

*Mask*

*Lifts the Curtain  
on Tomorrow*





1947

## THE NATION'S ENGINEERS PREDICT:

"Revolutionary changes are coming in Tomorrow's Cars. They will be lighter, but stronger . . . feature oversize interiors and sleeping arrangements . . . offer far greater economy . . . be safer, quieter and easier to steer and handle . . ."

### Years Ahead of the Industry—



Completely Modern Construction, from Road to Roof . . . Body and Frame Built as One Super-Strong Welded Unit . . . Safer, Lighter, Rattle-Proof, Squeak-Proof . . . the Nash "600."



Economy—25 to 30 Miles a Gallon at Moderate Highway Speed . . . from 500 to 600 Miles on a Tankful . . . the Nash "600."



Individual Coil Springs on *All Four* Wheels . . . Smoothest Ride of All . . . the Nash "600."



Wider, More Comfortable Seats . . . More Headroom and Legroom . . . for Six Adult Passengers.

A Convertible Double Bed (as optional equipment). Ideal for hunting and camping trips.



Nash Weather Eye Conditioned Air System . . . Completely Automatic Heating and Ventilation for Year 'Round Use . . . Greatest Comfort Feature Ever Engineered in an Automobile.



Easier Steering, Parking . . . Greater Maneuverability . . . Better Roadability at all Speeds.



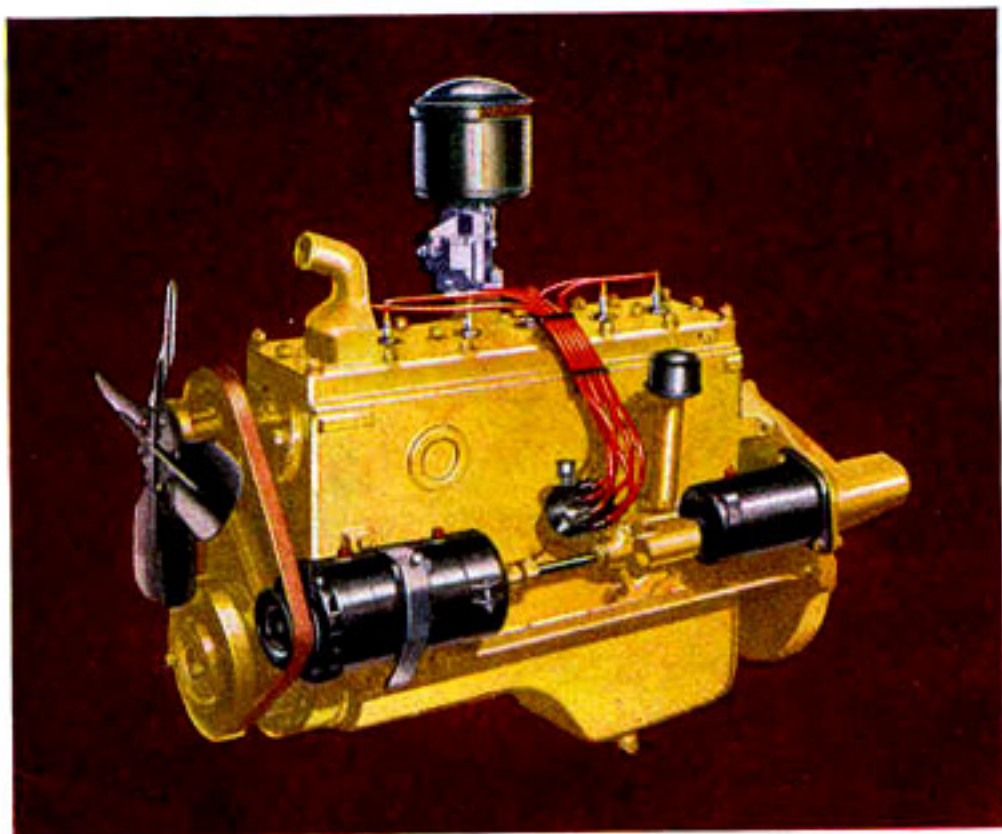
An Entirely New Standard of Performance . . . Car Quietness . . . Ease of Operation.

# The Nash "600" Series

**... 25 to 30 miles on a gallon of gasoline at moderate highway speed!**

See the 1947 Super Series Nash "600" . . . and you'll know one manufacturer has made predictions come true years before you expected it.

This Nash "600" takes you 500 to 600 miles at moderate highway speed on one filling of the 20-



gallon gas tank. And big as it is . . . Nash brings equally welcome savings in oil and tires.

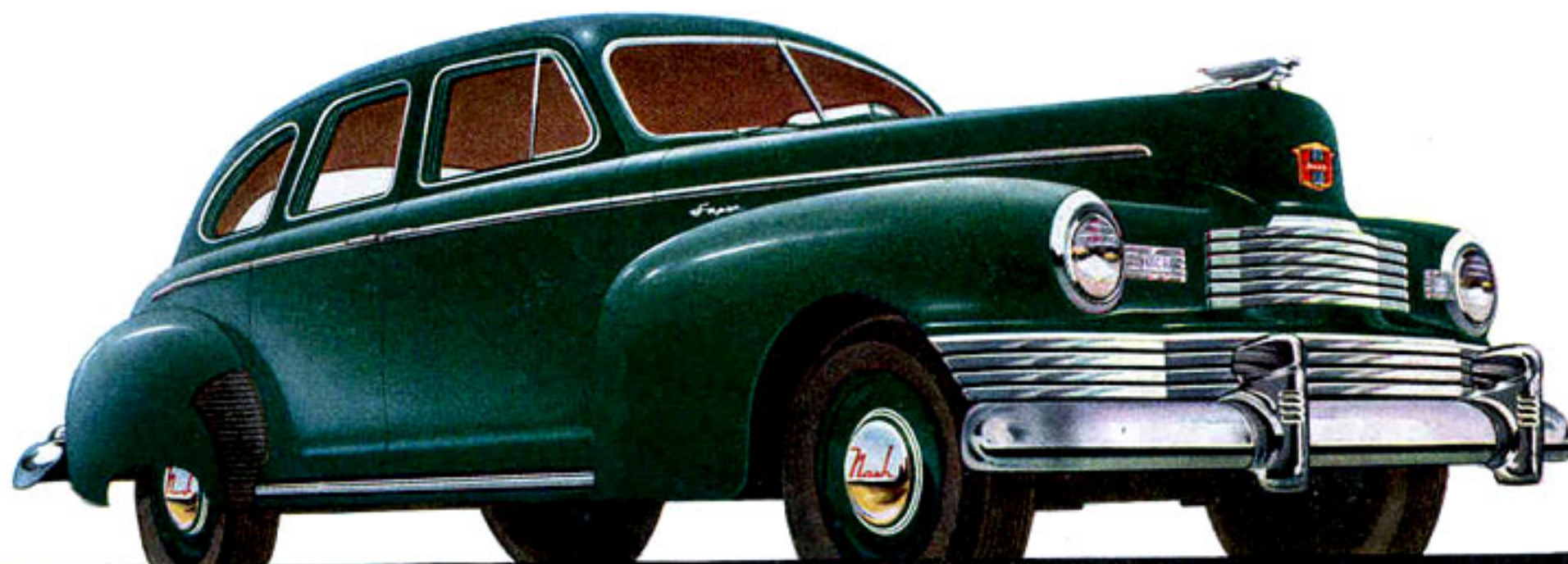
Under the hood is the most efficient engine in the industry. The record-breaking Flying Scot . . . far in advance, with its sealed-in manifold for easier starting . . . its rifle-drilled connecting rods for 100% lubrication . . . its full-floating piston pins for maximum service . . . its pressure-cooling and full length water jacketing for greatest efficiency.

