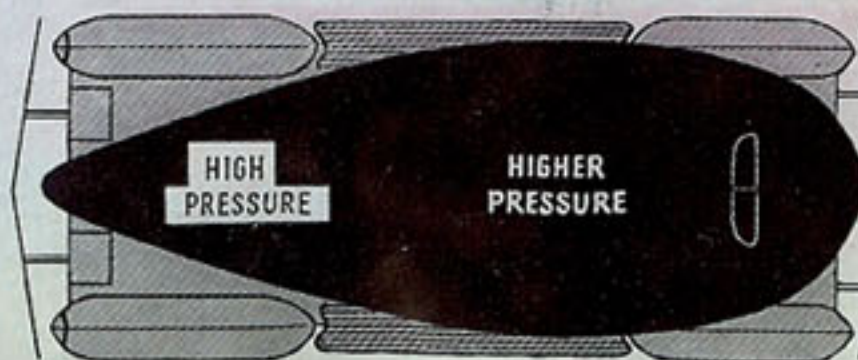
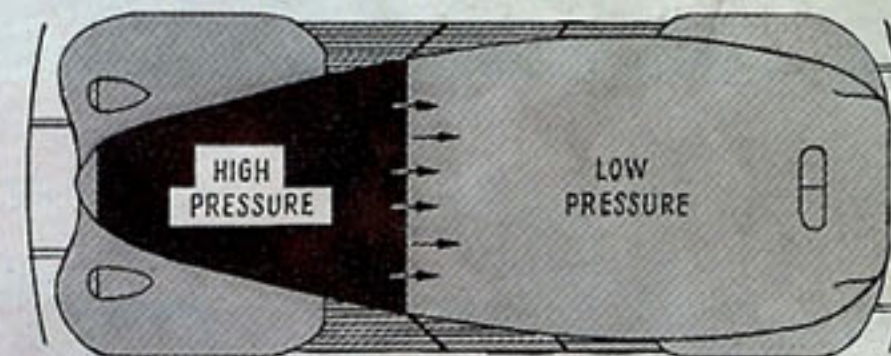
NOTE: Nash pioneered *Conditioned Air* for winter driving, a new system of car heating and ventilation. Now the "Weather Eye" and other 1939 improvements again put Nash a year ahead of other cars.



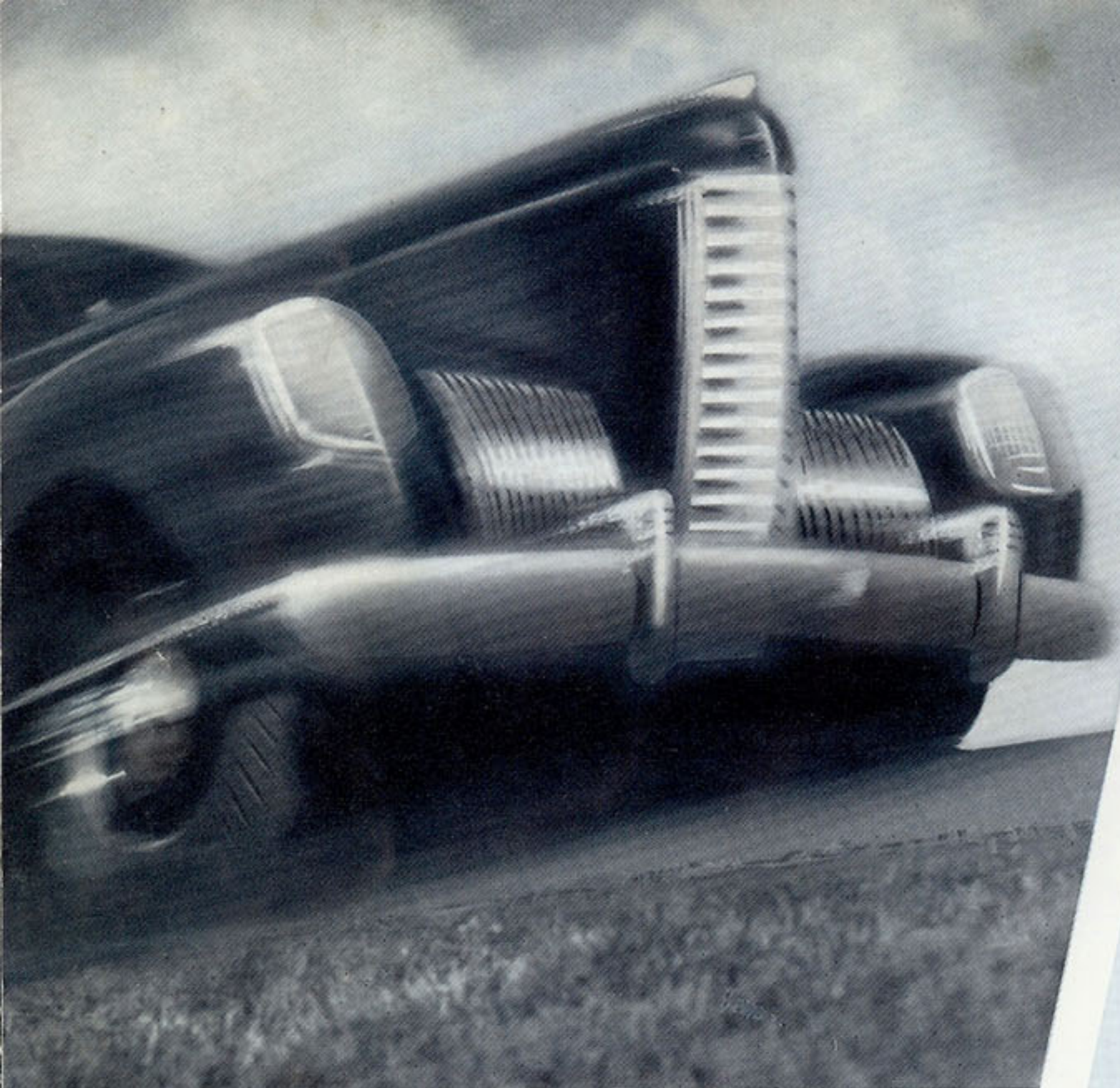
A TWIST OF A DIAL TURNS JANUARY INTO JUNE!

Beneath the instrument panel is the "Weather Eye" comfort control dial. It uncannily samples air both outside and inside car . . . telegraphs the news to the thermostat control . . . to maintain automatically and constantly just the comfort you want inside your car!

An ordinary body (right), creates a partial vacuum that sucks in drafts, holds stale air. Contaminated air from under the hood is forced into the low-pressure passenger compartment.



Nash's automatic "Weather Eye" conditioning system creates a slight pressure, sufficient to force out stale air. Prevents drafts; keeps out odors and gases; heats and circulates fresh air.

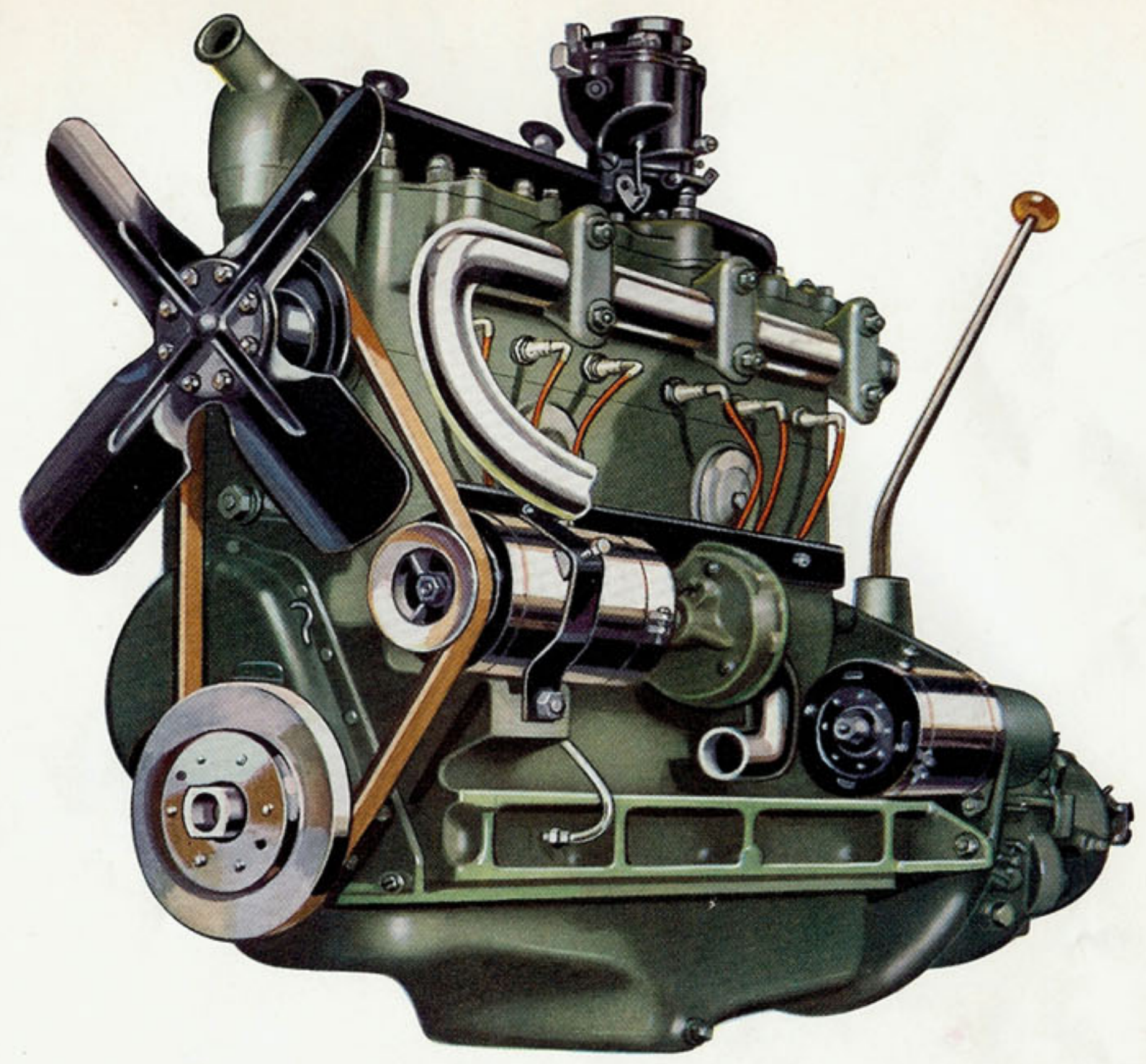


GENTLEMEN —
WE WARN YOU

**IT'S FIRE
ON FOUR
WHEELS!**



A NEW 1939 NASH ENGINE DEVELOPMENT . . . "HURRICANE POWER"



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.

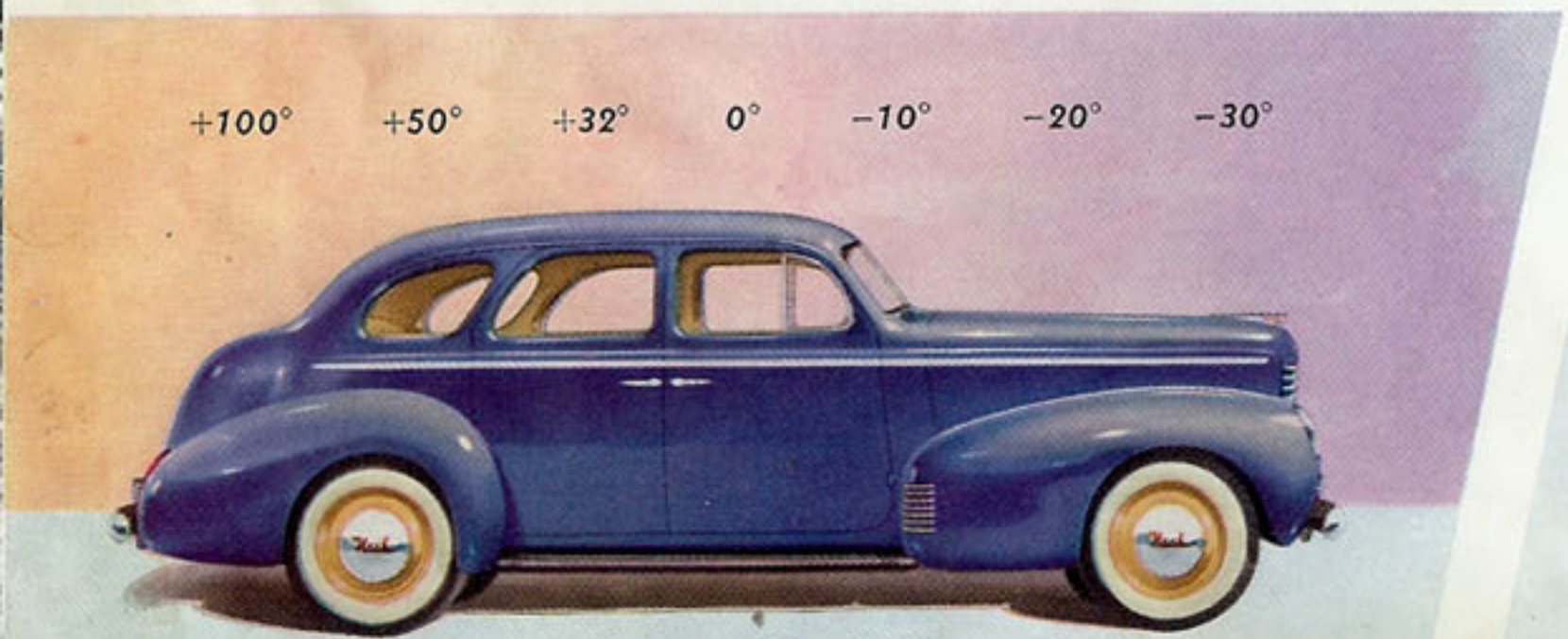
The result is—the leanest of mixtures gives performance that "owns the road!"

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

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. Read how Nash engineers accomplished this new, sensational economy (at right).



+100° +50° +32° 0° -10° -20° -30°

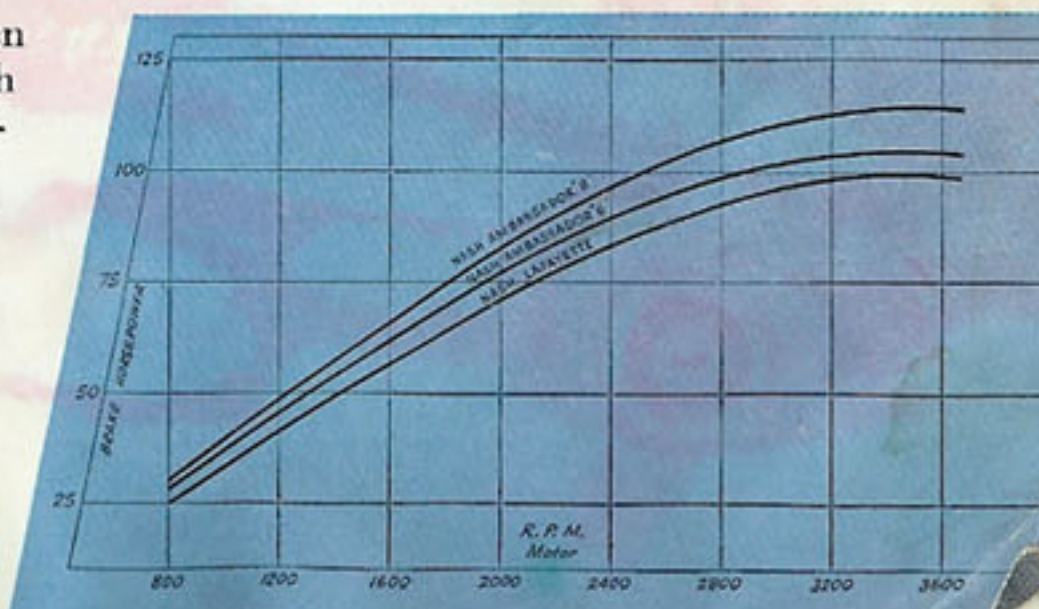
Whether it's the oven-like heat of Death Valley, or the frigid cold of a Canadian winter—a Nash will perform all day with the fuel mixture at an *even* temperature!

**ALL PREVIOUS
ECONOMY
RECORDS
SMASHED!**

Last year, Nash made news with this announcement: the National average for Nash owners is 17.5 miles to the gallon!

Never before had a car manufacturer dared to make a wide survey among actual owners for mileage figures. But Nash engineers knew their engine could stand this toughest test!

This year, Nash shatters even 1938's startling record—with another great engine development—"Hurricane Power." Road tests prove the new Special and DeLuxe series engines deliver substantially *more power*, with even greater gasoline mileage economy than last year's sensational mark!

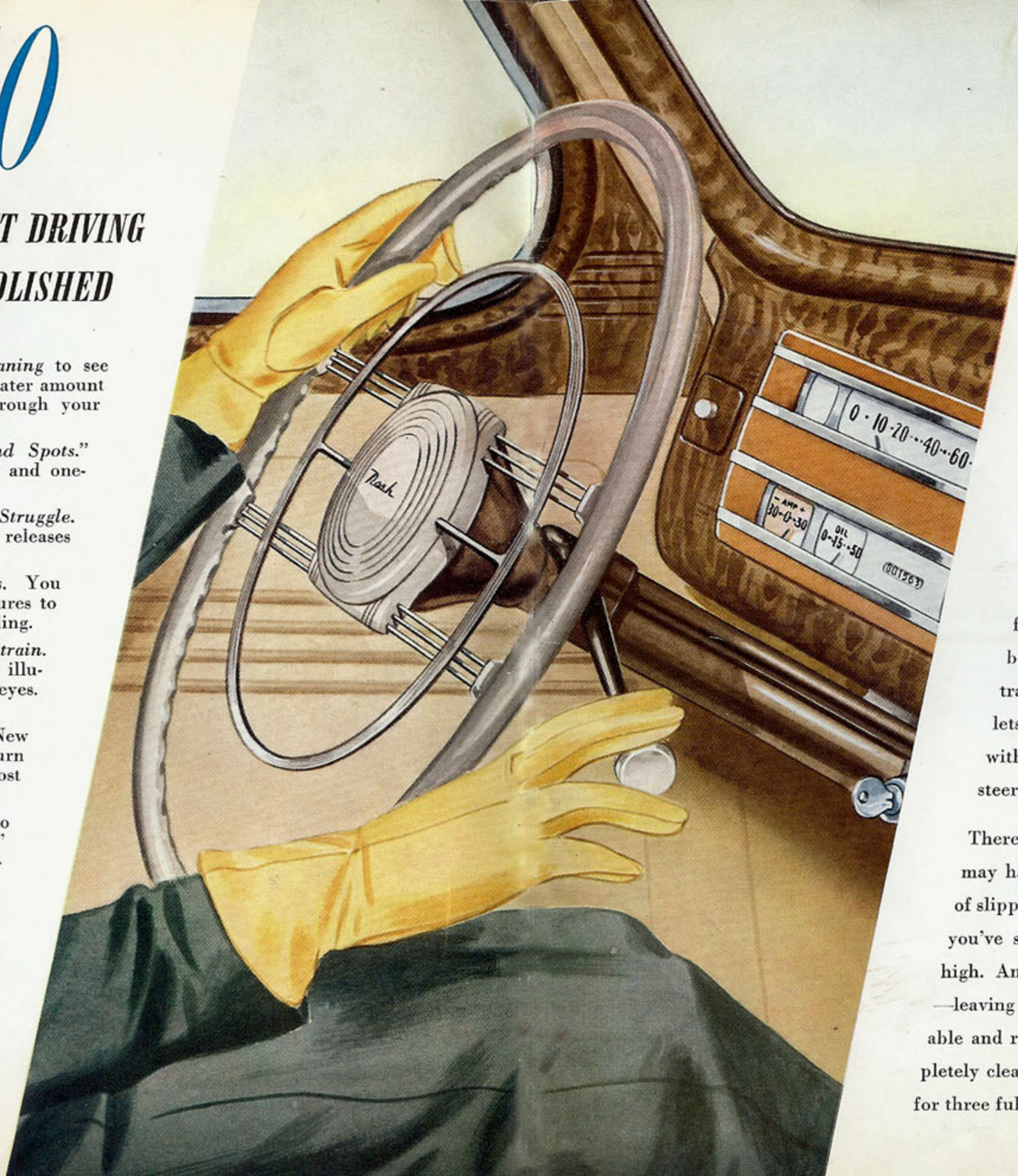




10

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 Adjusto 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. (*Optional Extra)



AND A FOURTH SPEED TOO!

