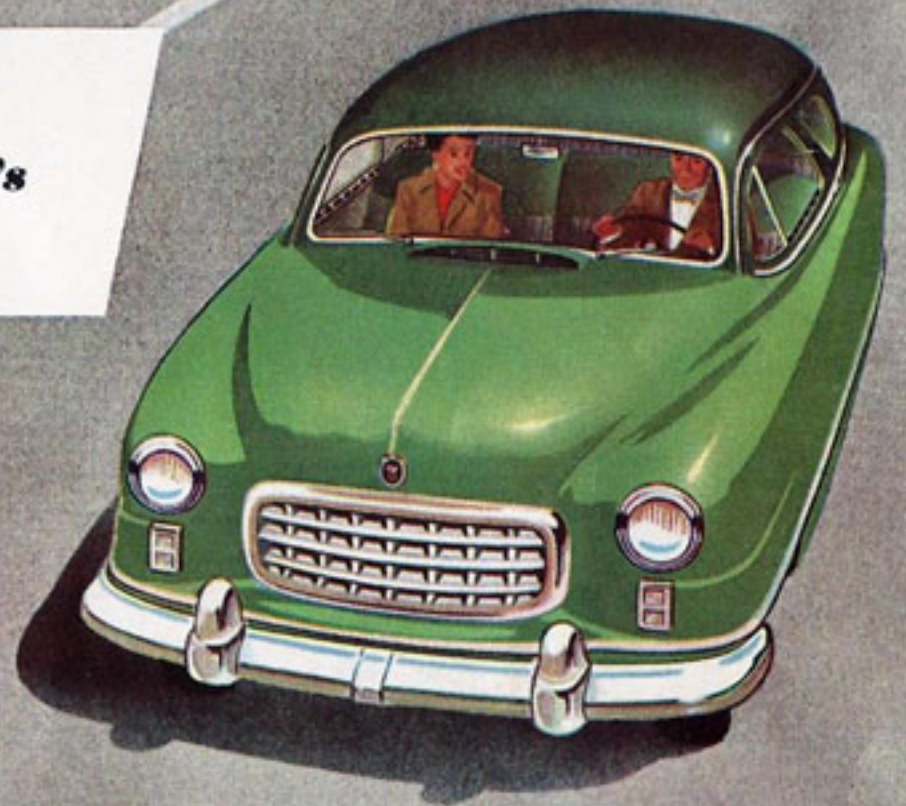


AIRFLYTE CONSTRUCTION

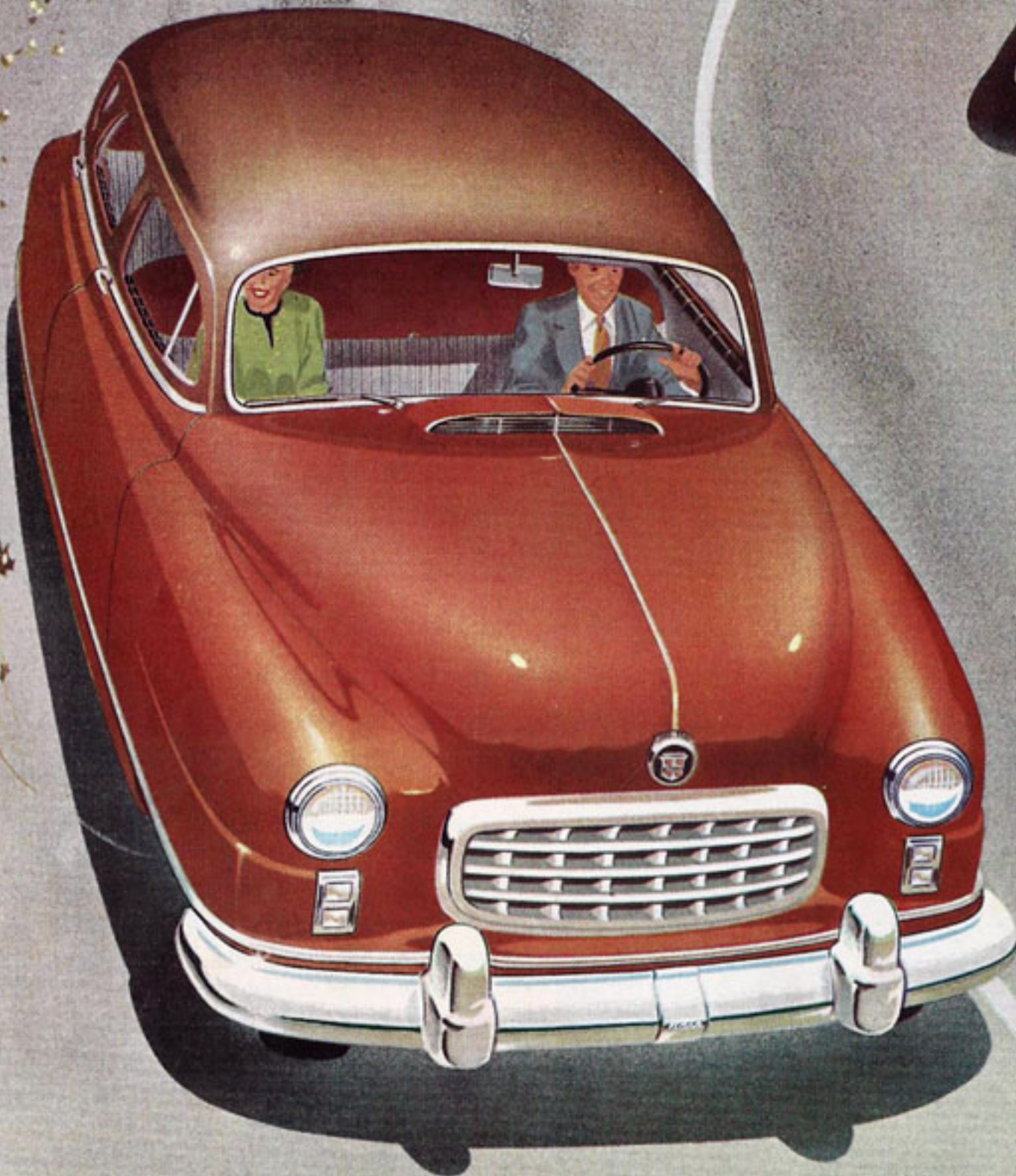


Wash *Statesman* FOR 1950

***New Increased
Power in America's
Most Modern Car!***



***More than 25 Miles
per Gallon at
Average Highway Speed!***



WEATHER EYE COMFORT

Only Nash has the Weather Eye System with Cowl Opening ... Offering Fresh-Air Ventilation and Automatic Heat-Control

You can drive a 1950 Nash Airflyte in *zero weather*, without coat or gloves. And your windshield is sparkling clear of moisture.

You can smoke a cigar without opening the windows . . . the smoke disappears like magic!

The thermometer can go up or down, but the Weather Eye keeps your comfort constant.

And you can drive in dense traffic, yet have oceans of fresh air—conditioned air, filtered, de-humidified, circulated freely without draft.

This is Weather Eye magic. Invented and perfected by Nash, it's the greatest health and comfort feature ever put into an automobile!



Whereas other systems take in air through the radiator grille (see view above), where there is danger of drawing in monoxide gas and fumes, the Nash Weather Eye System (see below) scoops in fresh air *above* the hood, and above the road level. No other system can be so safe, so fully effective in all driving conditions.



Only the Weather Eye System (optional at extra cost) can offer you all these advantages—

- Fresh air capacity up to 700 cubic feet a minute, free from the fumes picked up by other systems depending upon exhaust-level intakes.
- Full-Flo circulation from front to back, from floor to ceiling, with thermostatic heat control.
- Dual-fan efficiency at low speeds, or even when the engine is idling.
- Powerful windshield-vision protection through an extra fan that keeps frost or fog from forming in severe cold or dense humidity.
- Compact, built-in installation that leaves front compartment legroom unobstructed.

Nash pressurized ventilation reverses the natural vacuum created by cars in motion, by developing *inside* air pressure that expels stuffiness and smoke . . . eliminates cross-drafts, dust, and road fumes.