With its "Unitized" construction . . . more than 8,000 spot welds turn body and frame into one super-safe, squeak-proof unit . . . with *quiet* doubly ensured by famous Nash Sand-Mortex insulation.

Nash scientifically places deep coil springs at each wheel . . . provides individual front wheel suspension . . . adds direct-acting hydraulic shock absorbers and torque tube drive for the smoothest kind of a ride. And what a revelation to drive! It's so much easier to steer and park . . . so smooth and quiet . . . so far ahead in roadability.

And it's a "big car" through and through—199 $\frac{1}{16}$  inches from bumper to bumper. Uses 6.00x16 tires. As for beauty—let your own eyes decide.

Inside and out the Nash "600" is truly deluxe. Read its specifications on page 10—and note how many of the usual "extras" in equipment are supplied you by Nash *without cost!* Yes, at its price, it's the outstanding value of the year.



**Nash "600" 4-DOOR TRUNK SEDAN**



*Nash* '600' 4-DOOR SLIPSTREAM SEDAN

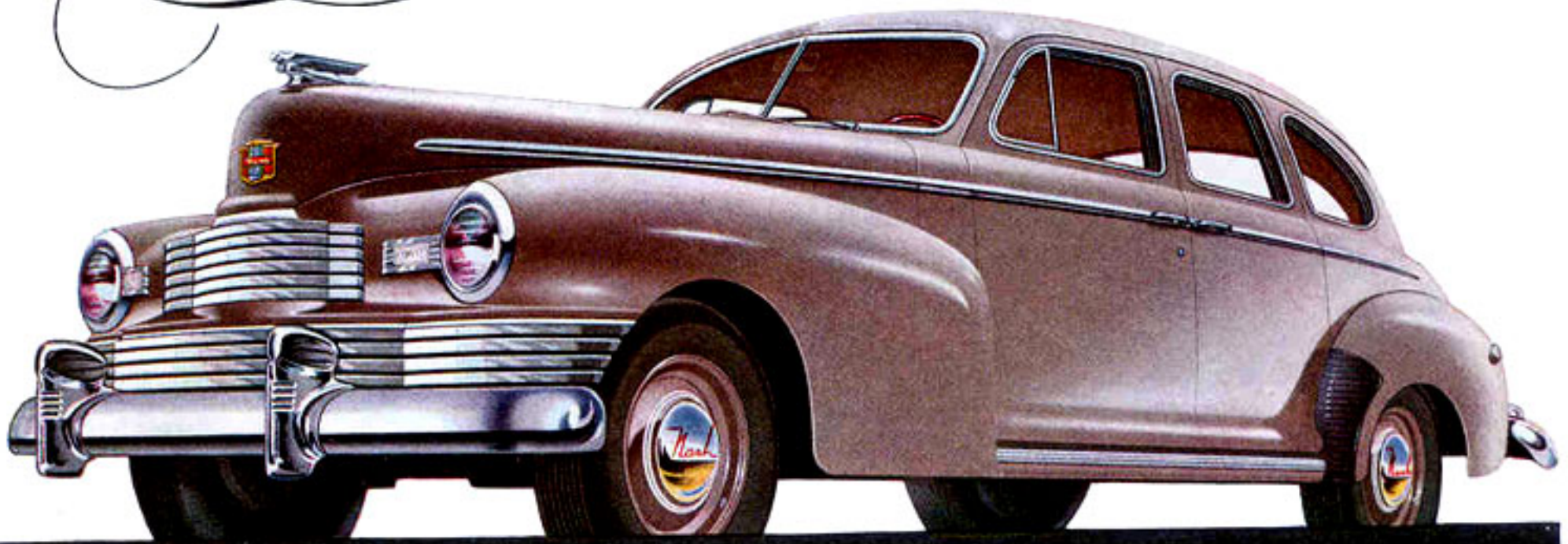
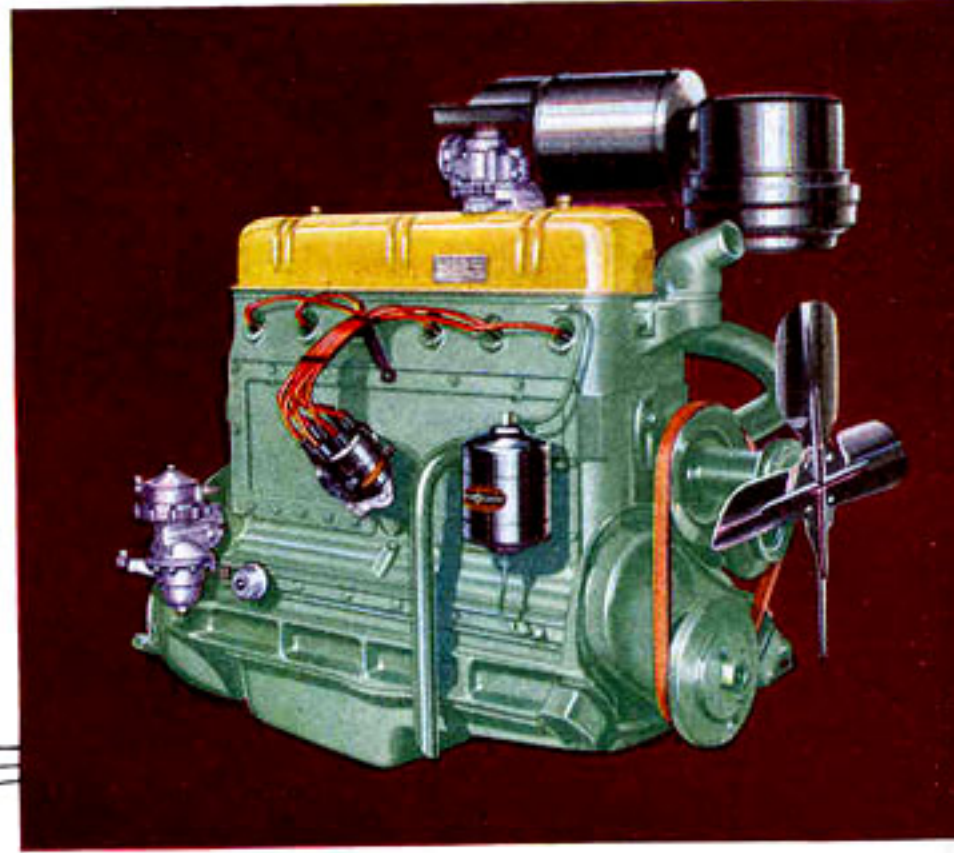