● Here's an experience worth talking about. You'll get the thrill of your life when Nash's automatic Cruising Gear* "puts wings on your car!" At 40 miles per hour this Fourth Speed Forward cuts in . . . there's a faint click . . . engine speed is reduced 30% . . . the hum of your engine drops to a purr . . . and you seem to float by other cars that "labor" to keep up!

BIG SAVINGS ON GAS AND OIL
Nash's famous Cruising Gear lets your engine "lazy along" . . . protects it from the strain of higher speeds . . . saves you up to 25% on gasoline bills, up to 50% on oil!

(*Optional extra except on Nash Ambassador Eight)





*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.

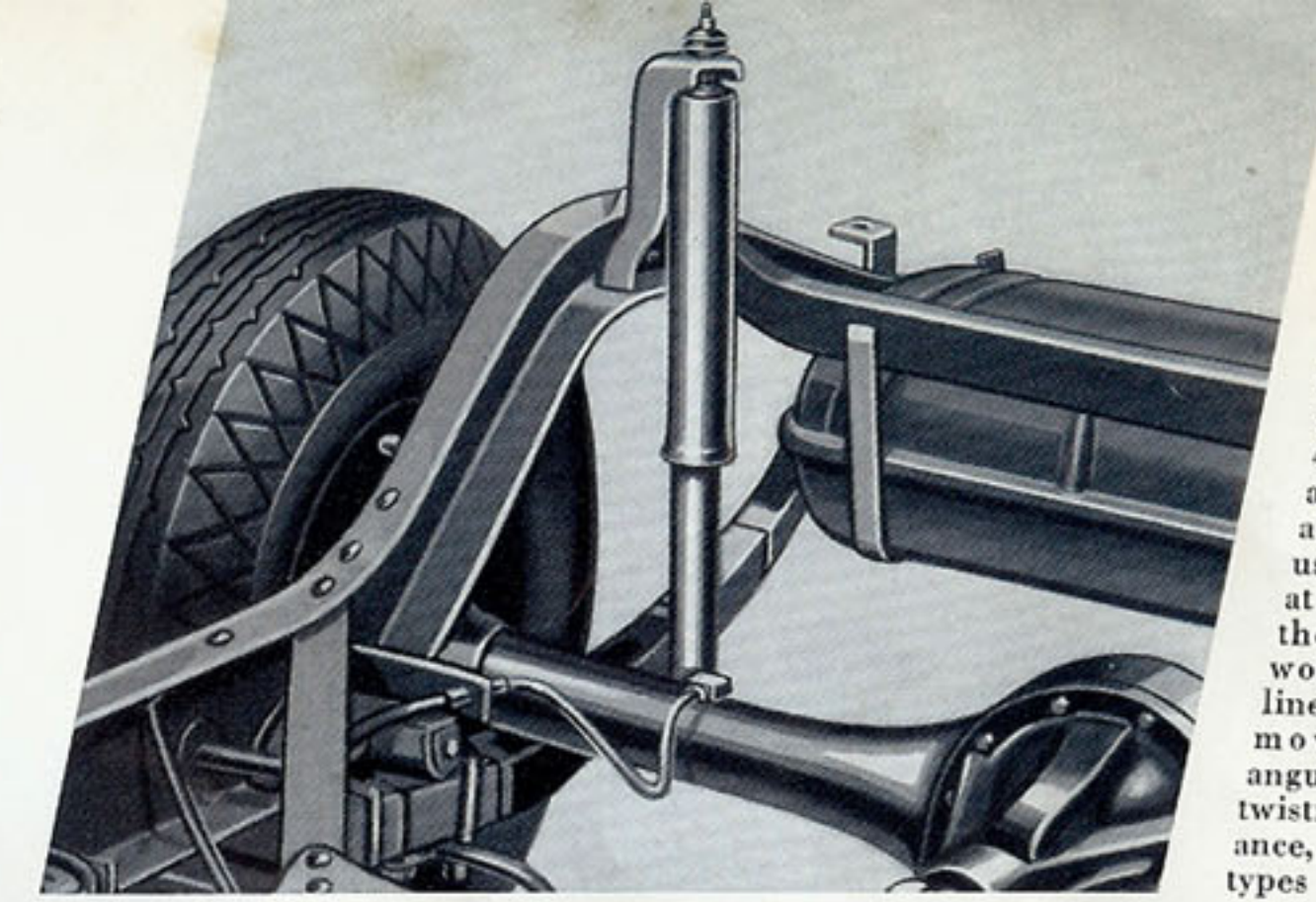
Again—you are driving through crowded streets. The roar of the city is about you—but unless your window is open (and it need not be, with Nash's sensational new automatic "Weather-Eye" Conditioning System), noises are faint, indistinct, as if through a heavy fog.

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.

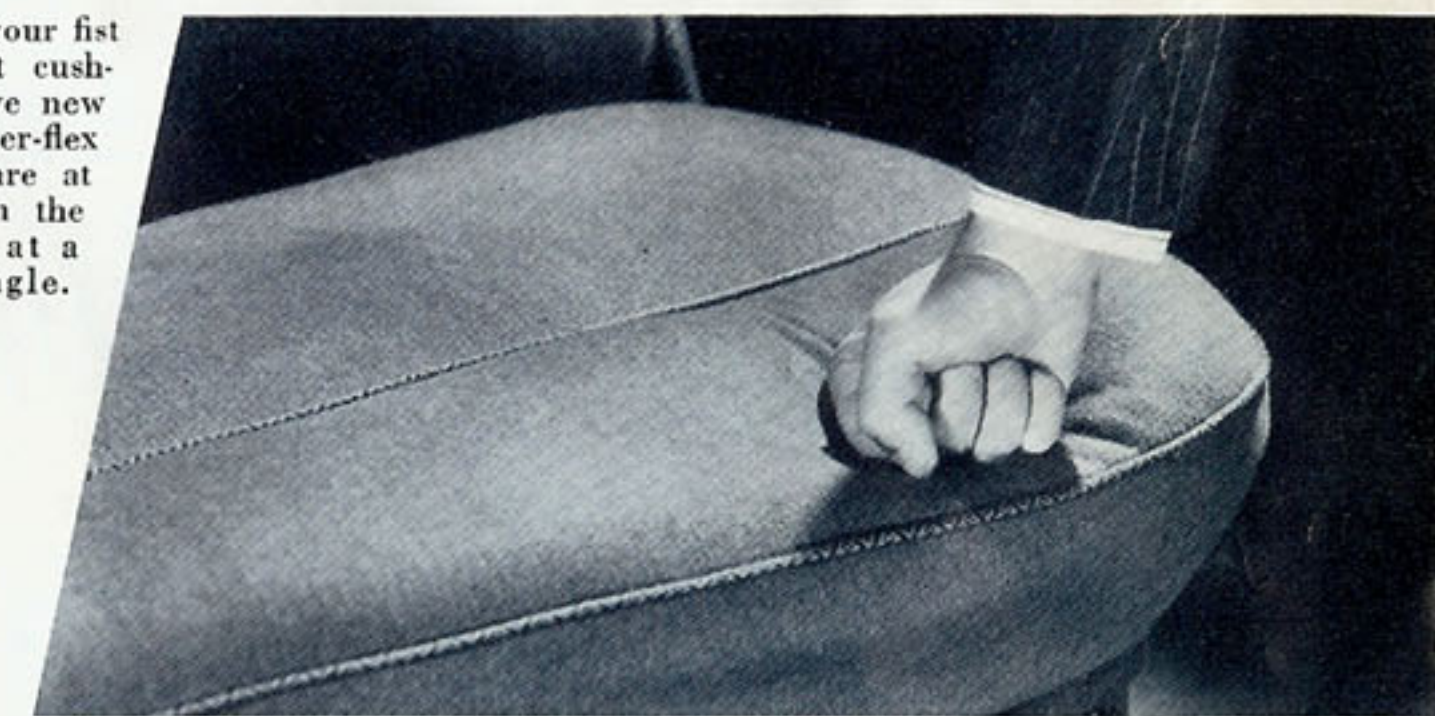
Sand-Mortex sound-proofing—exclusive with Nash, and discovered by Nash-Kelvinator engineers. This new scientific method of deadening sound is far superior to any other insulating material generally used.

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.

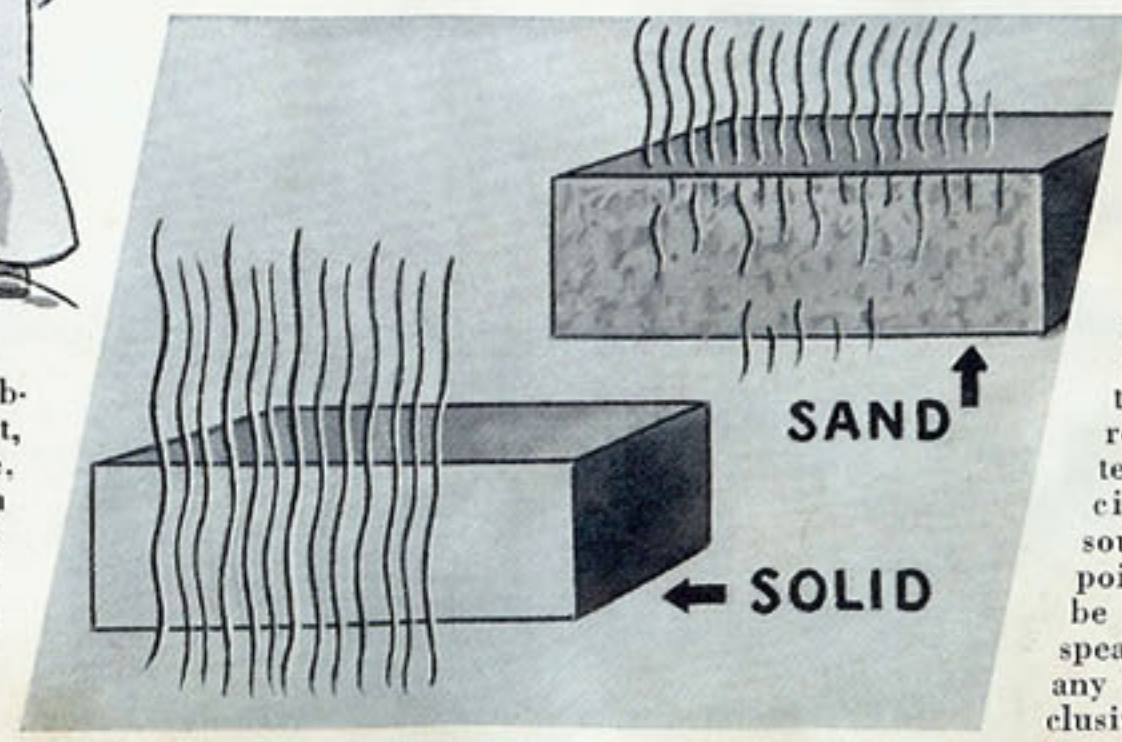


Super double-acting shock absorbers 40% larger than average . . . probably largest ever used in a car. Set at right angles to the frame, they work directly in line with the axle movement. No angular distortion, twisting, and unbalance, as in other types of "shocks."

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.



Sea-Leg Shock Absorbers on the front, set at an angle, brace the car on curves, like a seaman spreads his legs to navigate a rolling deck. Proved by 2,000,000 miles of driving.



Nash's amazing sound-proofing is accomplished by the application of Sand-Mortex to the steel floor of the car (where exhaustive tests have proved most road noise is transmitted). On a new principle, it dissipates sound vibrations to the point they can scarcely be heard. You can speak in a whisper in any Nash car. An exclusive Nash feature.



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.

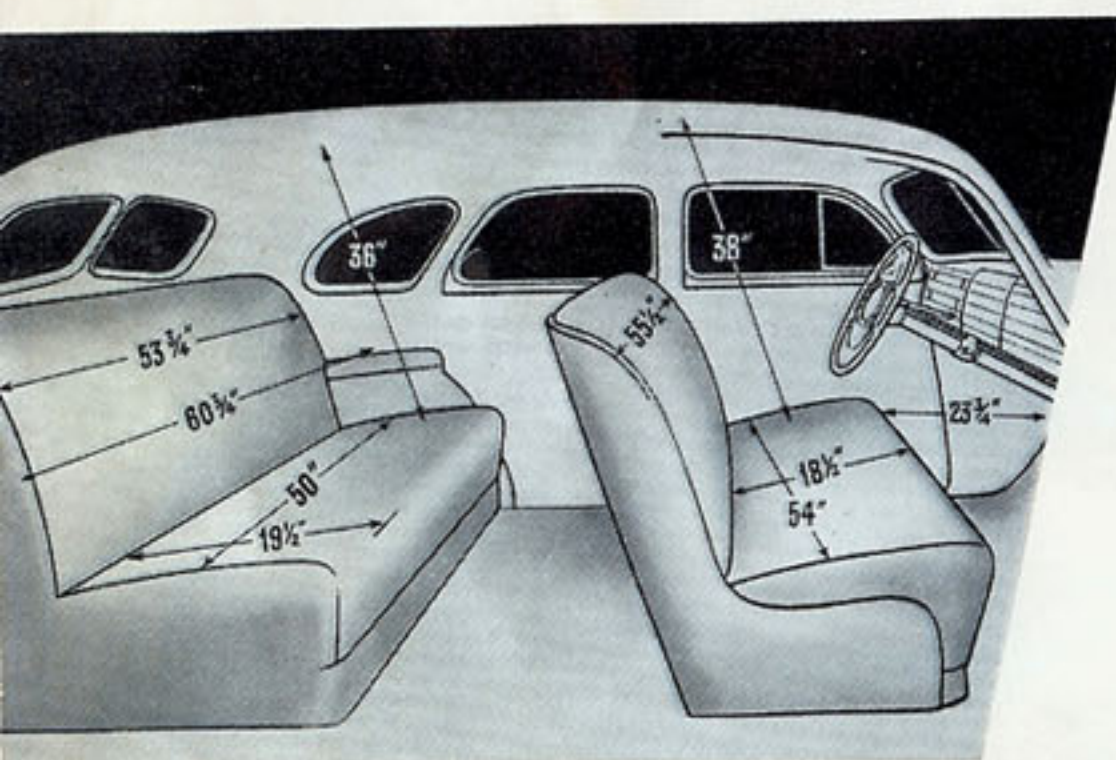
An exclusive feature . . . a Bed-in-a-Car—actually gives you a big, double bed in the rear, available

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!

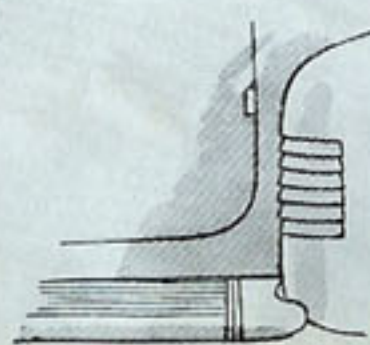
HOW'S THIS FOR Room?



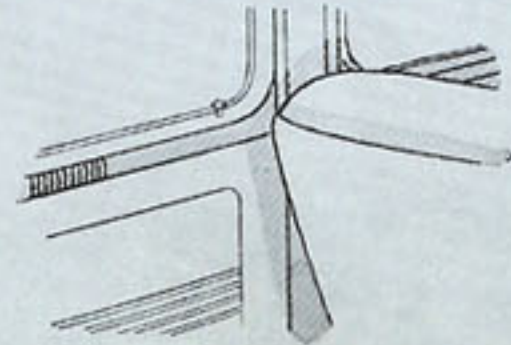
● The young lady is in the front seat of a Nash car. Not, as you might think, stretched out on a big, modern divan. Perhaps this will give you an idea of how much *more room* your money buys when you decide on Nash. Roomier seats, roomier floor space, big, wide doors. You notice the tremendous difference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

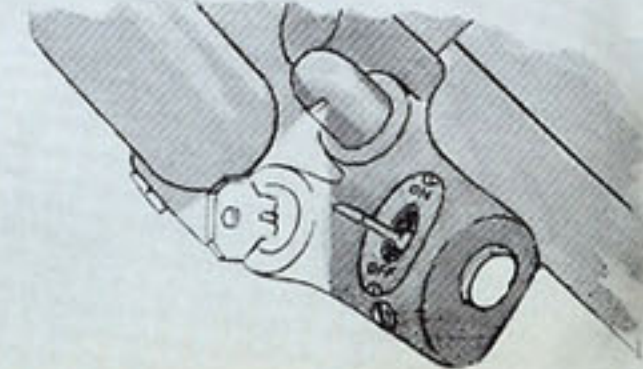
Quality
IN EVERY DETAIL



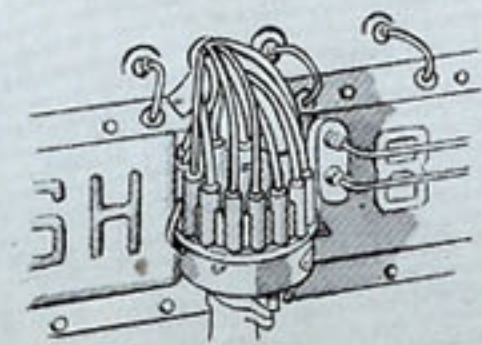
No Mud-Splashed Doors. Nash running boards are "island" type. Ingenious, concealed, drip-catch fins in the fenders prevent water from splashing up . . . doors don't scratch up from flying gravel.