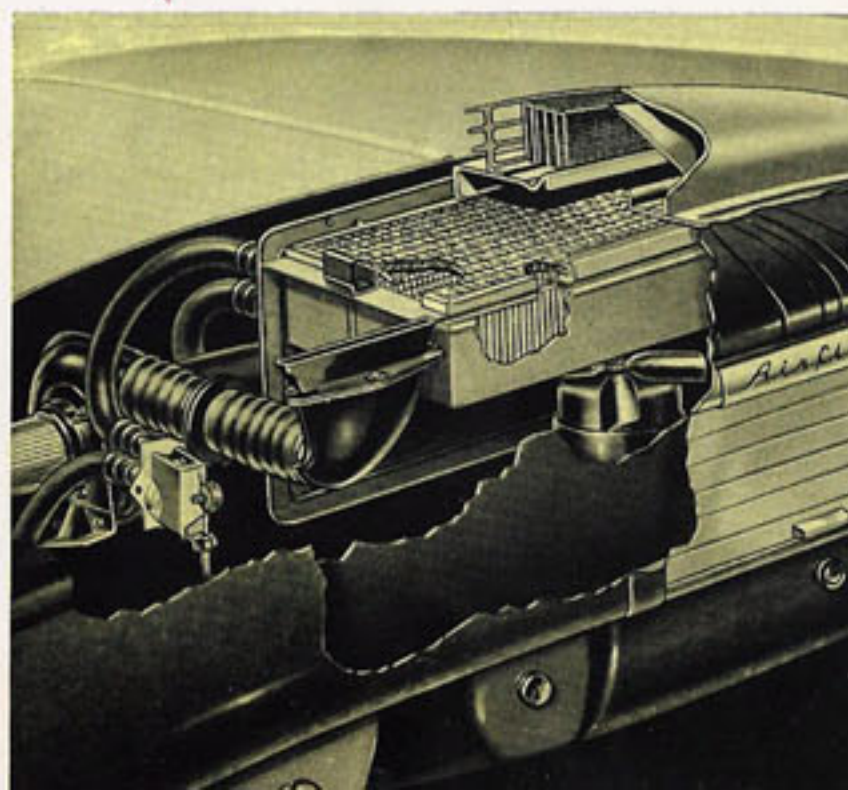


Nothing like it in any other car!

TWIN BEDS



The difference that is Nash



AIR IS FORCED through large cowl ventilator (at top), passes through the de-humidifying chamber and is deflected downward through the dust filter. Just below the filter is the large heating core, supplied with excess hot water from the engine. The degree of heat is controlled by automatic thermostat set by pull-knob. The same knob can be rotated to turn on pressurizing fan to draw in added fresh, heated air for use at low speeds and when engine is idling. The dash panel extension distributes heated air evenly across the passenger compartment. When needed, dry filtered air is forced by two defroster fans through two short conduits and nozzles to windshield.



USED SINGLY, it becomes a day couch for resting, or for napping children. It is a great emergency stand-by for doctors, nurses and police.

Now Your Own Private Sleeping Car Can Be Made Ready in Seconds—Saving You Time, Money and Inconvenience!

Now you can take trips anywhere, anytime—without a thought about sleeping accommodations, or hotel reservations.

With Twin Beds ready instantly in your Nash Airflyte Sedan, you can park right at your favorite fishing spot—and be there when the "big ones" start striking.

You can have a roomy day-couch for napping while someone drives, or for resting the children on all-day trips.

Sensible? Ask the hundreds of thousands of present Nash owners, business men, sportsmen, doctors and tourists who say they wouldn't be without it.