*Nash* '600' BROUGHAM

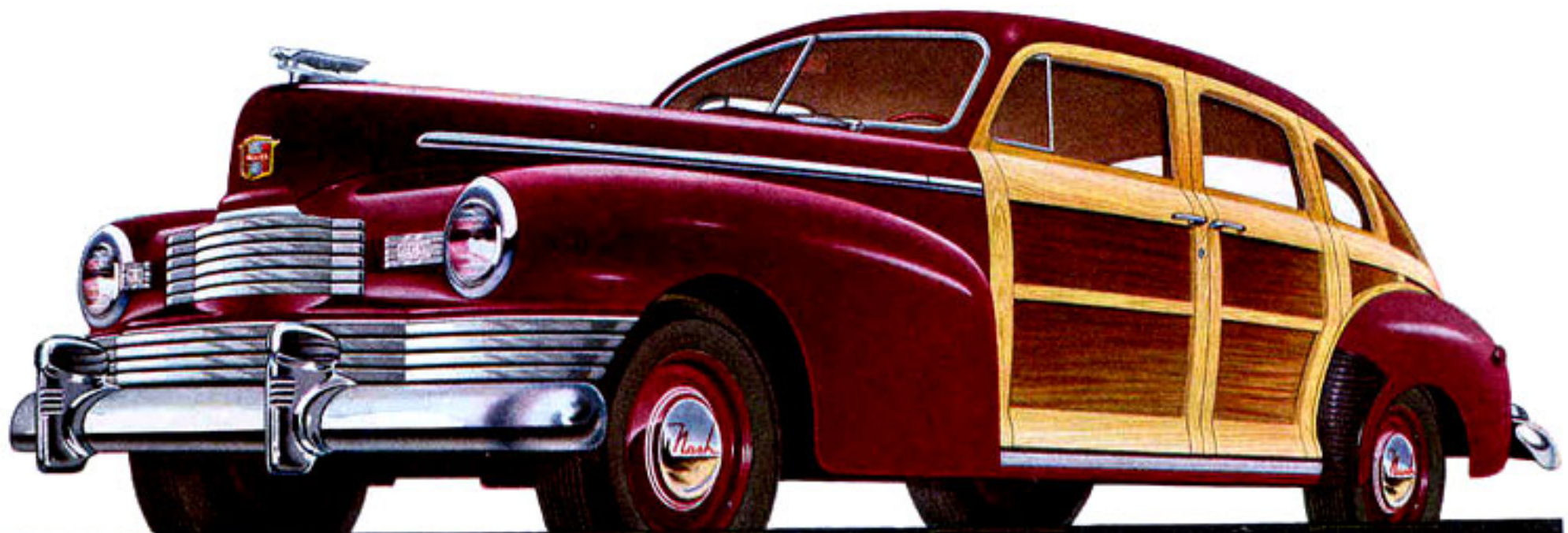


*Nash* '600' 2-DOOR SLIPSTREAM SEDAN

# The Nash Ambassador Series



*Nash* AMBASSADOR 4-DOOR TRUNK SEDAN



*Nash* AMBASSADOR SUBURBAN

Everyone who knows fine cars knows that here is one of America's truly great automobiles . . . for with its famous valve-in-head engine . . . its 112 horsepower . . . *the Super Series Nash Ambassador is the most powerful 6-cylinder car in America!*

A leader in style . . . in engineering craftsmanship . . . the Nash Ambassador leads, too, in owner loyalty. For year after year you find the discriminating buying the Nash Ambassador . . . for performance, for durability, for sheer motoring luxury and comfort.

Ambassador means mastery of the road with the swift, silent pace of the Fourth Speed Forward, and the Automatic Overtake for sprinting spurts of speed.

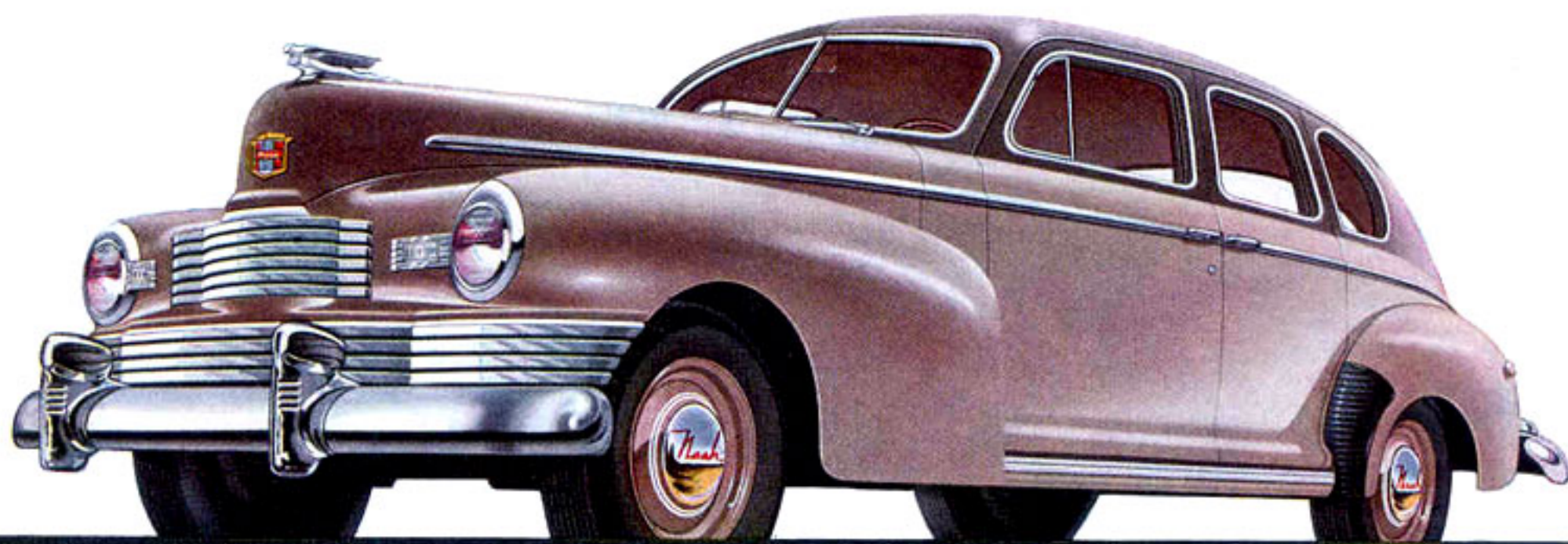
Ambassador means advanced engineering such as individual front wheel suspension . . . rubber cushioned springs . . . front ride stabilizer . . . direct-acting hydraulic shock absorbers.