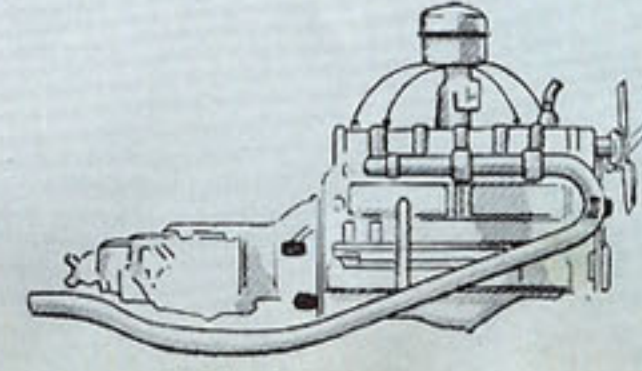
Press a Button to Lock. No uncomfortable stretching back from the front seat to lock rear doors. Simply depress this convenient button on the window moulding, which is directly behind your shoulder.



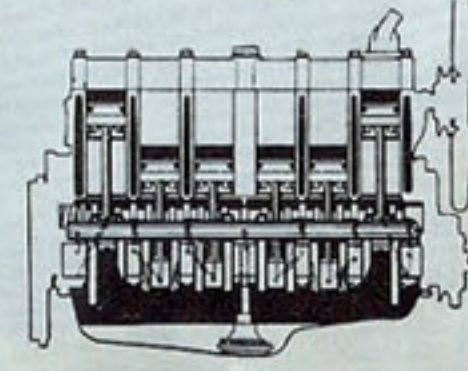
Brand New on Nash This Year! A two-way switch that in one position lights the reading lamp and ignition switch. Flip it the other way to illuminate the instruments. Ignition lock also locks the steering wheel.



Double Automatic Spark Control. All Nash cars are equipped with double automatic spark control to give you more accurate spark control, livelier performance . . . and far better operating economy.



3-Point Engine Suspension. Balanced 3-point engine mountings in Nash LaFayette and Ambassador Six absorb every bit of vibration before it reaches the body. (Ambassador Eight 4-point mountings.)

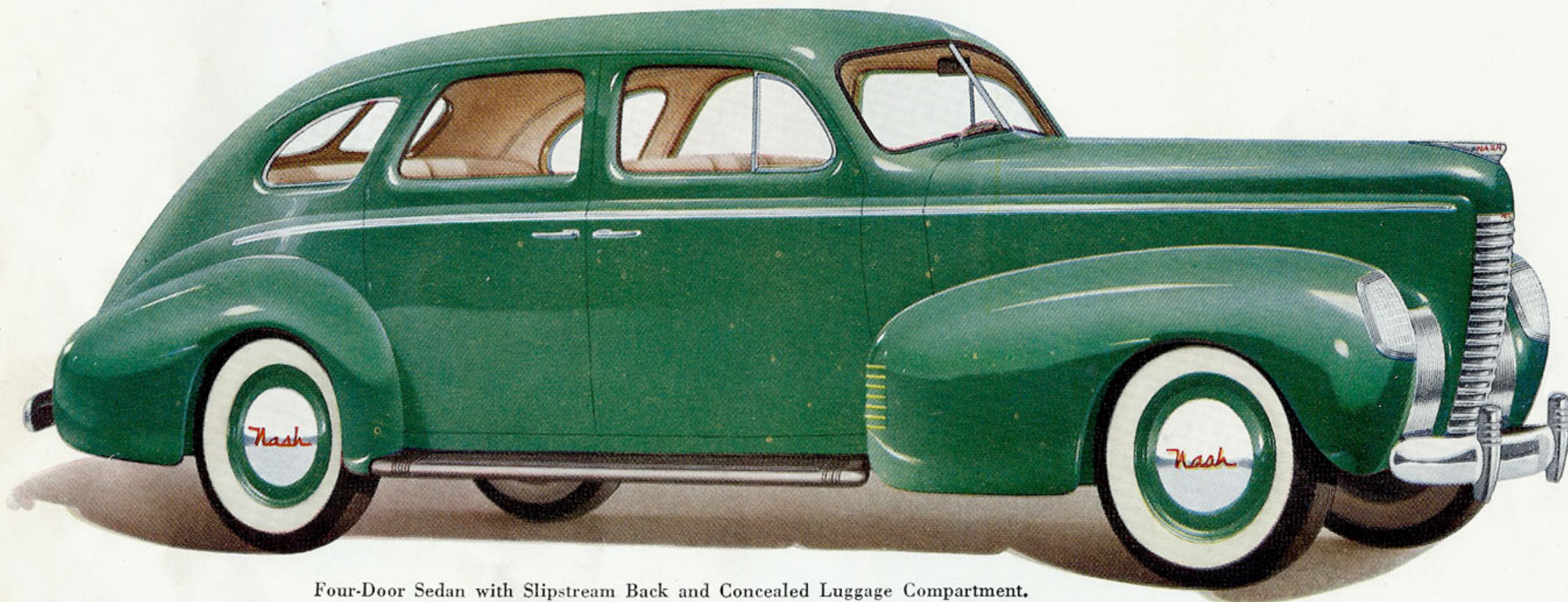


Full Pressure Lubrication . . . to all bearings and pistons. After 25,000 to 35,000 miles, you have an engine that's still running sweet as ever! All the high-priced cars have this feature . . . so does Nash!



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

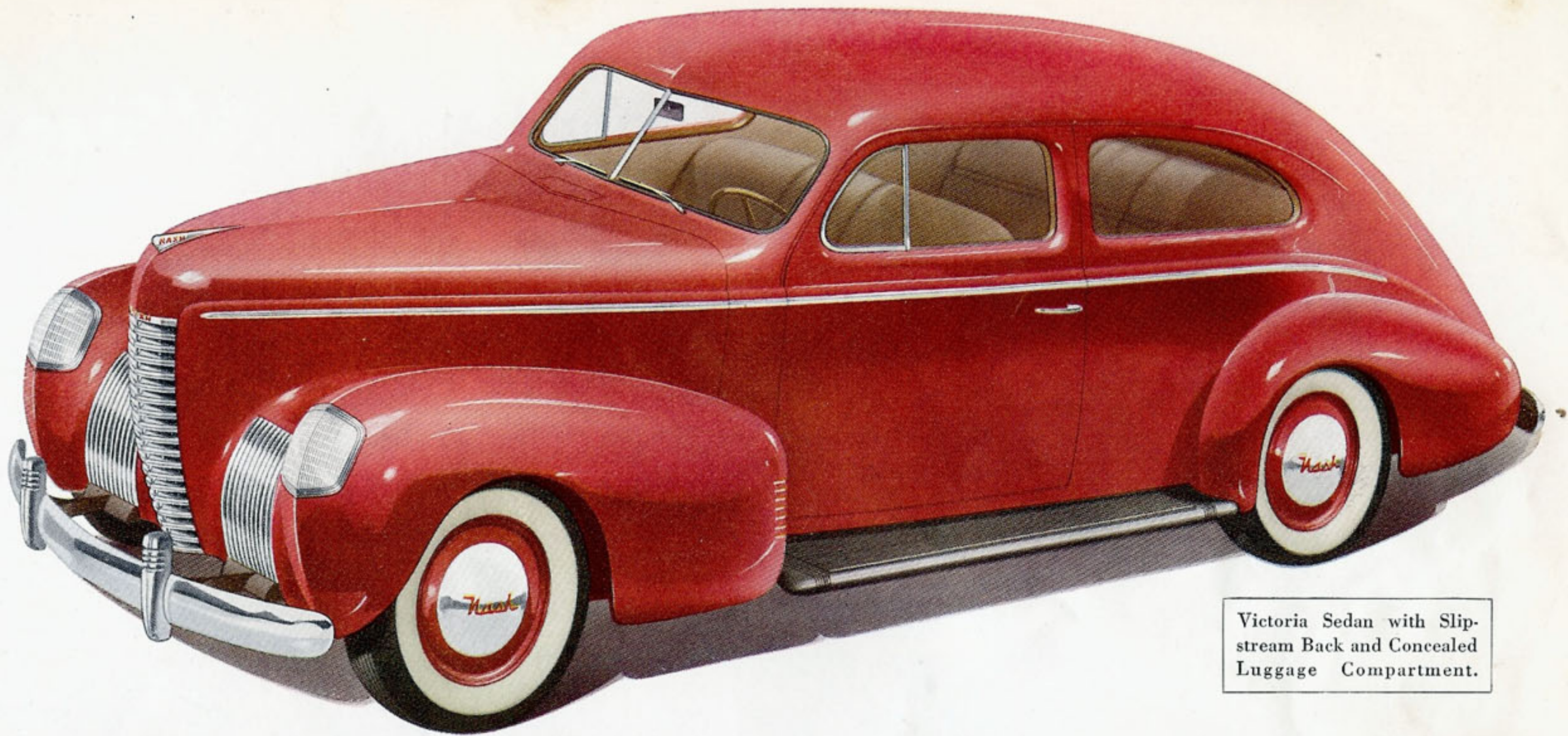
frame with box section side rails of double thickness. Oversize Hydraulic brakes with 168 sq. in. of lining area and cast iron drums. Sky-liner type Super-Hydraulic shock absorbers with "sea-leg" mounting for greater stability; arrow straight steering with shock eliminator; all silent Synchro-Shift transmission 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.

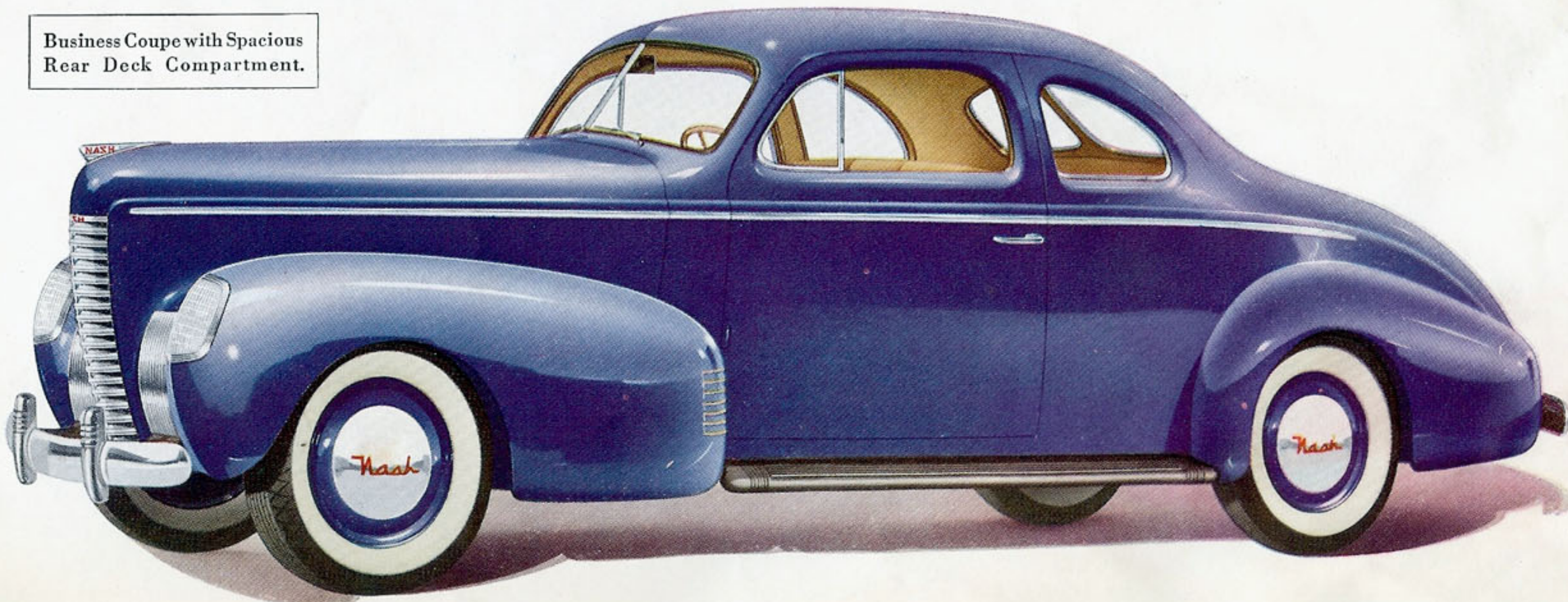
EQUIPMENT—Glove box door lock, dual windshield wipers, sun visor, front door arm rests, steering and ignition lock, twin tail lamps, bumpers with vertical bars, spare wheel and tire.

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.

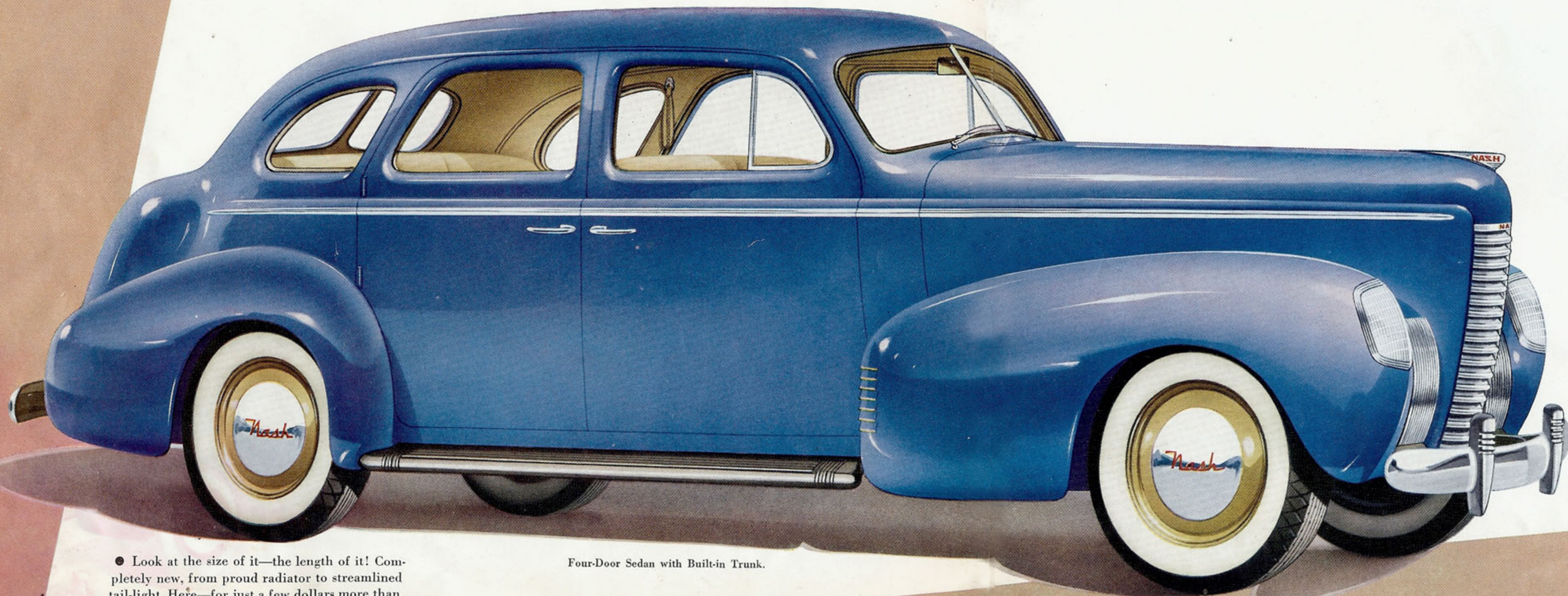
Business Coupe with Spacious Rear Deck Compartment.





THE NASH

De Luxe



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 carburetors; 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; rife bored connecting rods for positive lubrication of piston pins and cylinders.

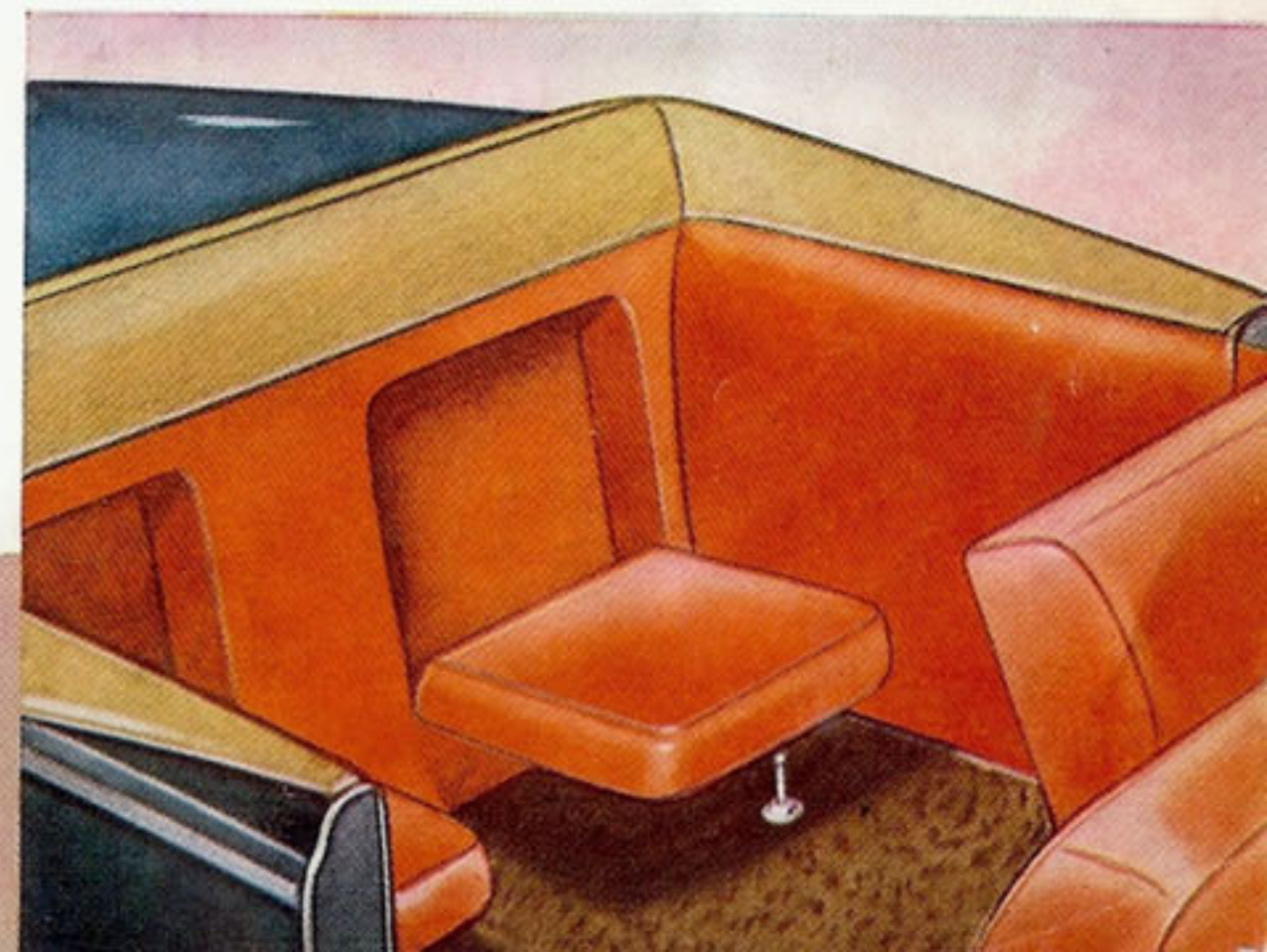
CHASSIS—117-inch wheelbase with four synchronized pre-lubricated springs fitted with spring leaf inserts and metal covers. Solid front axle for greater stability and safety. Rigid girder X-type frame with box section side rails of double thickness. Oversize Hydraulic brakes with 168 sq. in. of lining 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 6.00 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.