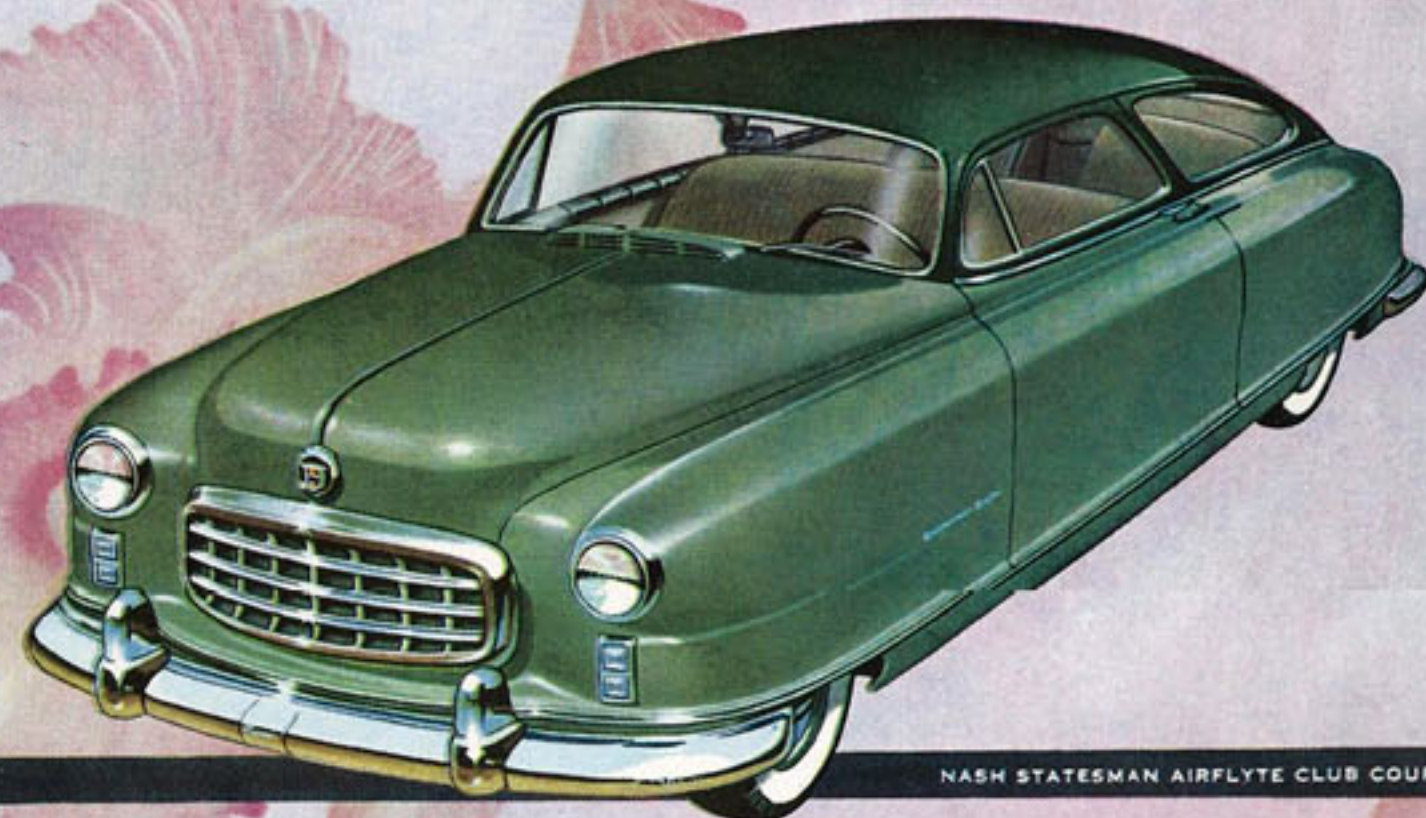
Nash Twin Beds open without disturbing your luggage. By lever adjustment, front seat backs can be lowered for complete sleeping comfort.

And this exclusive Nash feature is yours at no extra cost in all two-door sedans and at slight extra cost in four-door sedans. (Twin form-fit mattresses and slip-on door screens are also available at slight extra cost.)