It means the *quietness* and comfort of a spacious lounge interior . . . the cradled ride of a full 121-inch wheelbase . . . plus Sand-Mortex soundproofing . . . and the Nash Weather Eye Conditioned Air System.

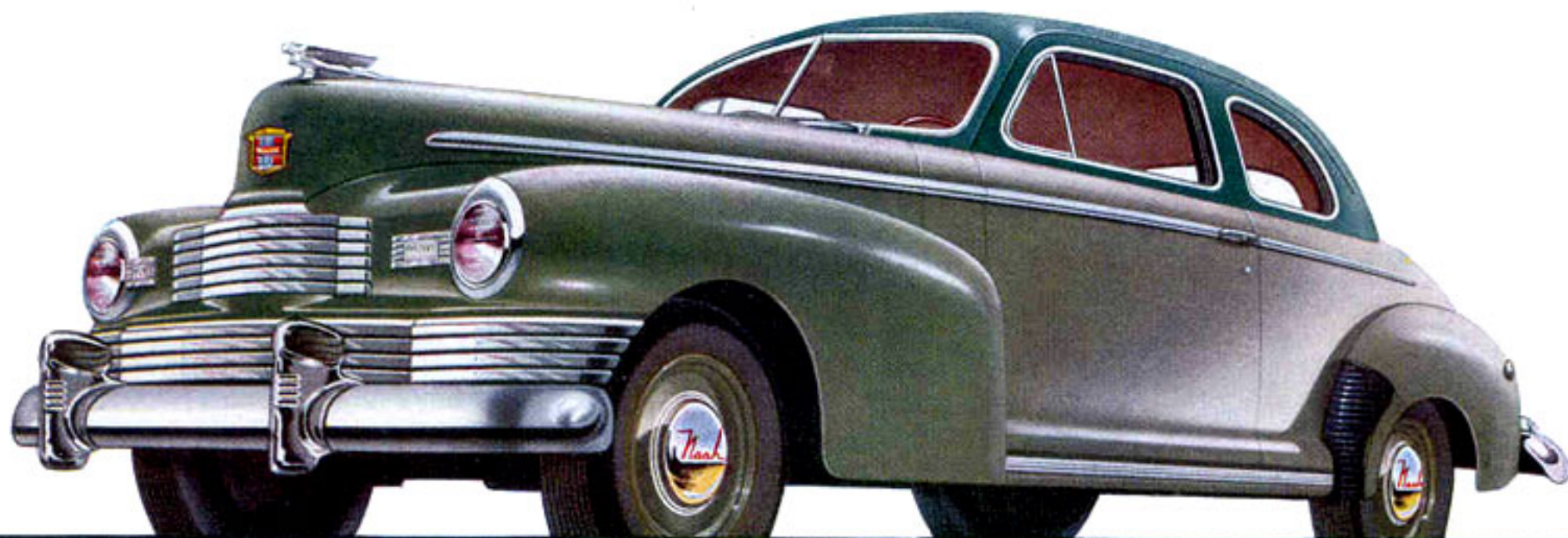
Even more, Ambassador means the thrill of steering with just your fingertips in full control as you hug the curves and sweep the miles behind you.

And though . . . when you buy performance like this you don't look for economy . . . the Nash Ambassador has it . . . with 20 miles to the gallon typical performance.

Step into the Nash Ambassador. Get the "feel" of the wheel . . . sink into its luxuriously wide seats . . . note the myriad details of fine craftsmanship surrounding you. You'll say *this* must be expensive. Then you'll hear the price . . . and you'll know the Ambassador can be yours. Try the Nash Ambassador *today*.