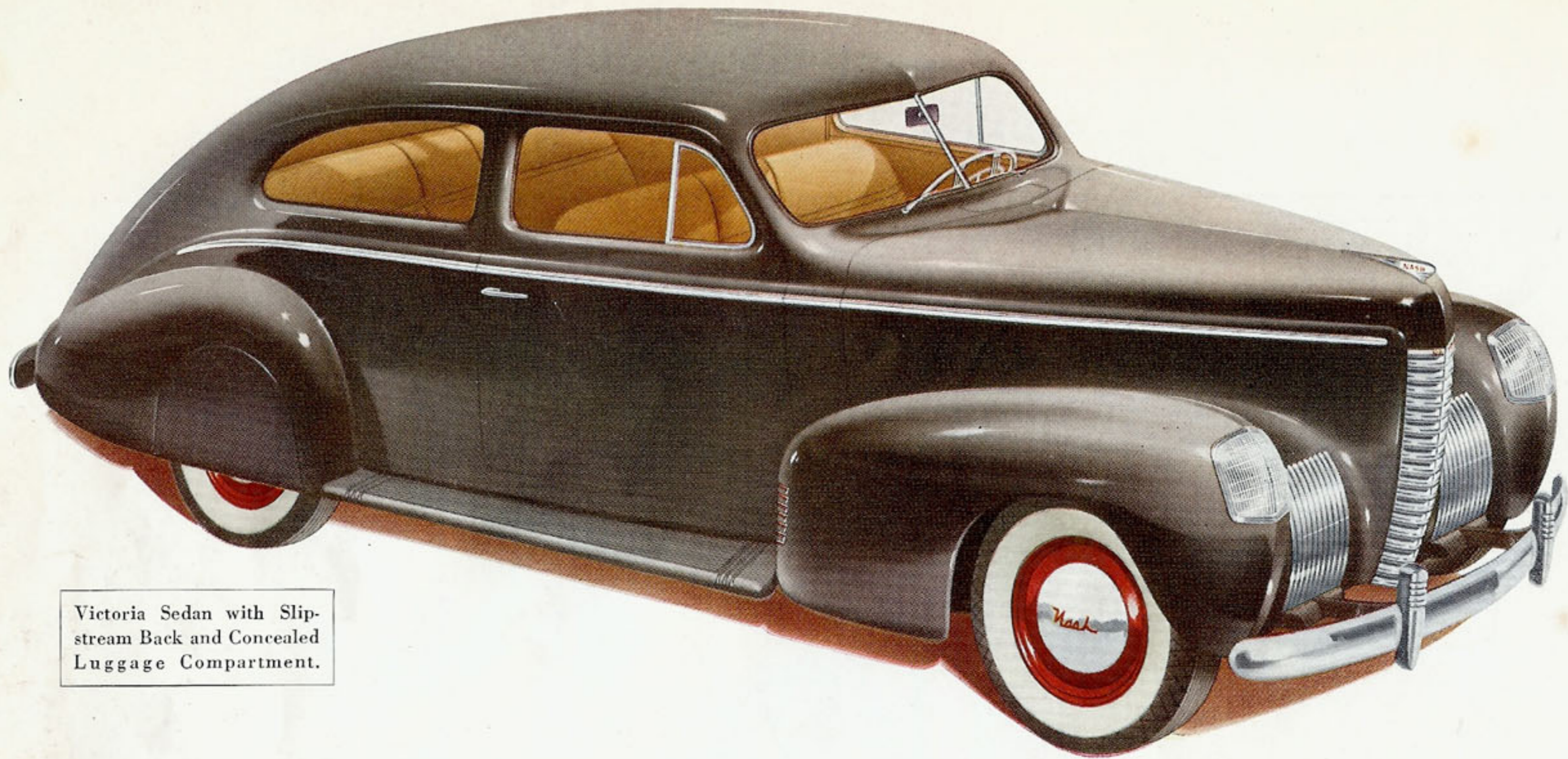
Nash Motors reserves the right to make changes in specifications, colors, and prices without incurring any obligation to adjust price or to make changes on cars previously sold.

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

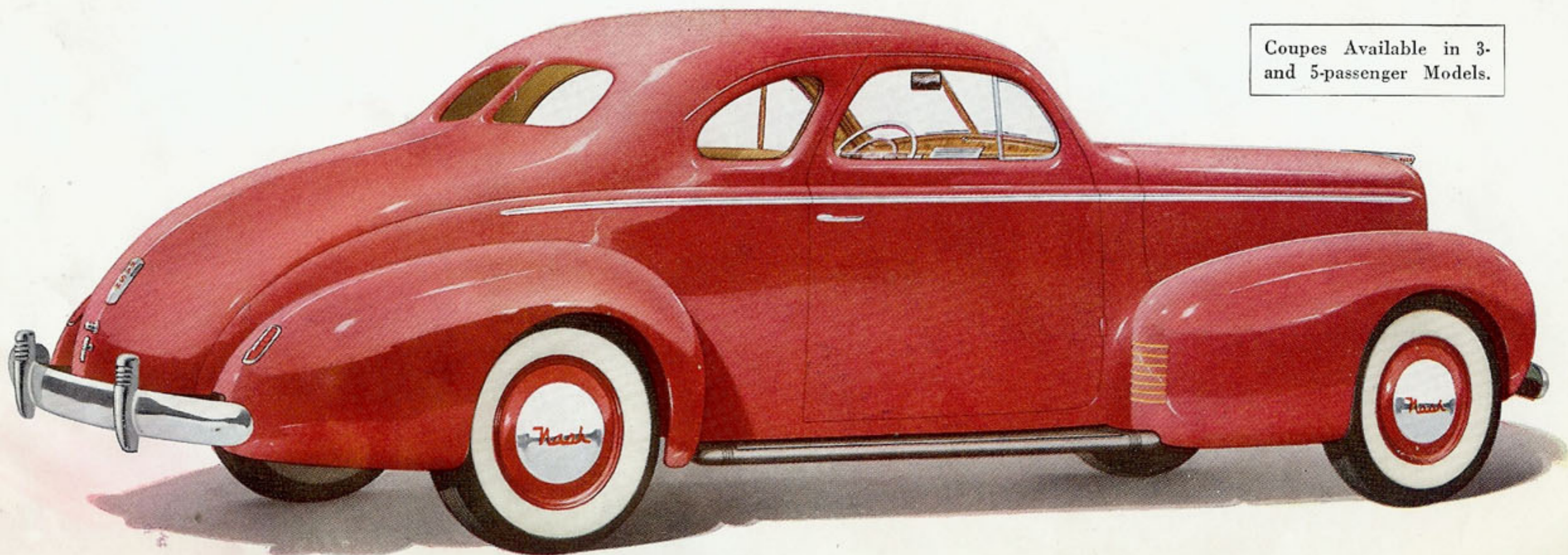


● Look at the size of it—the length of it! Completely new, from proud radiator to streamlined tail-light. Here—for just a few dollars more than the lowest—you can step into *fine car* ownership!

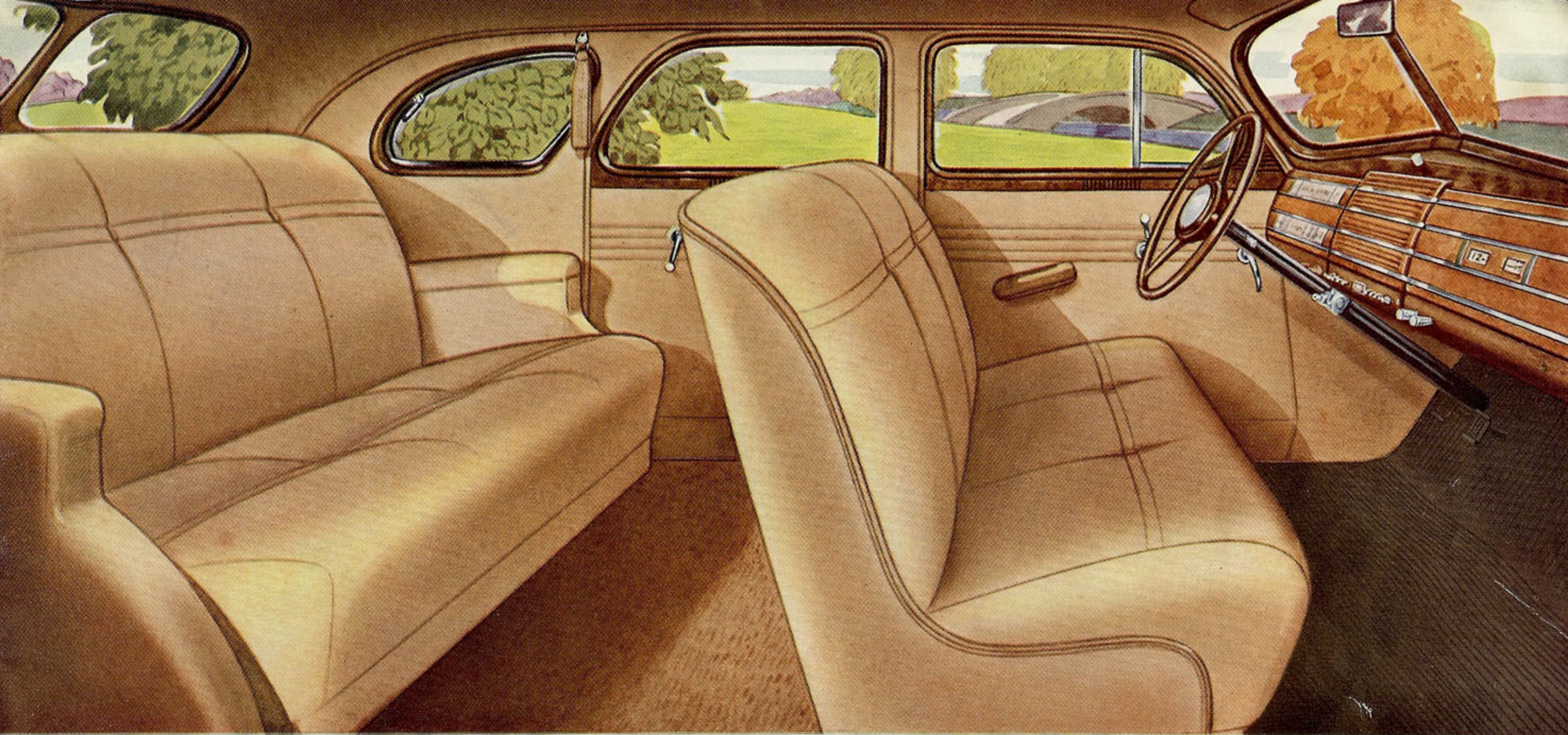
Four-Door Sedan with Built-in Trunk.



Victoria Sedan with Slipstream Back and Concealed Luggage Compartment.



Coupes Available in 3- and 5-passenger Models.



INSIDE *E* *OUT*

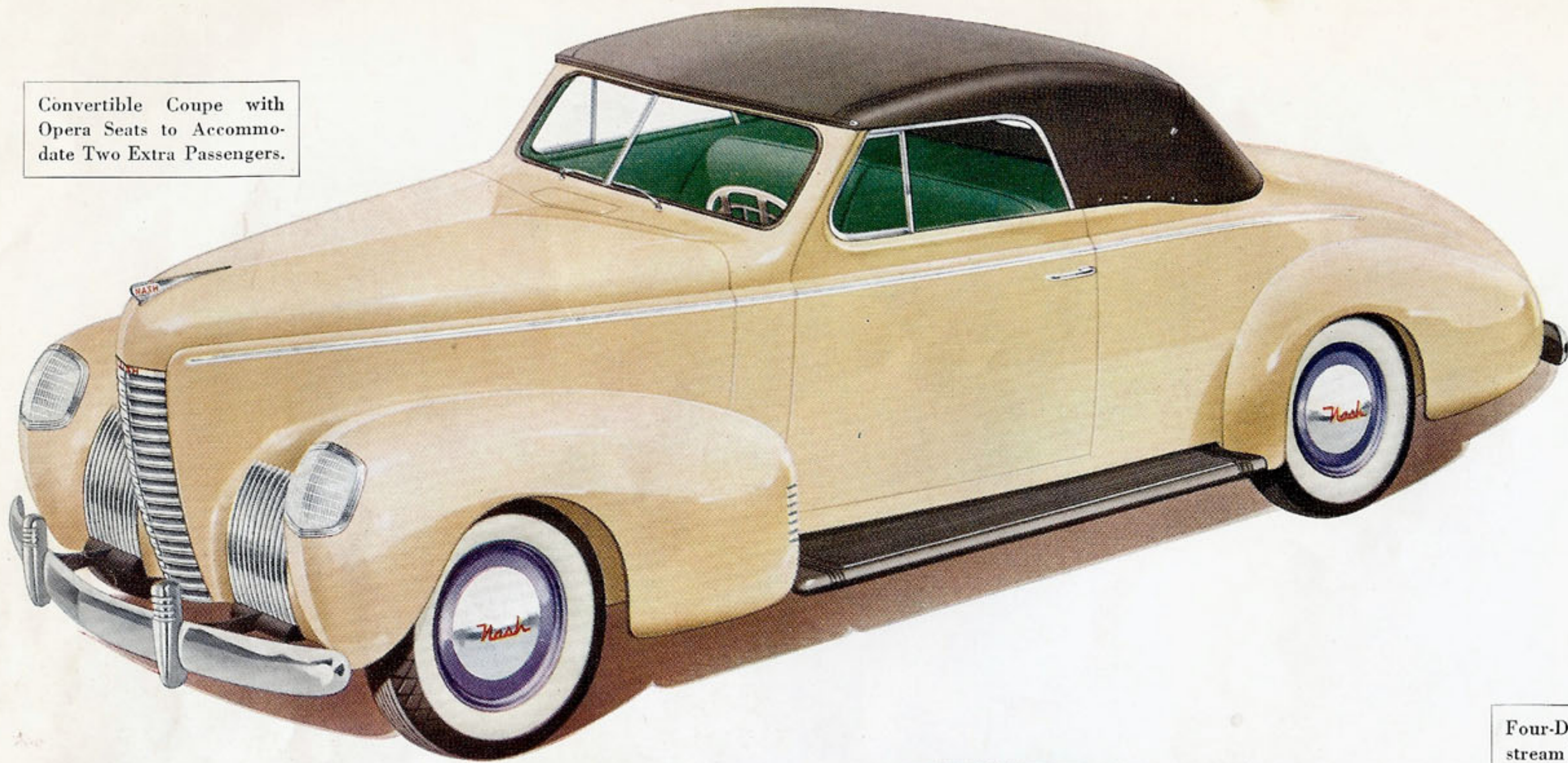
*IT'S AMERICA'S OUTSTANDING
AUTOMOBILE VALUE!*

● 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?

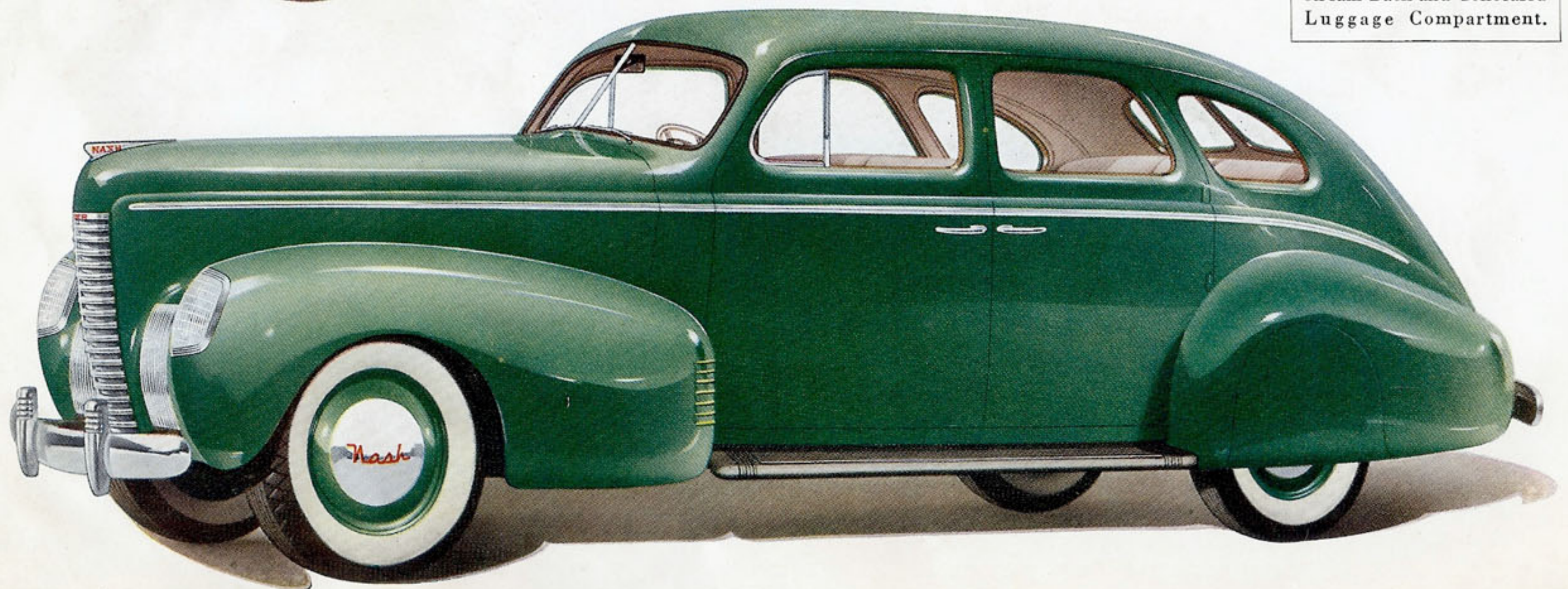
Actually, on a side-by-side comparison, you will find few cars at any price that can match this Nash

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 Accommo-
date Two Extra Passengers.