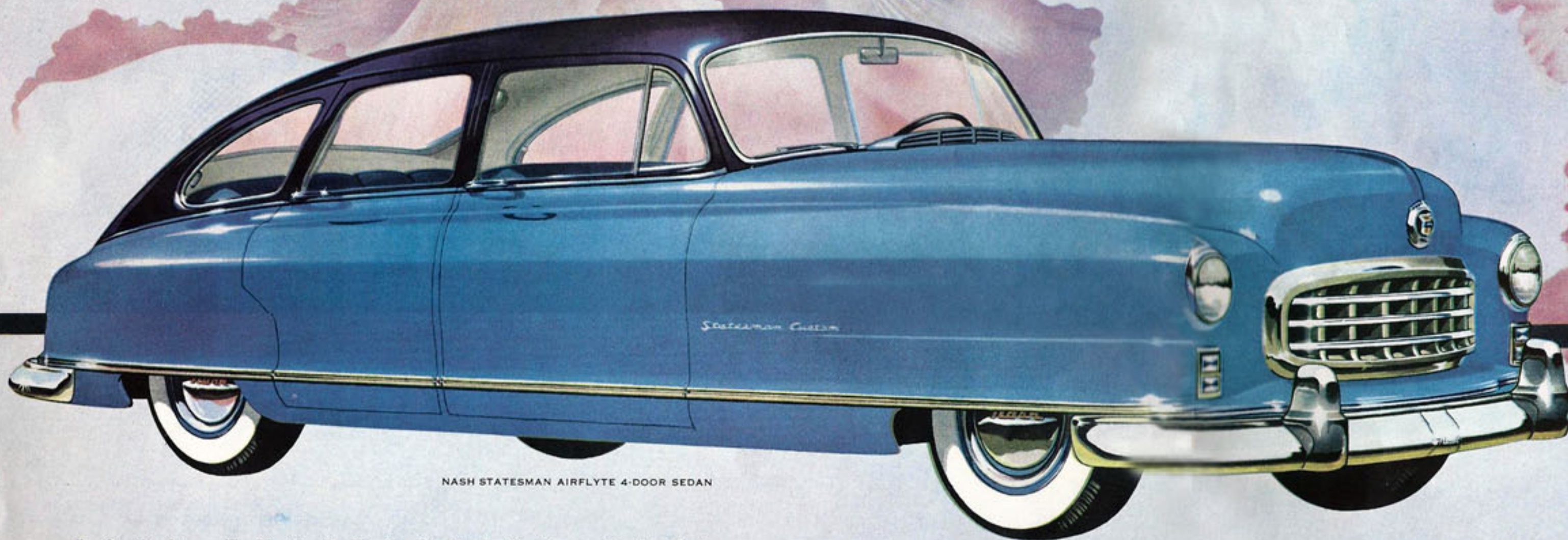
1950
Nash Statesman
Airflyte



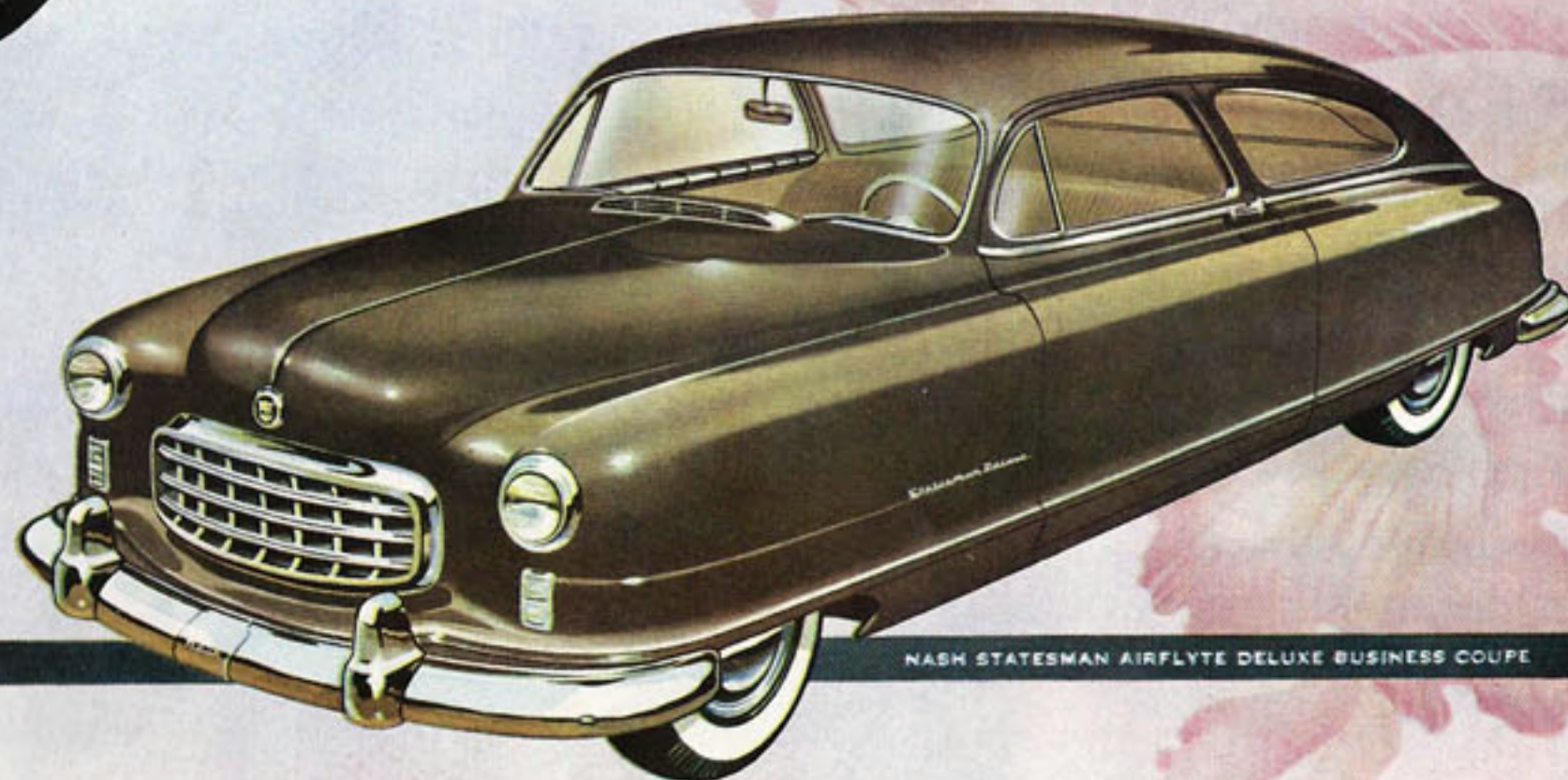
NASH STATESMAN AIRFLYTE 2-DOOR SEDAN



NASH STATESMAN AIRFLYTE CLUB COUPE



NASH STATESMAN AIRFLYTE 4-DOOR SEDAN



NASH STATESMAN AIRFLYTE DELUXE BUSINESS COUPE

1950 ENGINEERING DATA

BODY—Airflyte 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 201 inches. Width 77½ inches. Height, loaded, 61 inches. Road clearance 7¼ inches. Turning radius 21 ft. 2 in. Wheelbase 112 inches. Front tread, 54½ inches; rear 59½ 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. Two-shoe self-centering brakes, acting on 9-inch drums. Transmission equipment includes either conventional 3-speed unit or automatic overdrive at extra cost. Axle ratio, 4.4:1 with conventional transmission, 4.9:1 with automatic overdrive. Tires, 6.40 x 15 super cushion type, with 24 lb. inflation pressure specified. 20 gallon fuel tank.

POWER PLANT—L-head, 6 cylinder, 184 cu. in. Bore 3½ in., stroke 4 in. Horsepower, 85 at 3800 rpm. 7.0:1 compression ratio. Pistons fitted with 4 rings, lower oil ring being of U-Flex type. Counterbalanced crankshaft supported by 4 main bearings. Pressure type lubrication. Intake manifolds sealed-in-block (a Nash exclusive) with Iso-Thermal temperature con-

trol by jacket water. Carburetor of fuel-miser Uniflo-Jet type.

MODELS AND EQUIPMENT—The Statesman is offered in both Super and Custom models, providing a wide variety of upholstery options, colors and equipment. A Deluxe Business Coupe also is available. 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 equipped 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.

THESE FINE CAR FEATURES MAKE THE 1950 *Nash Statesman* YOUR BEST BUY!