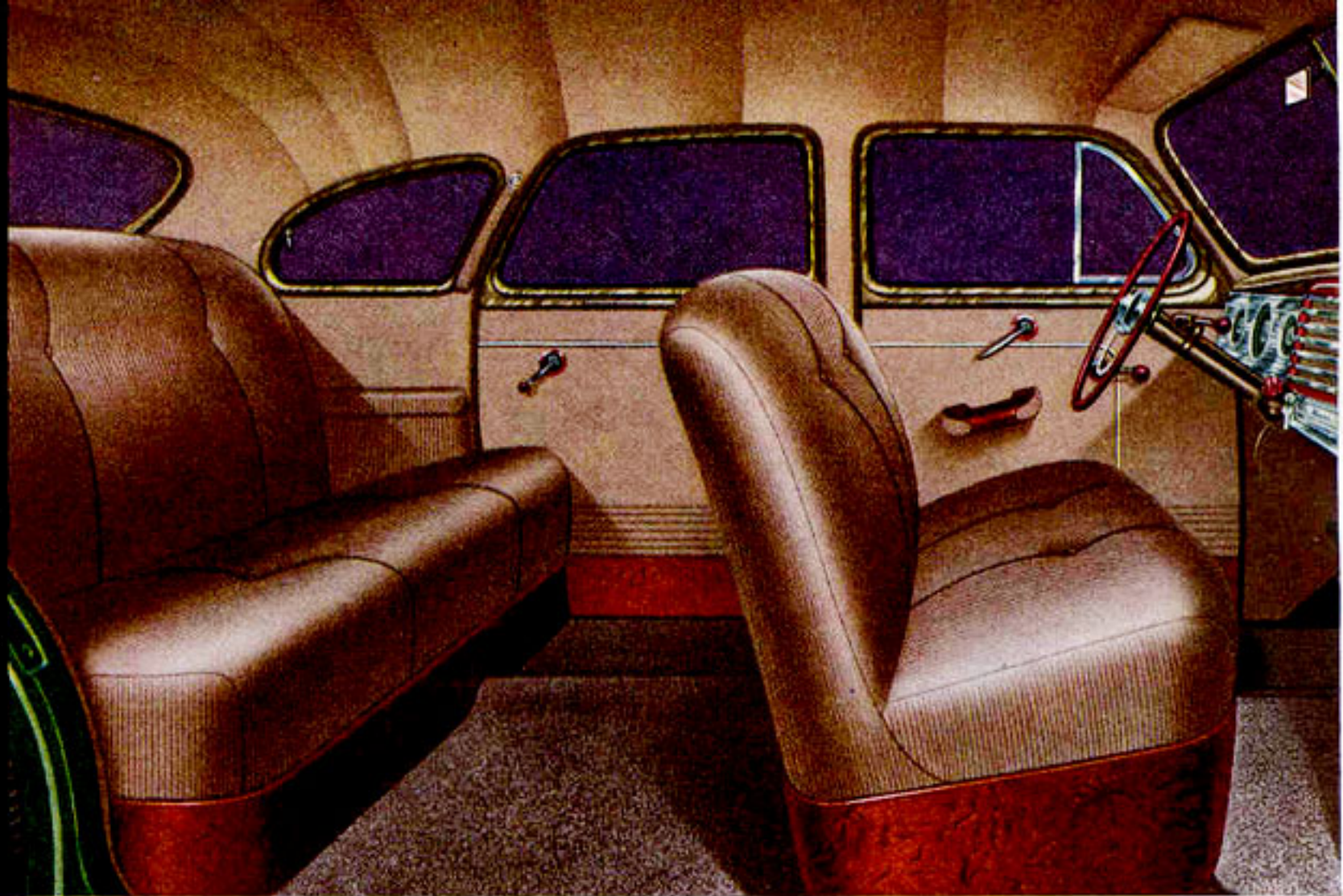


*Nash* AMBASSADOR 4-DOOR SLIPSTREAM SEDAN



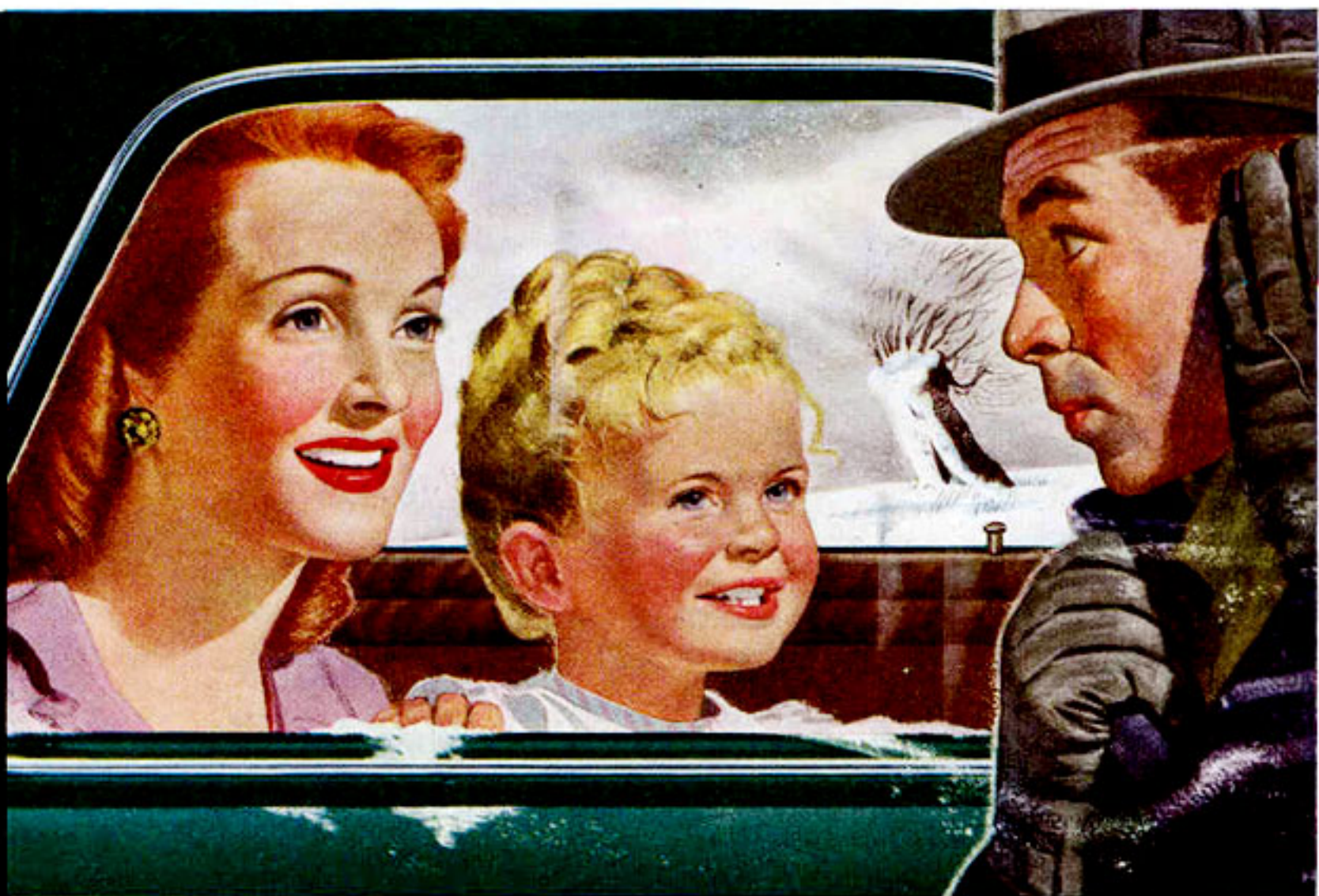
*Nash* AMBASSADOR BROUGHAM

*Oversize  
Luxury  
Interiors*



Will the Car of Tomorrow provide more passenger space? Yes . . . prediction has pointed to more seat-room, headroom, legroom in tomorrow's car. But Nash offers it *now*. With seats sofa wide, almost 5 feet . . . with leg and headroom of the same generous fullness . . . the Nash interior, with its fine and perfected fittings, rides six in luxurious comfort.