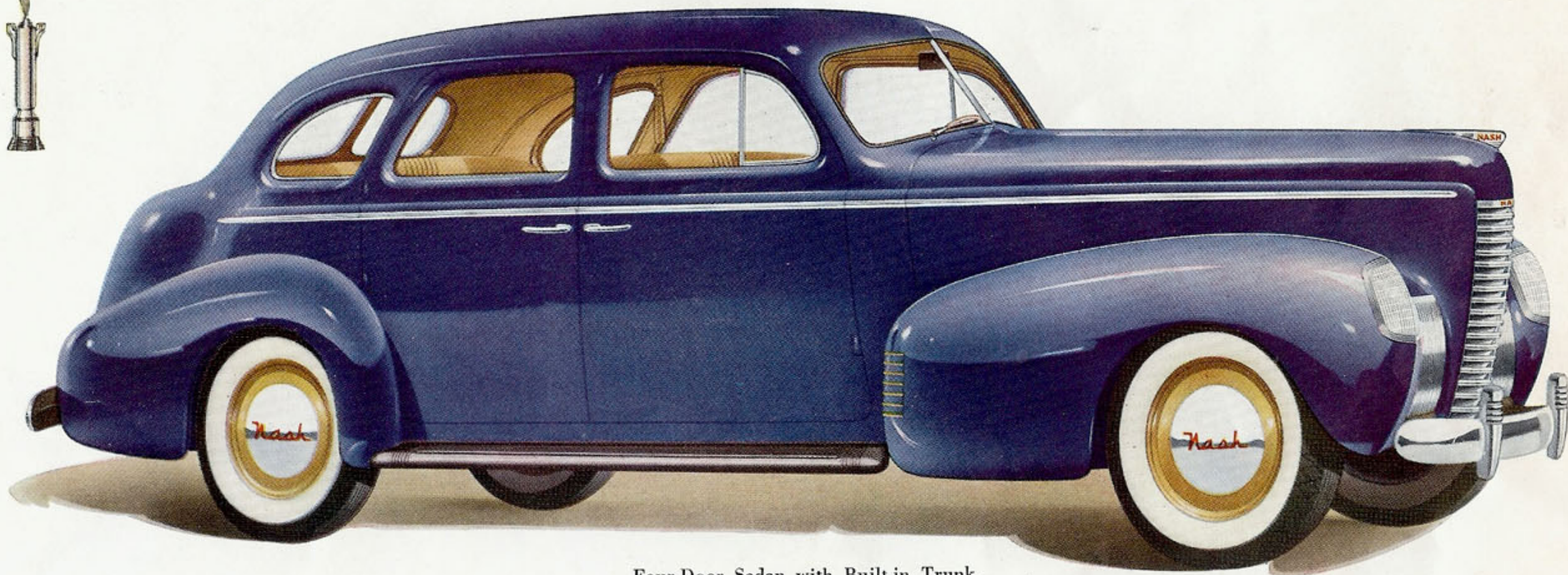
Four-Door Sedan with Slip-
stream Back and Concealed
Luggage Compartment.



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.

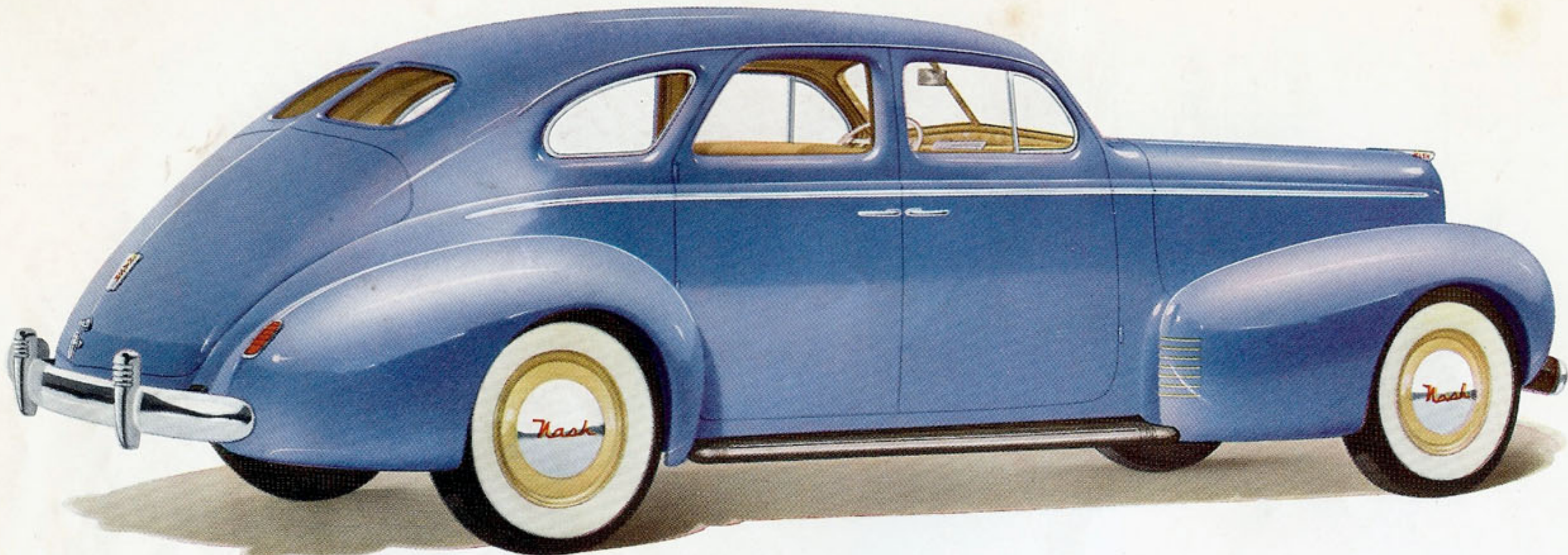
Rigid girder X-type frame with box section side rails of double thickness. Oversize Hydraulic brakes with 176 sq. in. of lining area and cast-iron drums. Ride stabilizer to stabilize steering and prevent sway on turns. Sky-liner type, Super-Hydraulic shock absorbers with "sea-leg" mounting for greater 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

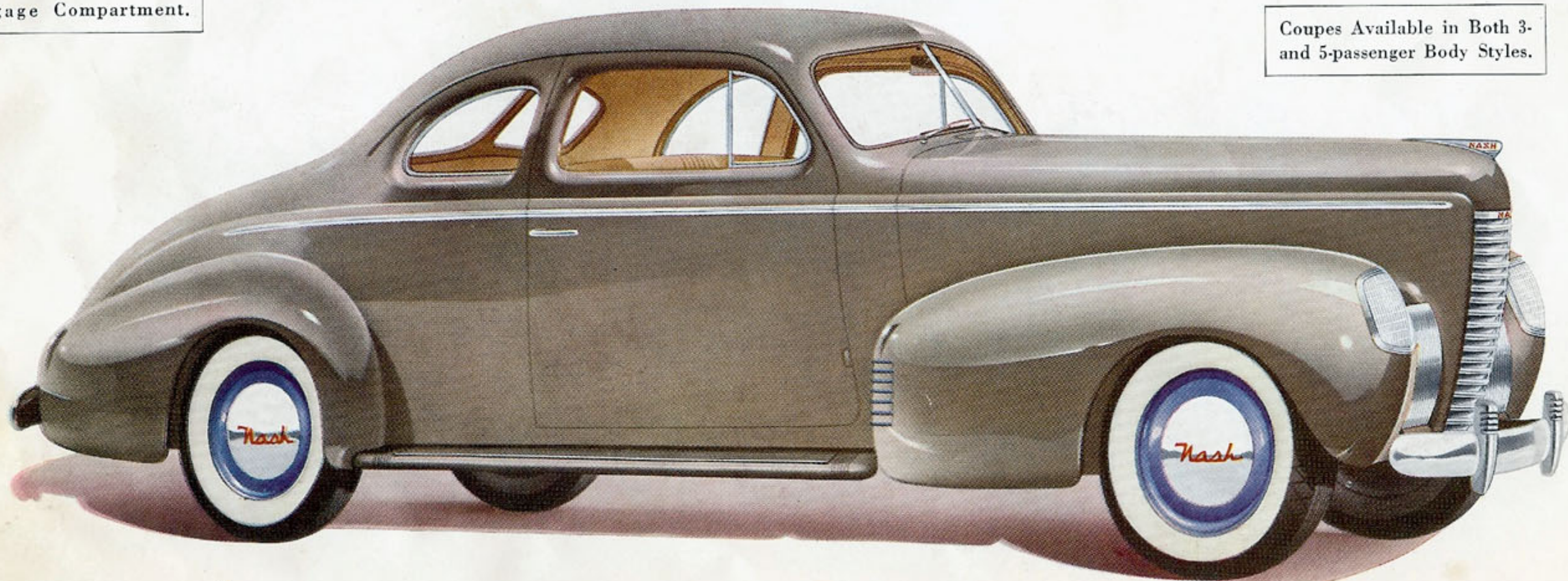
ventilation system. Exclusive Nash Automatic Weather-Eye Conditioning System, optional extra.

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.

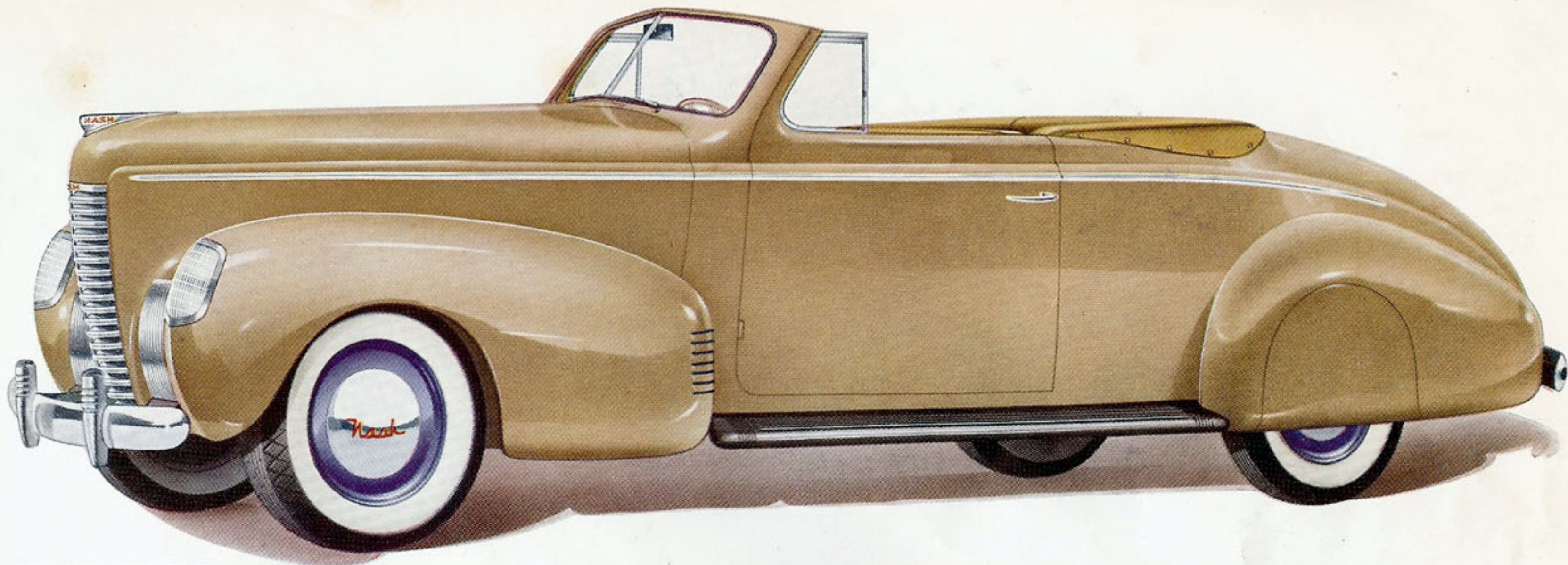
Nash Motors reserves the right to make changes in specifications, colors and prices without incurring any obligation to adjust price or to make changes on cars previously sold.



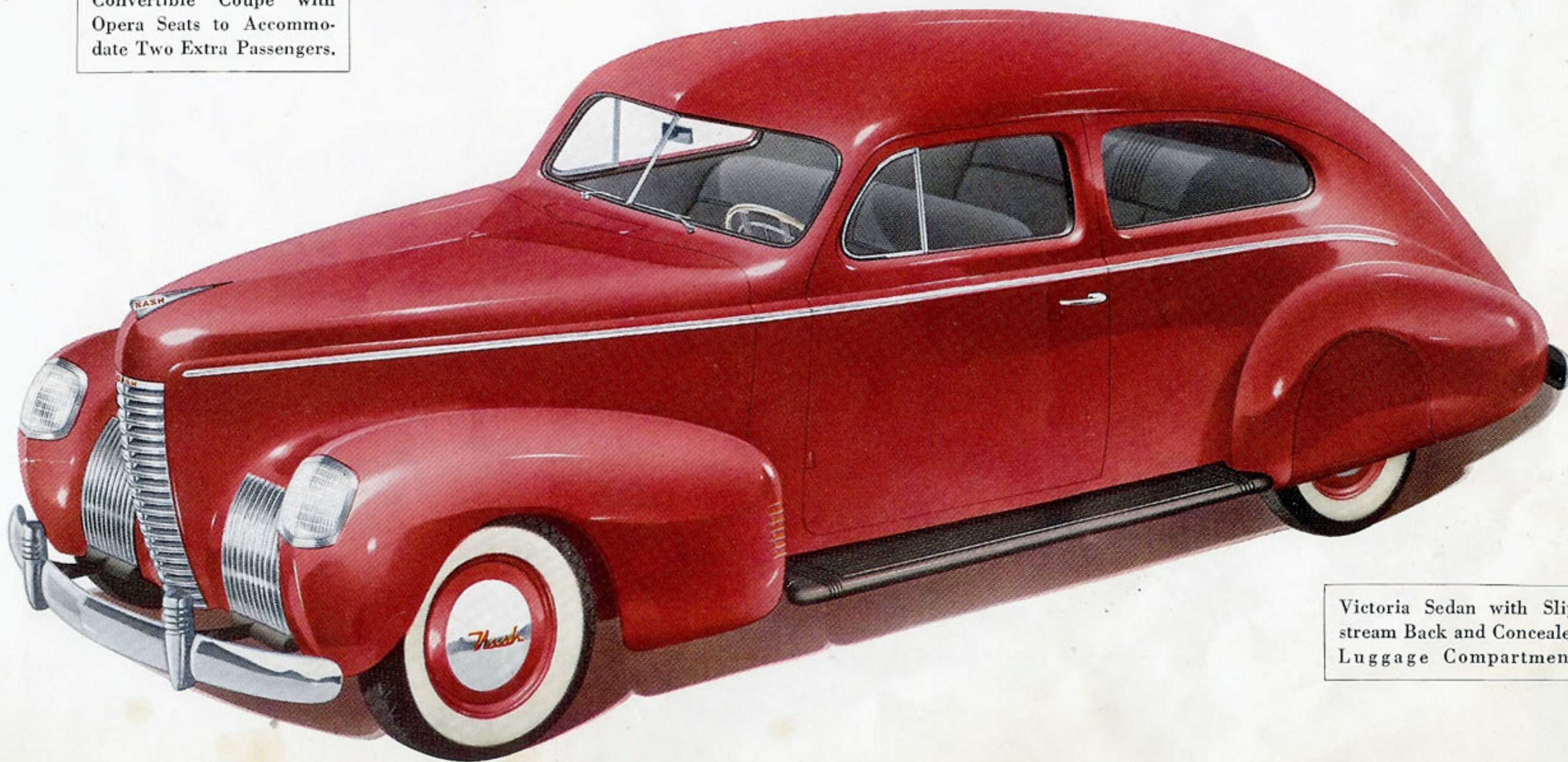
Four-Door Sedan with Slipstream Back and Concealed Luggage Compartment.



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



Convertible Coupe with
Opera Seats to Accommo-
date Two Extra Passengers.

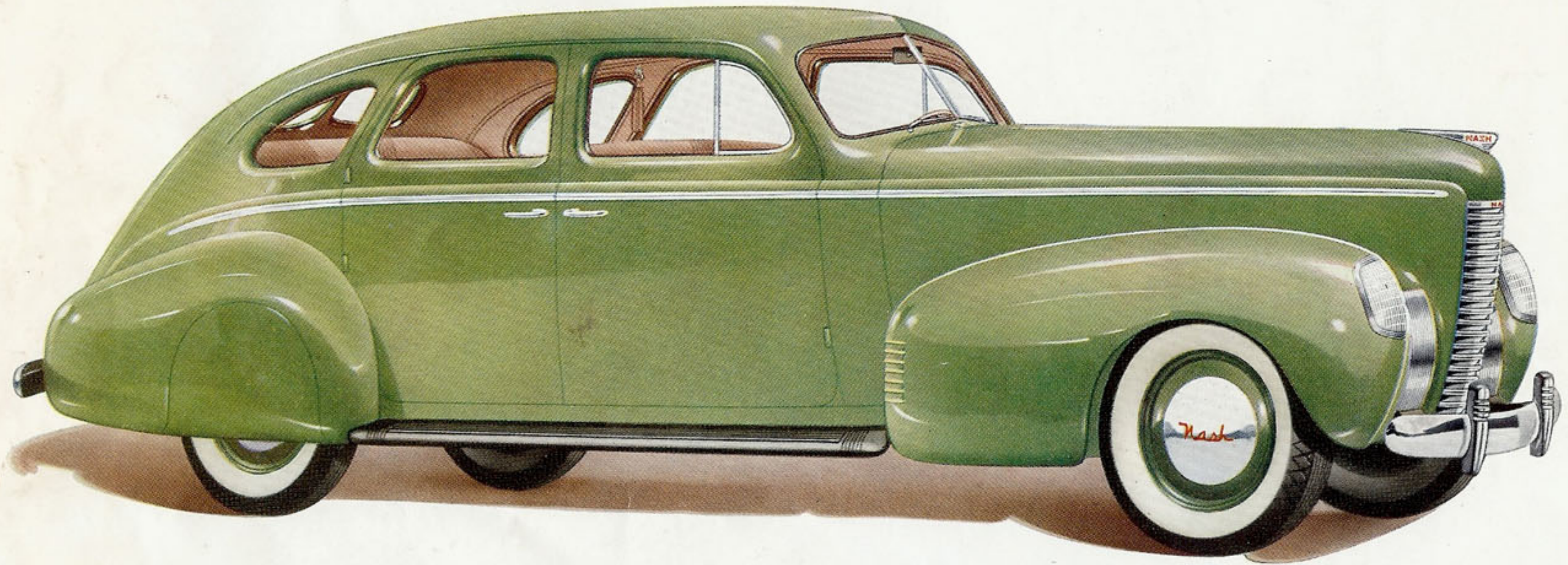


Victoria Sedan with Slip-
stream Back and Concealed
Luggage Compartment.