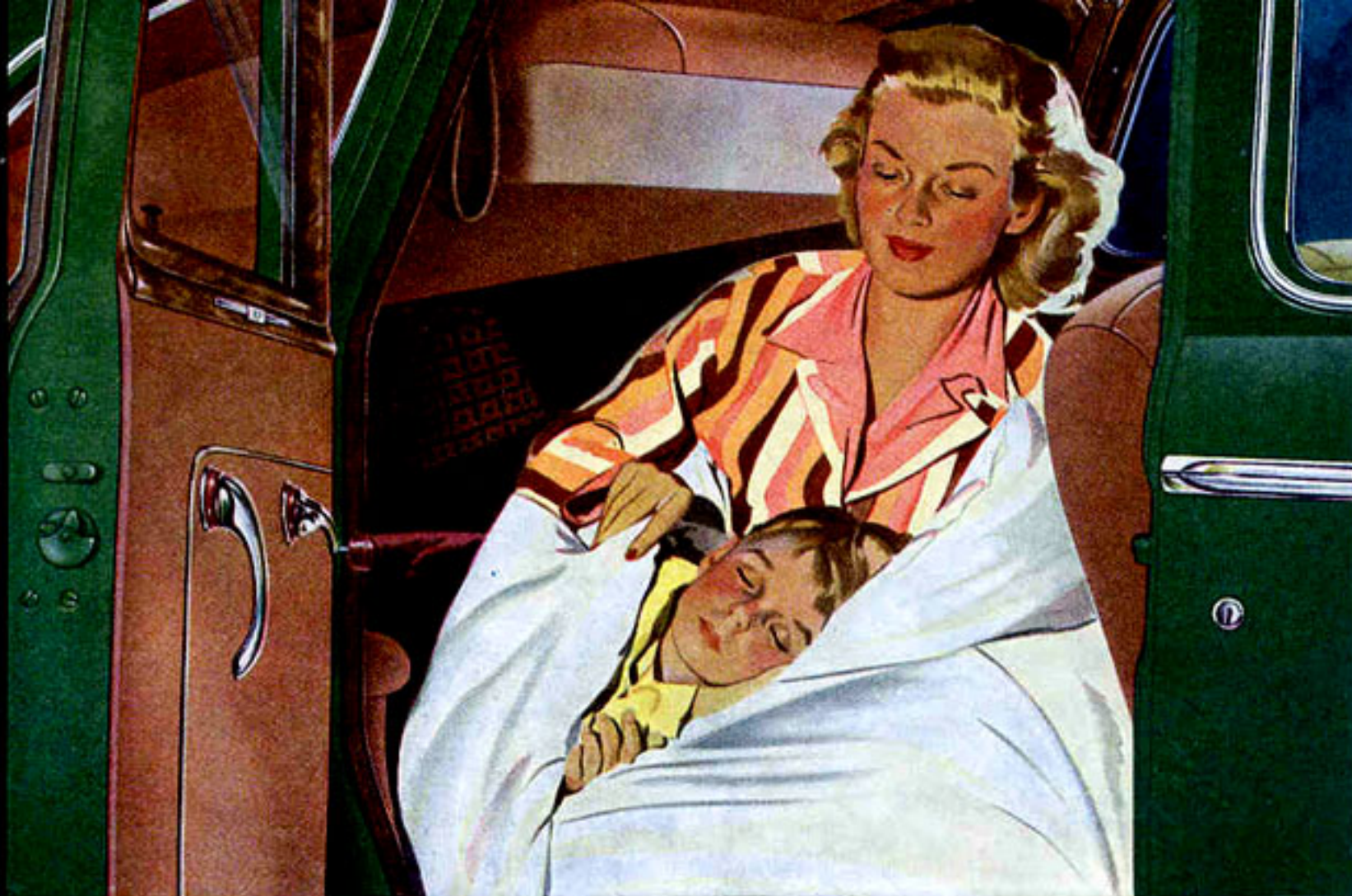
*Nash  
Weather Eye  
Conditioned  
Air System*



Will the Car of Tomorrow have advanced ventilation? Yes . . . prediction has pointed to conditioned air in tomorrow's car. But Nash has it *now* . . . not tomorrow! For the Nash Weather Eye Conditioned Air System means automatic ventilation the year 'round . . . fresh, filtered, thermostatically warmed air. No stale and smoke laden air . . . no fogging windows . . . no drafts. Healthier, safer, more comfortable driving. You can drive through a blizzard without coat or gloves.

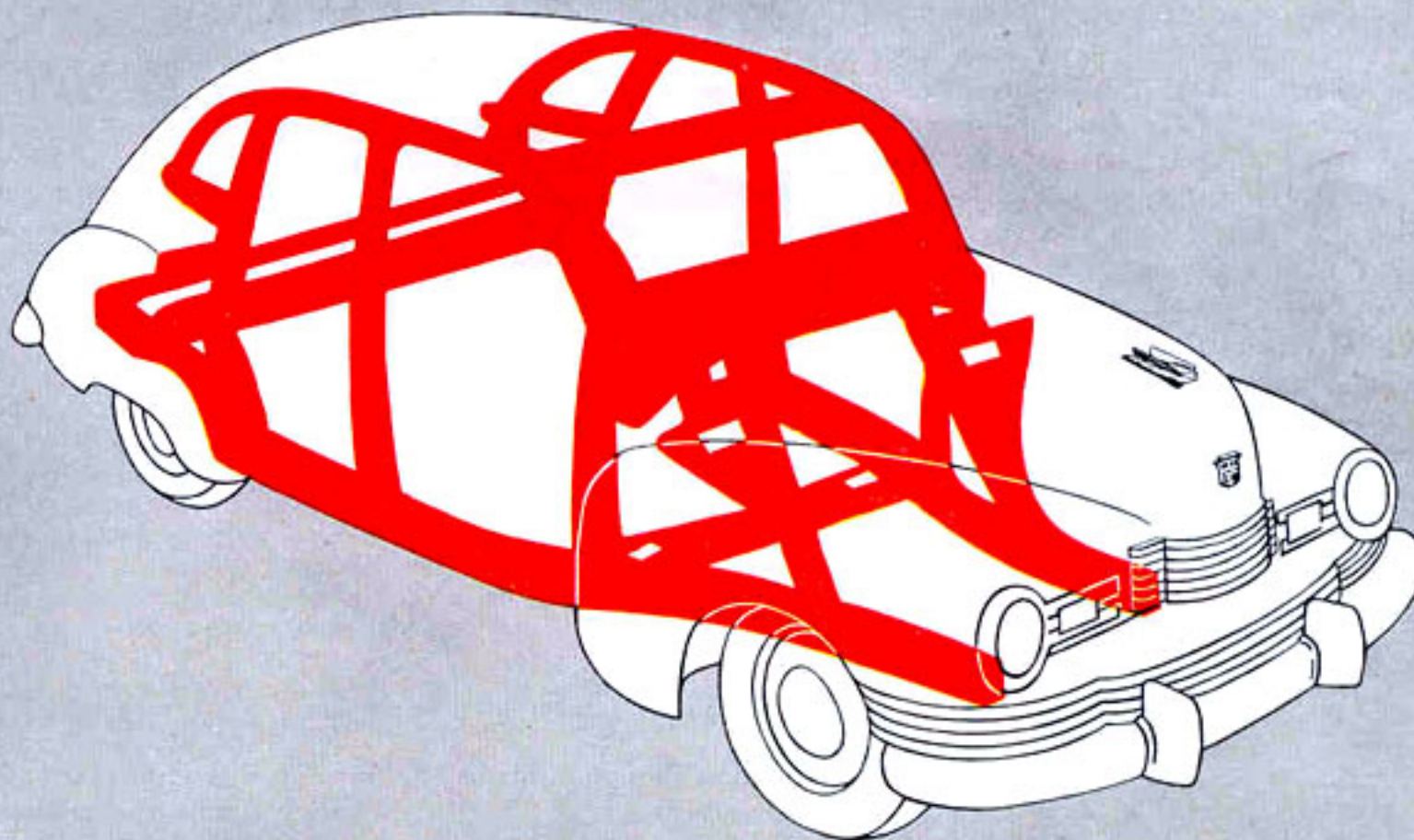


## Convertible Double Bed



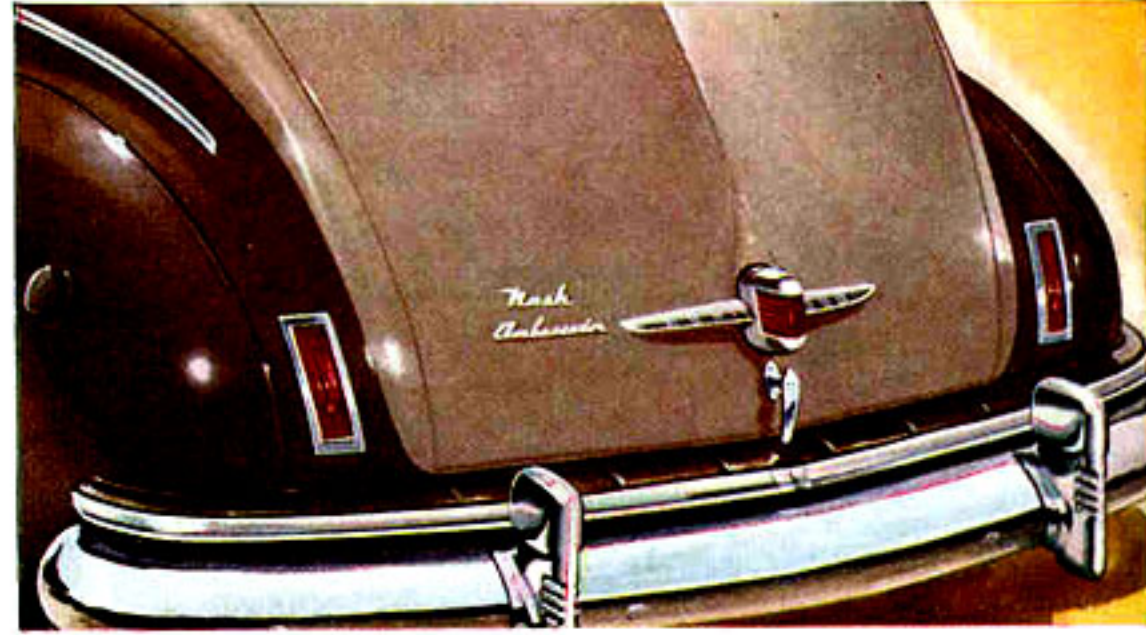
Engineers predict that tomorrow's far-traveling tourist will need a built-in bed for touring and travel. But Nash has it *now* . . . not tomorrow! With a Nash Convertible Double Bed (optional equipment, slight extra charge) there's no need to "hunt up" lodging. You can lift the back of the rear seat . . . rock the seat cushion forward . . . and within 3 minutes be settled for the night in the luxury and comfort of your own bed . . . no matter where you are.

## Unitized Body and Frame



Unitized construction made possible today's revolutionary streamliners and globe-girdling airliners. The same construction principles are used in the Nash "600." Its frame and body are planned and built as *one* all-welded unit, with girder reinforcement all around. It's safer, stronger, and almost immune to rattles and squeaks.

# Specifications OF THE 1947 MODELS



## The Nash "600"—SUPER SERIES

**Engine**—L-head; exclusive sealed-in intake manifolds. Bore  $3\frac{1}{8}$ " ; stroke  $3\frac{3}{4}$ " ; displacement 172.6 cu. in.; taxable h.p. 23.44; developed h.p. 82 @ 3800 R.P.M. Tri-point rubber engine mountings. Isothermal fuel system; down-draft carburetor; dual automatic spark control; steel-strut aluminum pistons; four main bearings, fully counter-weighted crankshaft dynamically balanced by radio; vibration damper; full pressure engine lubrication (rifle-bored connecting rods) of all pistons, pins and cylinders; cylinders with full length water jackets; oil capacity 5 quarts; fuel capacity 20 gallons.

**Chassis**—112-in. wheelbase; independent front suspension system, and coil springs at all four wheels controlled by two-way direct-acting hydraulic shock absorbers; torque tube drive with track alignment bar at rear. Full ball-bearing shockproof steering system with 20.5-foot turning radius. Super-hydraulic brakes; cast-iron drums. Synchro-Shift transmission with steering column control. 6.00 x 16 silent ribbed tires. Over-all length  $199\frac{5}{16}$  in.

**Body**—Unitized all-steel; internal bridge-truss construction and integral chassis frame welded into one rigid twist-proof, shakeproof unit. Completely insulated and soundproofed with Sand-Mortex applied to body side panels. Weather-sealed doors. Body (inside and out), hood, fenders and all sheet metal Bonderized to prevent rust. Finished in high-gloss Permalux enamel. Exclusive Nash Weather Eye Conditioned Air System and Convertible (double) Bed equipment, optional extra.

## The Nash Ambassador—SUPER SERIES

**Engine**—Valve-in-head; exclusive sealed-in intake manifolds. Bore  $3\frac{3}{8}$ " ; stroke  $4\frac{3}{8}$ " ; displacement 234.8 cu. in.; taxable h.p. 27.34; developed h.p. 112 @ 3400 R.P.M. 4-point rubber engine mountings. Isothermal fuel system; down-draft carburetor; automatic choke; dual automatic spark control; steel-strut aluminum pistons; four piston rings; full length water-jacketing. Seven bearing crankshaft with 66.34 square inches of bearing area; vibration damper; full pressure engine lubrication (rifle-bored connecting rods) of all bearings, piston pins and cylinders; oil filter. Oil capacity 6 quarts; fuel capacity 20 gallons.