Ambassador
EIGHT SERIES

AND THE

Luxury Nash Ambassadors



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

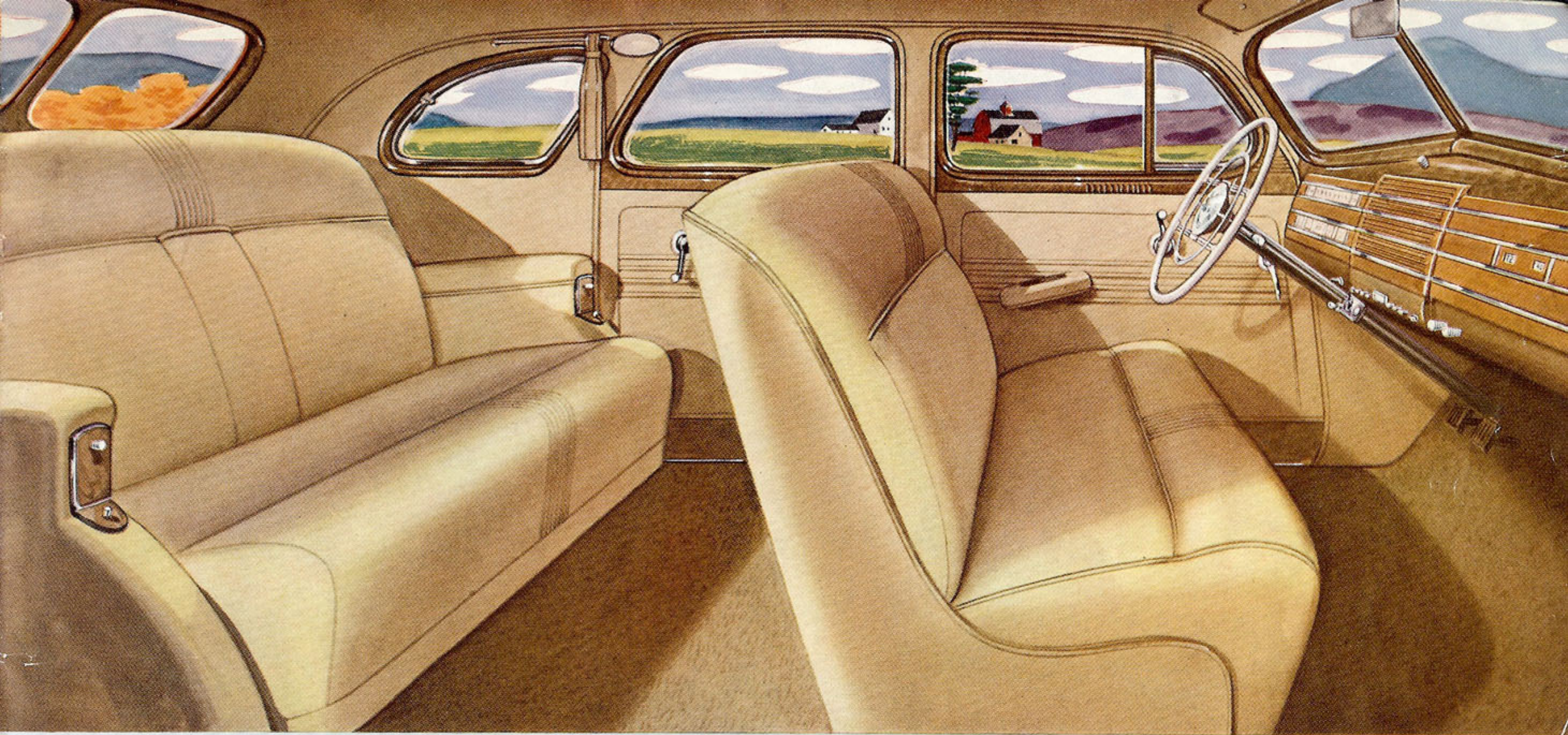
FOR THE NEXT BEST THING TO FLYING—TAKE A TWIN IGNITION RIDE

● 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.

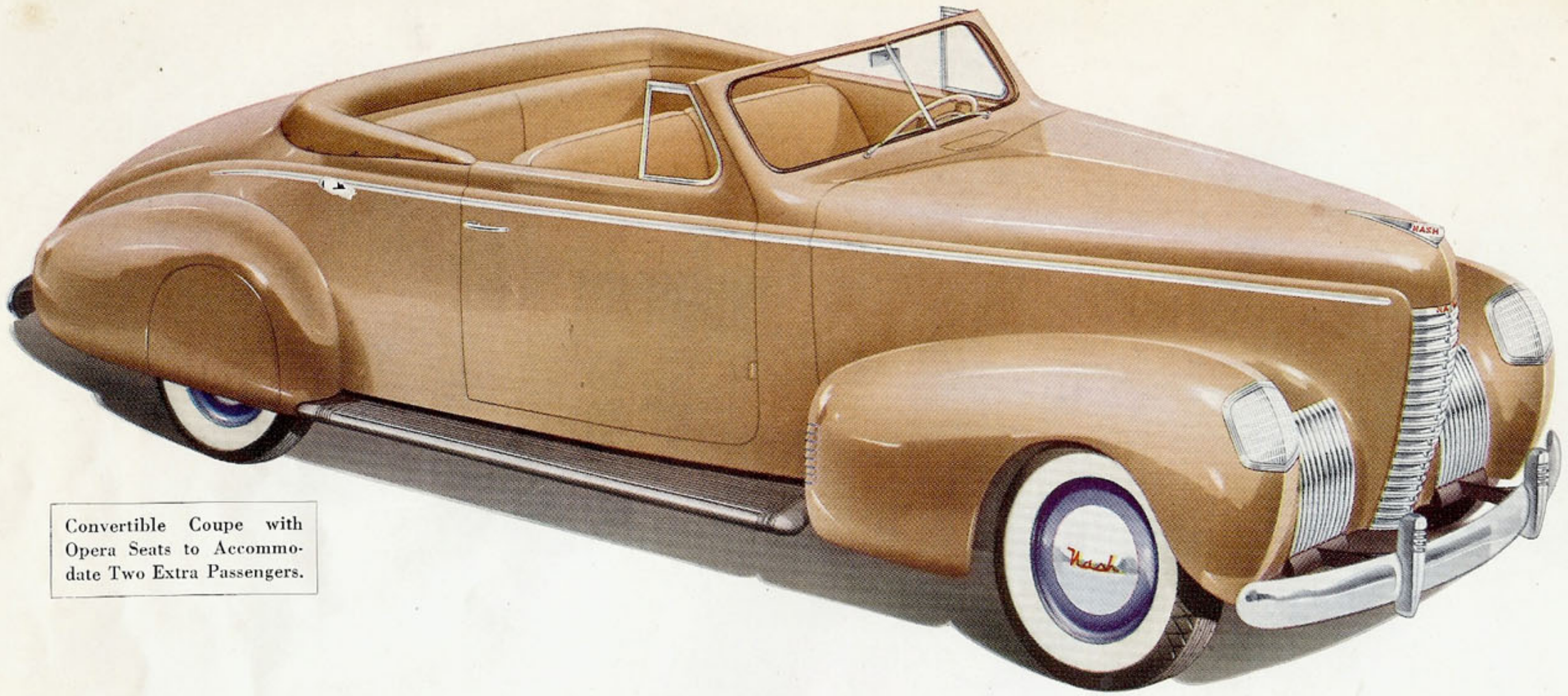
Here are, in fact, the newest and most modern automobile engines in the world . . . the Twin Ignition, valve-in-head power plants in the Nash Ambassador Six and Eight!



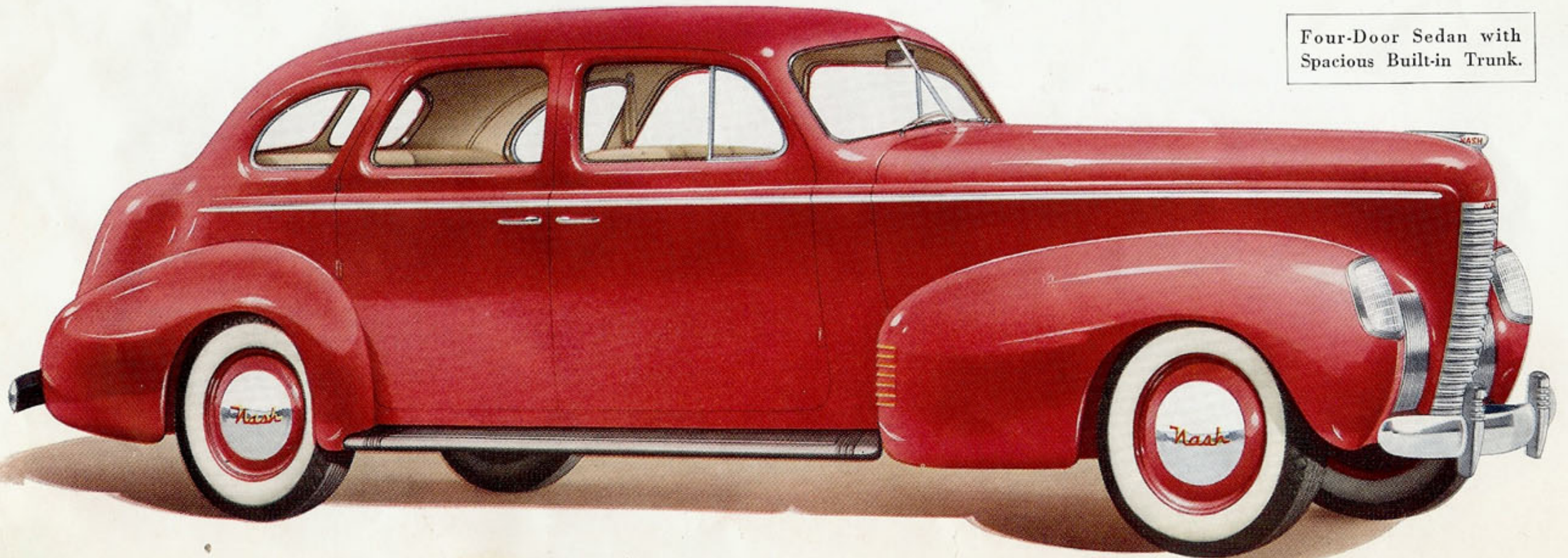


PRESENTING
Mayfair Interiors

● 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!

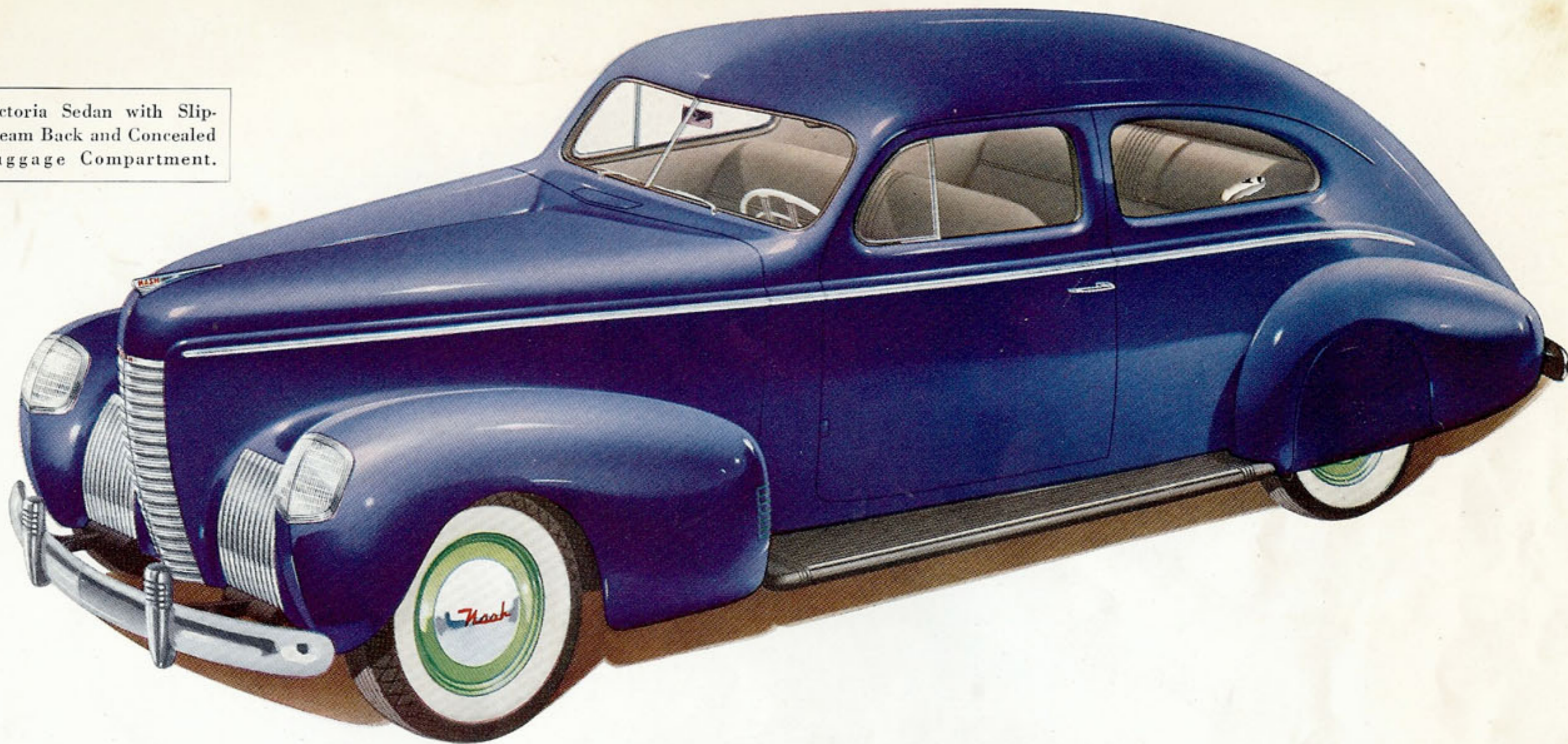


Convertible Coupe with
Opera Seats to Accommo-
date Two Extra Passengers.

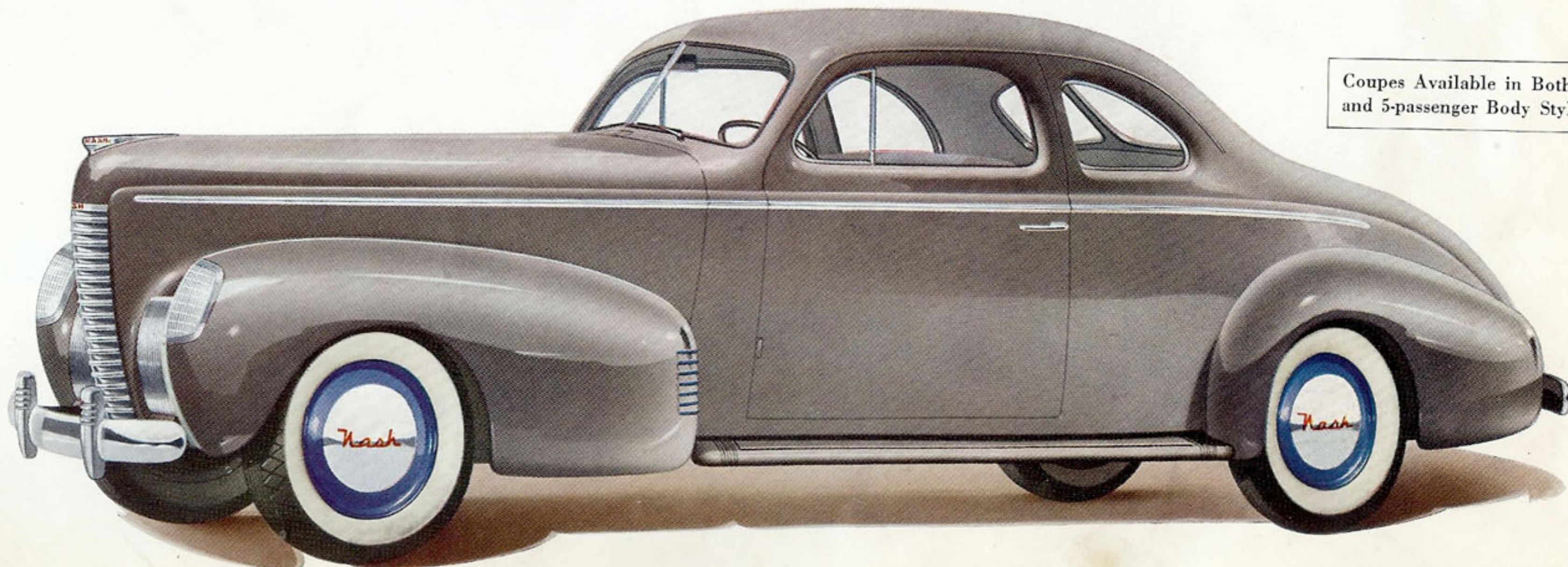


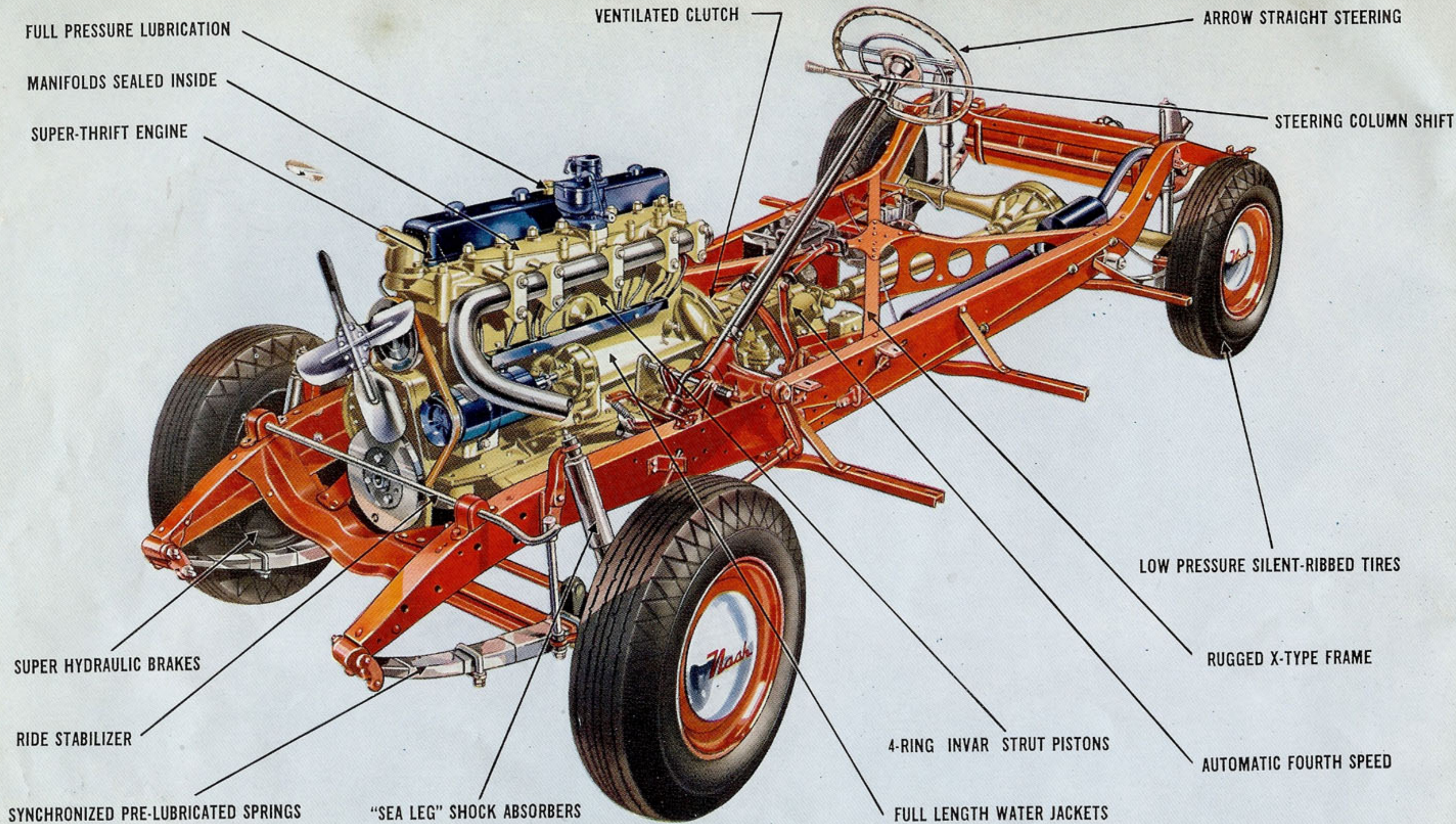
Four-Door Sedan with
Spacious Built-in Trunk.