**Chassis**—121-in. wheelbase; independent coil spring suspension at front; semi-elliptic prelubricated leaf springs with metal covers at rear controlled by two-way direct-acting hydraulic shock absorbers. Dual arrow-straight shockproof steering system. Rigid box girder frame with double thickness side rails. Super-hydraulic brakes; cast-iron drums. Front ride stabilizer. All-silent Synchro-Shift transmission with steering column control; automatic cruising gear (4th speed) with automatic overtake, optional extra. 6.50 x 15 silent ribbed tires. Over-all length— $208\frac{9}{16}$  inches.

**Body**—Unitized all-steel, strongly secured to rugged frame; internal bridge-truss construction. Completely insulated and soundproofed with Sand-Mortex applied to body side panels; spool-type rubber body mountings. Weather-sealed doors. Body (inside and out), hood, fenders and all sheet metal Bonderized to prevent rust. Finish—high-gloss Permalux enamel. Exclusive Nash Weather Eye Conditioned Air System and sedan sleeping car conversion, optional extra.

## LOOK AT ALL THE EQUIPMENT INCLUDED IN THE FACTORY LIST PRICE

All of the following luxury features are on every model of the Nash Super Series at no extra cost!

- Arm Rest Both Front Doors
- Ash Receiver Front and Rear
- Assist Cords
- Carpet Inserts in Front
- De Luxe Steering Wheel
- Dual Dome Light Switch
- Dual De Luxe Bumper Guards
- Dual Sun Visors
- Dual Tail Lights
- Dual Windshield Wipers
- Gravel Deflectors
- Gravel Pads on Rear Fenders
- Hi-Test Safety Glass Throughout
- Luggage Compartment Lights
- No-Draft Ventilation
- Plastic and Lacquered Grille for Radio
- Rear Quarter Ventilating Windows
- Robe Cord
- Sealed Beam Headlights
- Spare Tire and Wheel
- Stainless Steel Running Board Mouldings
- Voltage Control Generator
- Wrap-Around Bumpers

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

# THERE'S A NEW KIND OF AUTOMOBILE DEALER IN AMERICA TODAY

You can't help but notice it as you're driving around—

*In every important market the outstanding new automobile show-rooms and service facilities are under the **Nash** dealer's sign!*

This vast building program, completed at a cost of many, many millions of dollars, is the outward evidence of still greater accomplishments that have been made toward rendering the owner of a Nash automobile a new and superior kind of car service.

It means much to you, as an owner, that wherever you go your Nash dealer has *complete* facilities to take care of your car.

His accommodations are modern, spacious, *clean*.

His mechanics are trained in factory methods.

His service work is departmentalized, so that every type of work gets a specialist's attention.

He has a complete stock of genuine factory parts.

He has the latest service equipment which substitutes scientific analysis for old-time "guess-work."

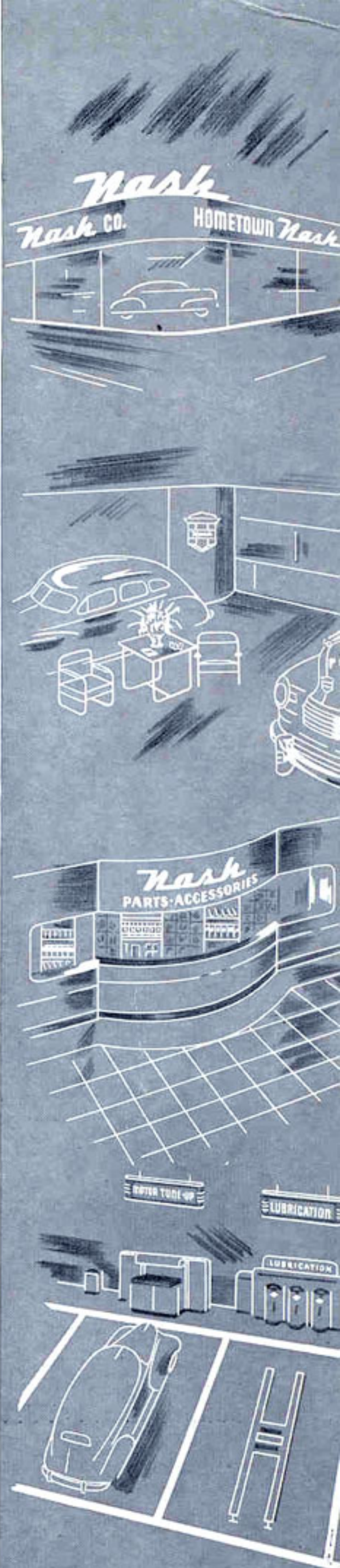
His charges are standard, by the book rate.

He is a man of integrity, widely known in his community—a man carefully selected to represent Nash.

Yes—these are a few of the standards which identify the Nash dealer, and that make the difference in Nash service wherever you go. Above all, you will know your Nash dealer by the sincerity and thoughtful consideration which greet the Nash owner when you stop at the distinctive Nash sign.

*Know your Nash dealer!* He offers a new kind of service for the motorists of America.

They are the "Who's Who" among the nation's automobile dealers—the Nash 10 Point Select Dealers. Look for the Nash 10 Point plaque—a sign of outstanding accomplishment, well-defined in all particulars, covering every phase of a dealer's service to his customers.

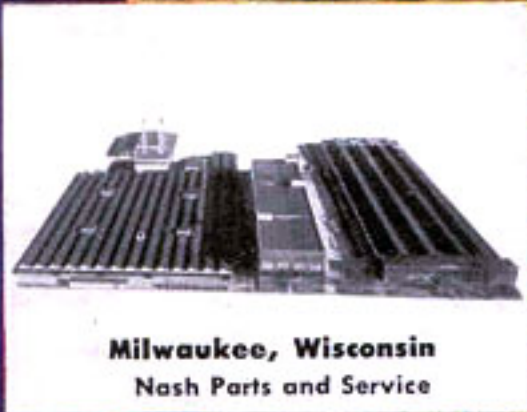




**Milwaukee, Wisconsin**  
Nash Body Plant



**Detroit, Michigan**  
Central Office, Nash-Kelvinator Corp.



**Milwaukee, Wisconsin**  
Nash Parts and Service



**Toronto, Canada**  
Nash Canadian Plant



**Kenosha, Wisconsin**  
Main Nash Factory



**El Segundo, California**  
Nash West Coast Plant

# *Nash*

**In North America**

Nash plants extend throughout the North American continent. Insets show Nash factories. In addition, Nash Service Zones and Parts Depots are strategically located for your convenience. Nash dealers from coast-to-coast, in the United States and Canada, are always at your service.