Victoria Sedan with Slipstream Back and Concealed Luggage Compartment.



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





1939 AMBASSADOR EIGHT SPECIFICATIONS

ENGINE—Valve-in-head, 115 horsepower Super-Thrift Engine of Monitor-Sealed design; bore $3\frac{1}{8}$ " ; stroke $4\frac{1}{4}$ " ; displacement 260.8 cu. in.; taxable horsepower 31.25, with full pressure lubrication; rifle bored connecting rods; Invar Strut Aluminum pistons fitted with four piston rings; full length water jacketing; dual carburetion with automatic choke; Twin Ignition Power with two spark plugs per cylinder; Double Automatic Spark Control; nine bearing crankshaft with 83.17 sq. in. of bearing area and mounted in 4-point rubber engine mountings.

CHASSIS—125-inch wheelbase with rigid girder X-type frame having box section side rails of double thickness and three cross-members; Oversized Super-Hydraulic Brakes with 216 sq. in. of lining area; Synchronized Pre-Lubricated Springs fitted with bearing metal inserts

for soft, uniform action, packed in special lubricant and enclosed in metal covers; solid front axle for greater stability and safety; Ride Stabilizer mounted in rubber to stabilize steering and prevent sway on turns; Sky-liner type Super-Hydraulic shock absorbers with "sea-leg" mounting for greater comfort and stability; arrow straight finger tip steering with shock eliminator; all silent Synchro-Shift Transmission with Automatic Fourth speed forward; new ball bearing Steering Column Gearshift, optional extra; and big section 16 x 7.00 low pressure tires with silent ribbed tread.

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

of annoying drafts. Entire body and fenders bonderized to prevent rust. No draft ventilating system. Exclusive Nash Automatic Weather-Eye Conditioning System, optional extra.

EQUIPMENT—Bumpers; bumper guards; metal spring covers; wheel trim rings; dual ash trays and cigar lighters in rear compartment of Sedans; electric clock; robe cord; sliding assist cords; glove box door lock and light; dual sun-visors and windshield wipers; dual trumpet horns; flexible spoke steering-wheel and horn ring; voltage control generator; 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.



NASH PUTS A *Thrill* EVEN INTO SAFETY!

FEEL THE WAY IT HUGS THE ROAD . . . GOES AROUND CURVES . . . STOPS ON A DIME. THEN LOOK AT THE SAFEST STEEL BODY, THE STURDIEST FRAME, EVER PUT ON A CAR!

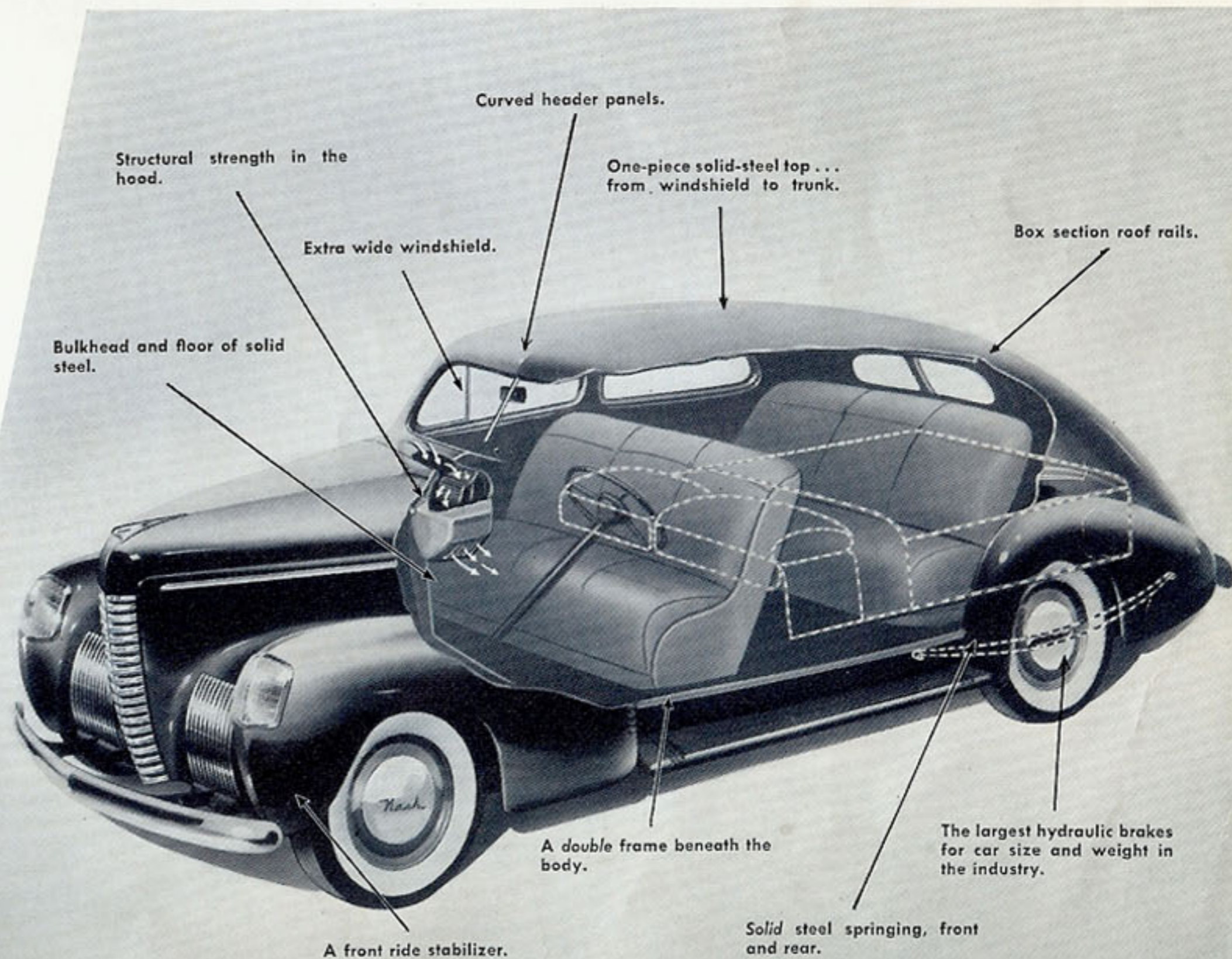


● You can call it "roadability" . . . or "safety" . . . but you get a certain feel out of a new Nash that will set your mind at ease, and let you enjoy the new thrill of Nash motoring.

A Nash rounds a curve like it ran on rails. No lurching . . . no feeling of indecision. In a cross gale you can hold it on the road with your finger-tips. At high speeds, the rear end literally feels anchored to the road. And as a matter of sober fact, Nash is so efficiently streamlined that it requires little or no effort on the driver's part to hold the car on its course.

"What about brakes?" Just try them! Super-hydraulics—the largest for car size and weight you can find. You'll like their solid "feel," their positive action, their smooth, safe stopping power.

But it is in the solid, sturdy, fortress-like strength of the all-steel body that you will find the greatest difference in safety. Here Nash leads the world! Just check over the important points at the right.



AND YOU'LL Always be Proud OF YOUR NASH!

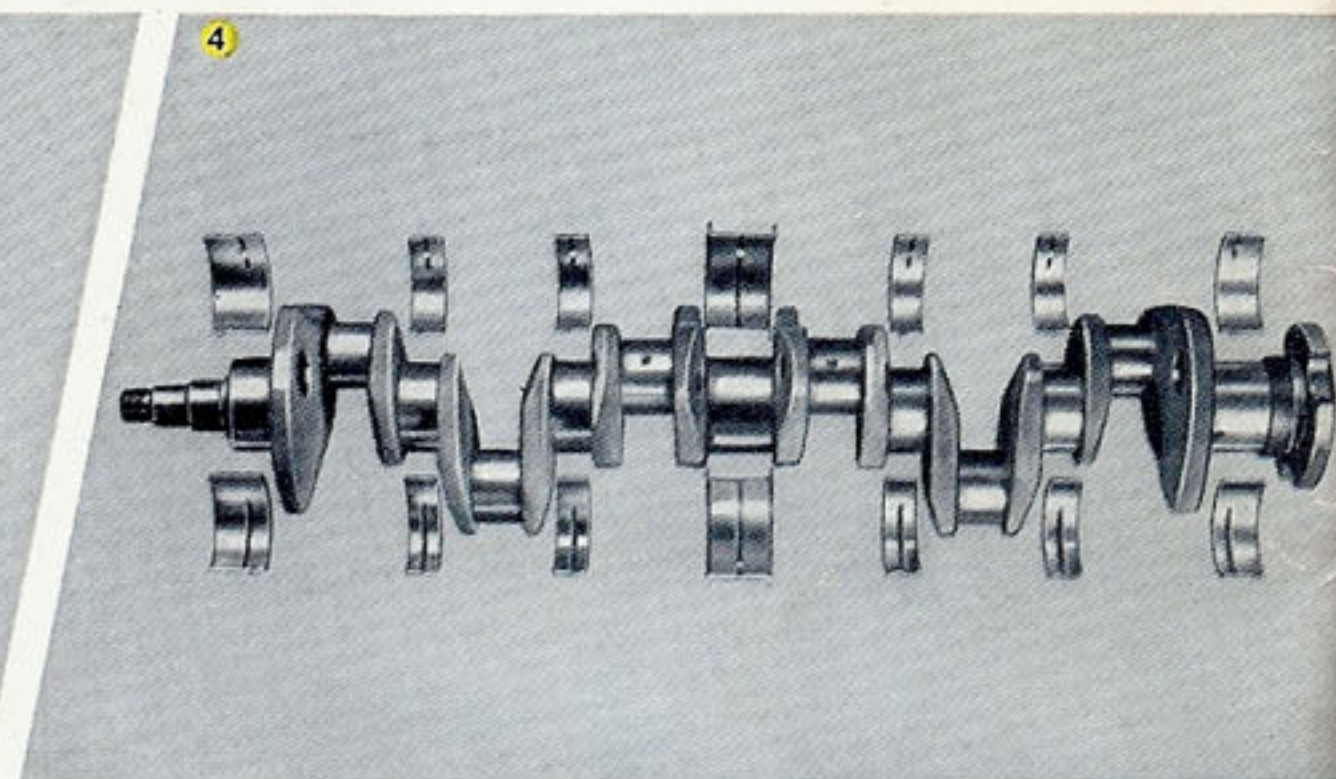
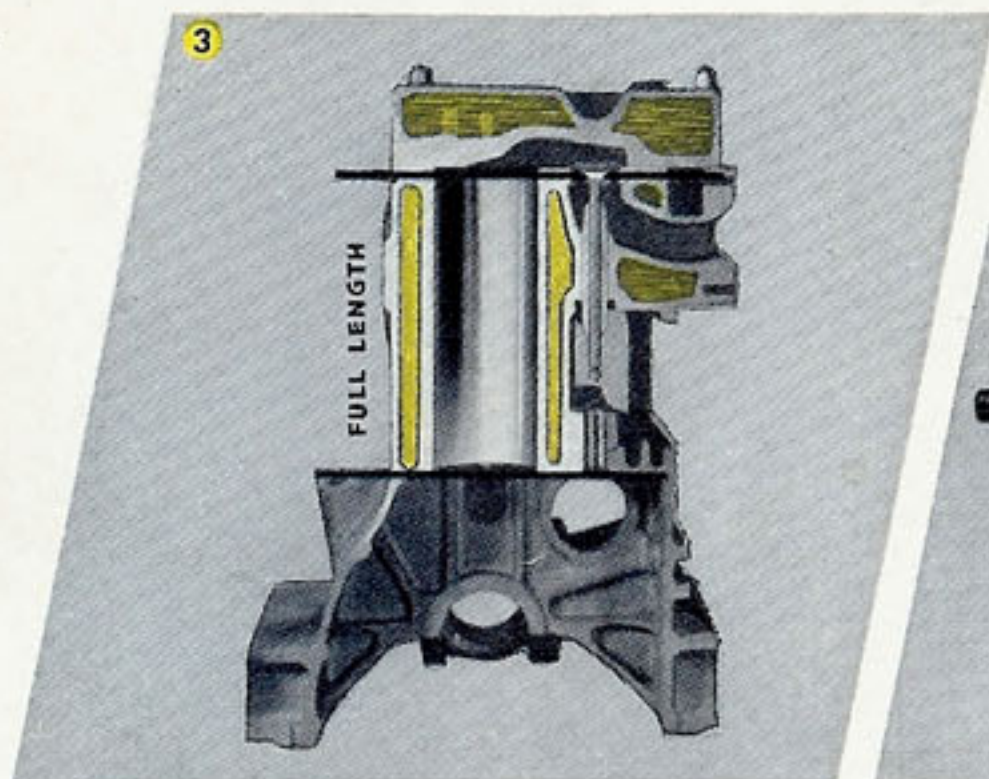
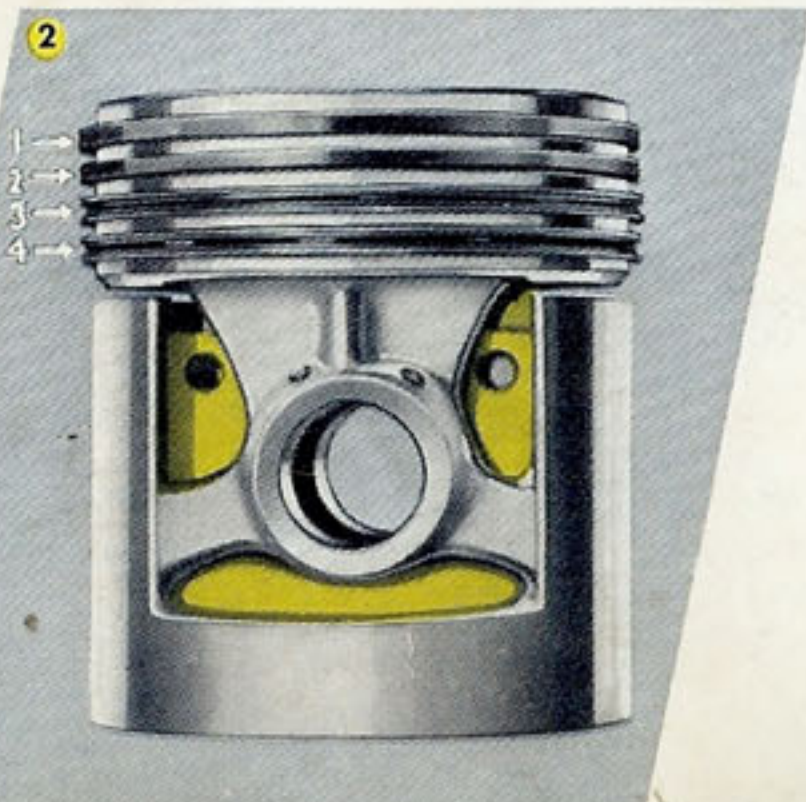
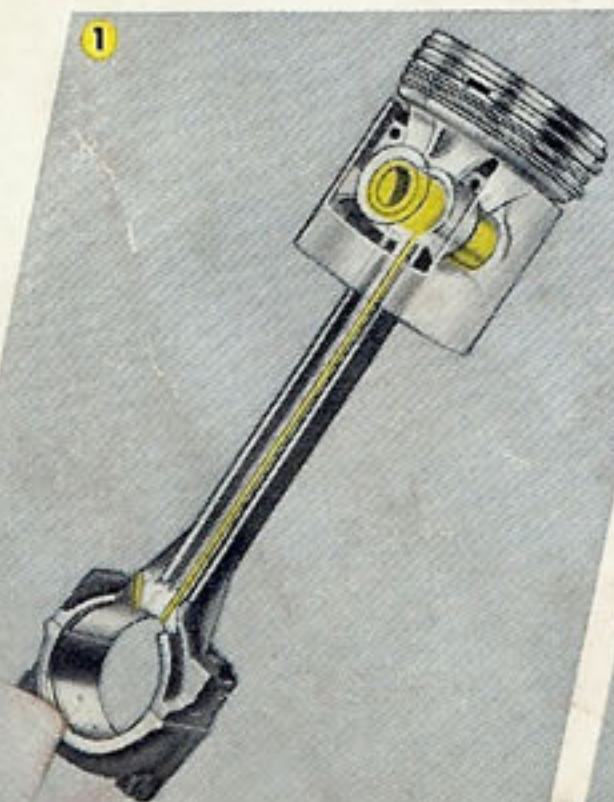
● We believe good things should last. That is why—whether you'll ever use them up or not—there are ten years of superlative service built into a Nash.

You'll find it an easily proved fact (by comparison with America's most expensive cars) that Nash gives you the *finest* engineering and materials money can buy.

This has been our policy since 1917. Letters received every day at the factory tell of Nash cars ten to fifteen years old, with speedometer readings in hundreds of thousands of miles. This is evidence of Nash pride of ownership!

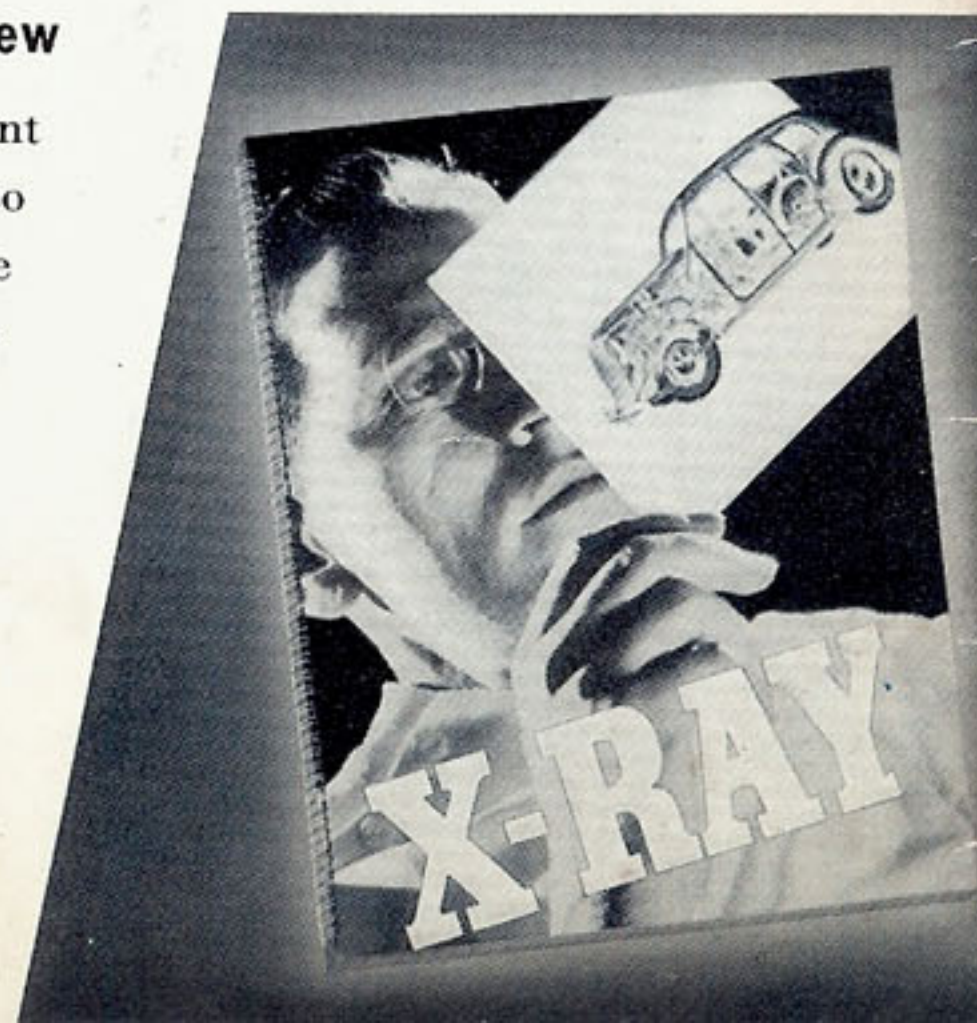
It explains why people say Nash is the lowest priced car in the long run. You'll feel the same thrill, the same pleasure, the same pride many, many years from now!

1. RIFLE-BORED CONNECTING RODS for complete lubrication. Piston pins and cylinder walls are lubricated at every stroke . . . prolonging engine life.
2. INVAR STRUT PISTONS for closer fit, lasting quietness, and longer life. Four piston rings instead of the usual three, for greater oil economy.
3. FULL LENGTH WATER JACKETS prolong engine life, keep oil cooler, improving lubrication . . . operating quietness . . . reducing engine wear.
4. MULTIPLE BEARING CRANKSHAFTS for long life. This means less vibration, less bearing wear, that "new car feel" for extra thousands of miles. A fine-car feature.



Before You Buy ANY Car Get an X-Ray View

● Selecting a new car is one of the most important decisions the average person makes. Too often so much of the real value of the car is hidden from the eye. You will be glad to know that a buying guide has been made available to the public at large—the Automobile X-Ray. It gives you all the engineering facts about 1939 car values . . . the real "inside story" on all cars—based on authoritative industry data and specifications. Fifteen minutes' study of it may save you considerable money — and regret — later on. You can see the X-Ray at any Nash Dealer's.



HOW TO MAKE A GREAT CAR GREATER



● The accessories shown on this page have been specially designed by Nash engineers to add to your motoring enjoyment.

● *"Weather-Eye" Conditioning System*—for year round motoring comfort (see pages 4 and 5).

● *De Luxe Two-Unit Radio*—with automatic Finger-Tip tuning and new type cowl antenna.

● *Electric Panel Clock*—with built-in glove compartment door light.

● *Electric Click Lighter*—automatically clicks out when ready to light . . . can be passed around to all passengers.

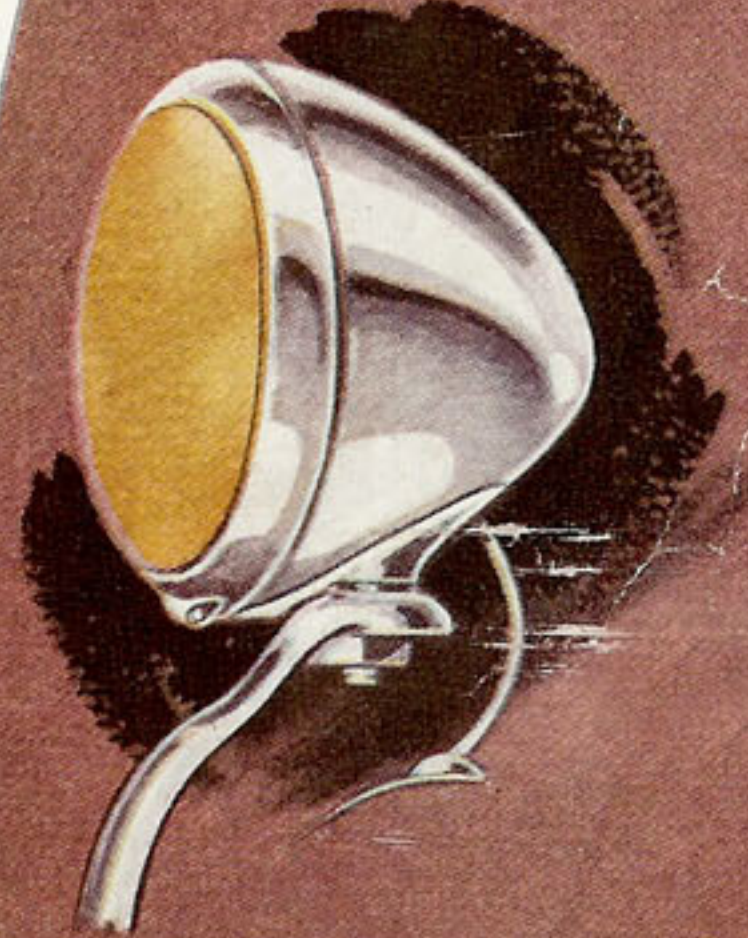
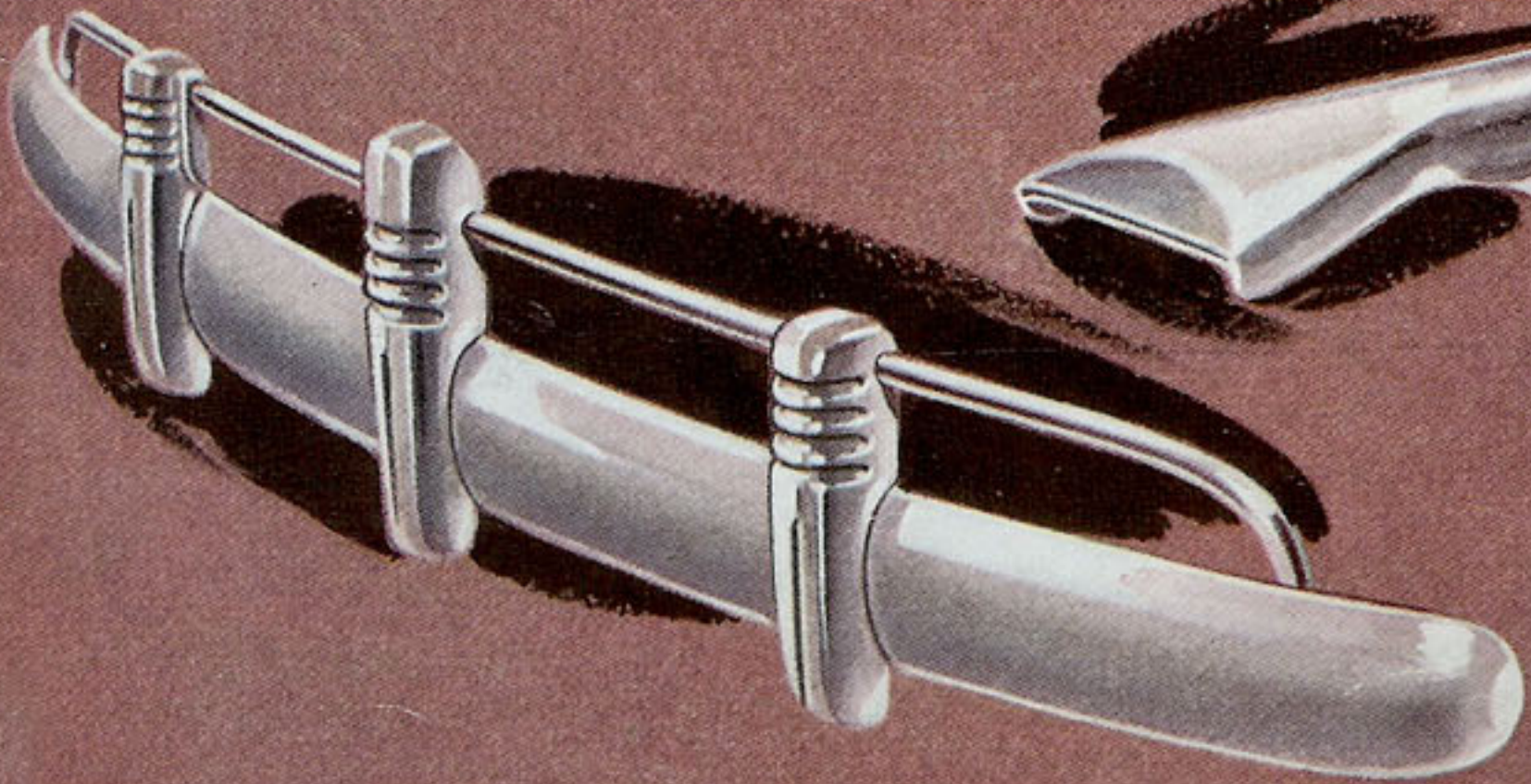
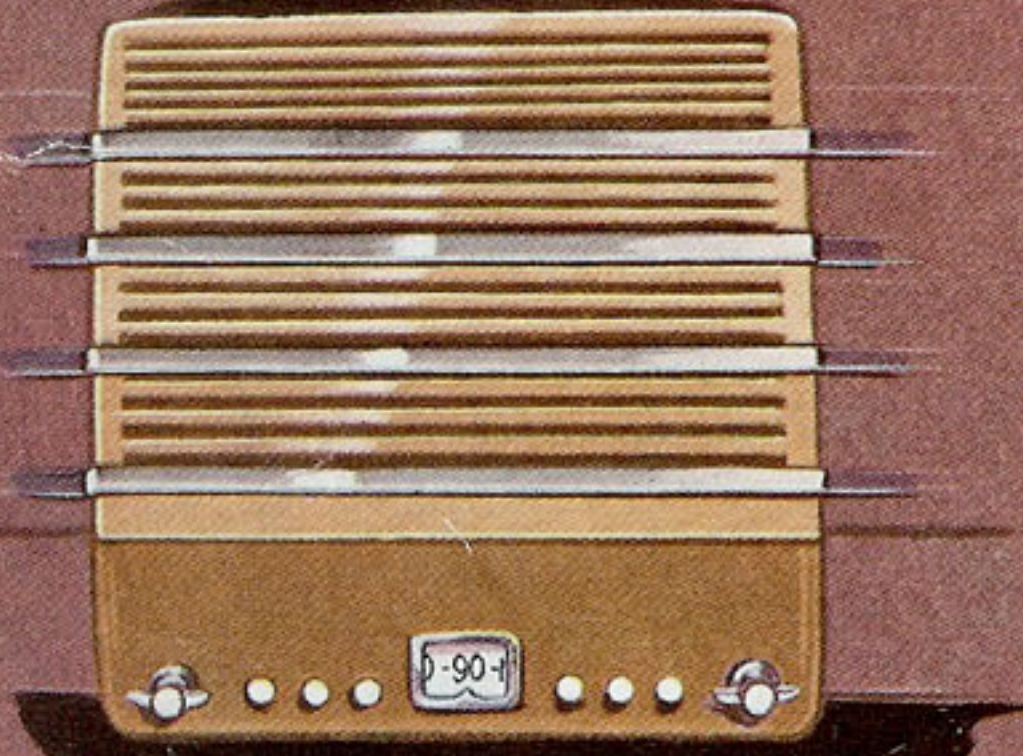
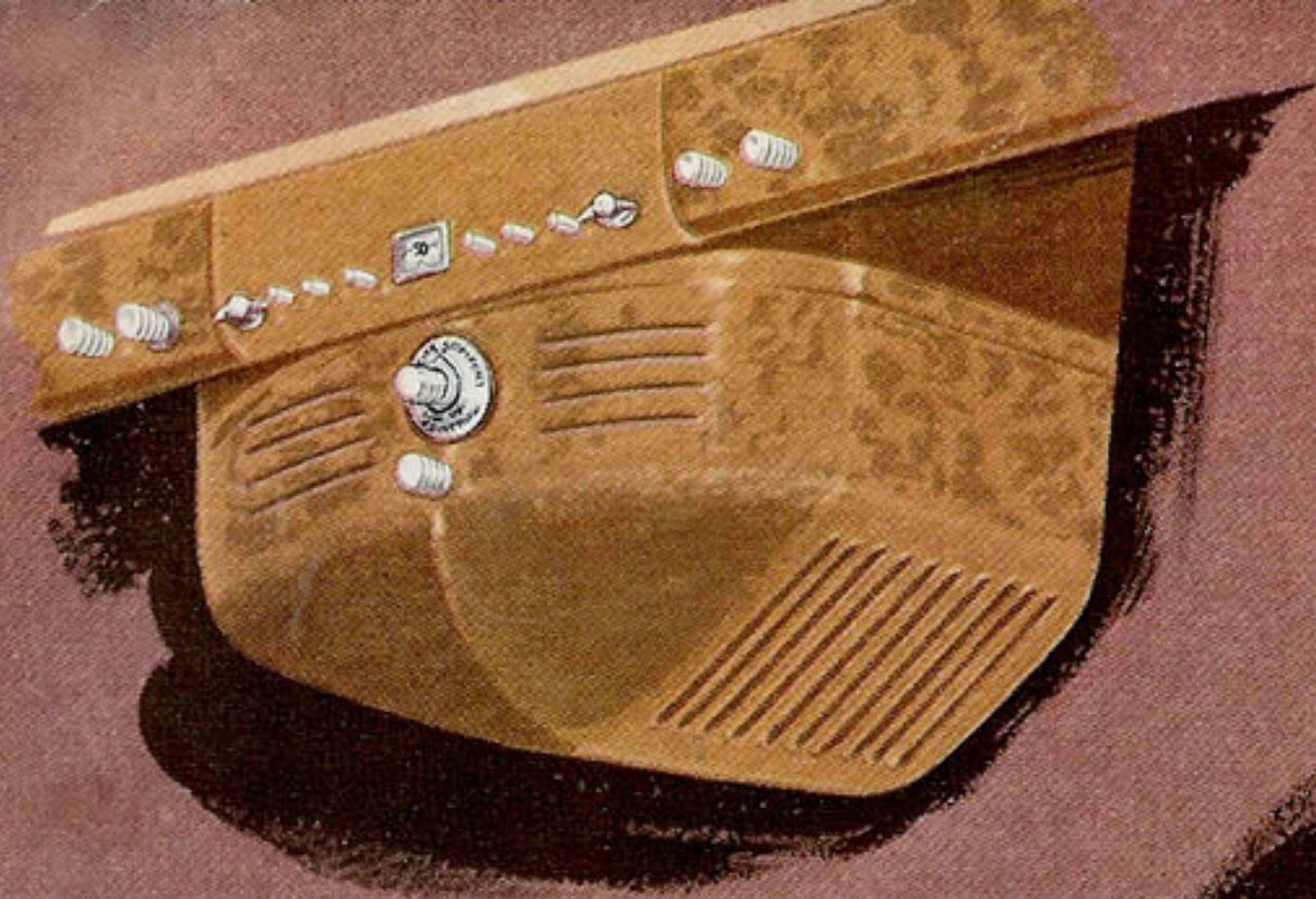
● *Flexible Spoke Steering Wheel*—with safety horn blowing ring.

● *Safety Fog Lamps*—Cut through fog for maximum bad-weather visibility.

● *License Plate Frames*—Made of gleaming chrome.

● *Exhaust Pipe Extension*—dresses up rear of car.

● *Master Bumper Bar*—provides extra protection and adds to appearance.



WHY NOT NOW?

● “Most times, it *pays* to do the thing we really *want* to do.

“Maybe you have a car now that can keep you going along for a few months more . . . but, as a matter of bed-rock fact, wouldn't it *pay you* to escape all the repair costs ahead of you—and to invest in a new Nash?

“Thousands have told us that Nash ‘Weather-Eye’ Conditioning alone—was worth trading now, because it enabled them to get out and enjoy winter driving.

“Others have told us that gasoline and oil savings were helping them meet monthly payments.

“Actually, there's only one little thing that stands in your way. It's that word ‘yes.’

“Say it—and we'll do the rest. Give you the finest ‘trade-in’ possible on your present car, arrange easy payments, and do everything to make you a happy owner.”

Your Nash Dealer

NASH MOTORS

Division of Nash-Kelvinator Corp.