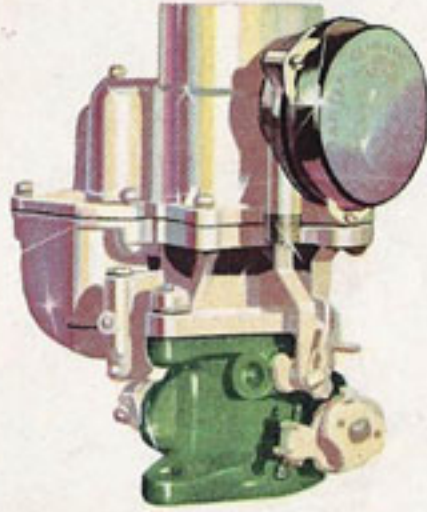


★ **STRONGER—SAFER**—Twice as rigid—everlastingly free of body squeaks and rattles! That's the story of Airflyte Construction. Body and frame are one solid, integral unit, formed by more than 8,000 electric welds.

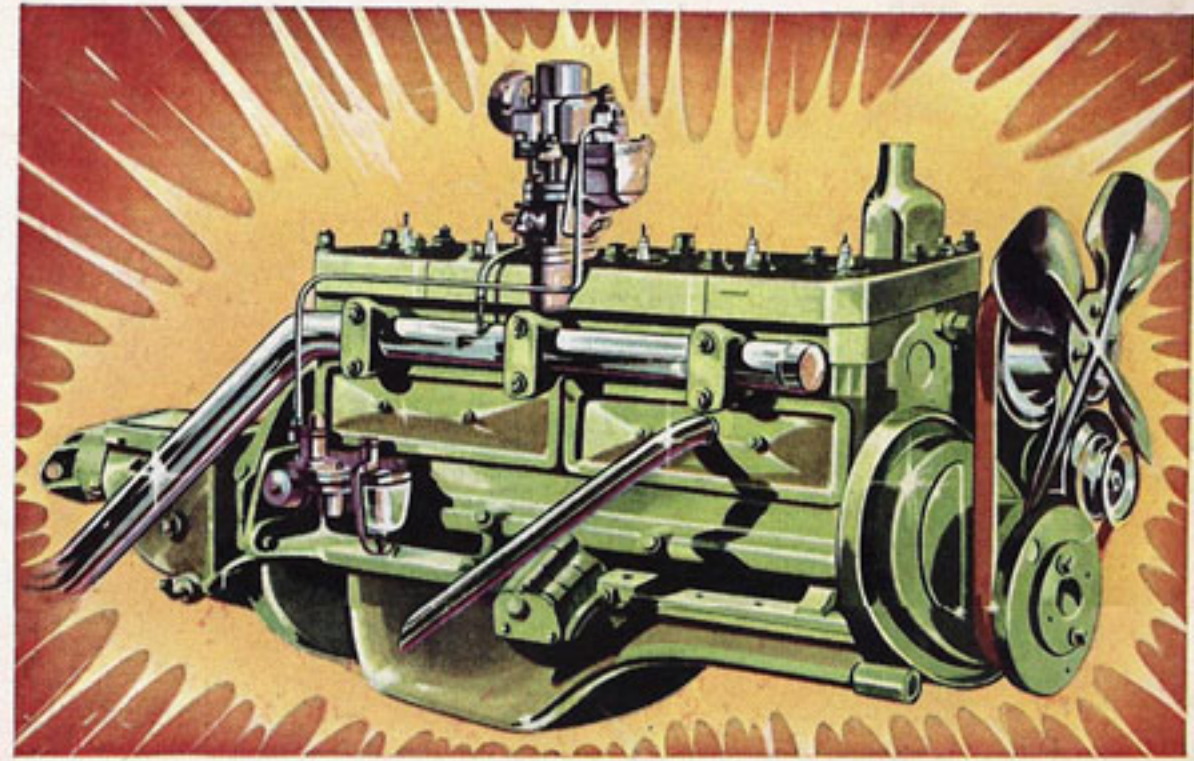


★ **INDIVIDUAL COIL SPRINGS** on all four wheels give you the softest ride ever. Acting independently, they stride smoothly over bumps without transmitting road shocks to passengers. And they never need lubrication or service.

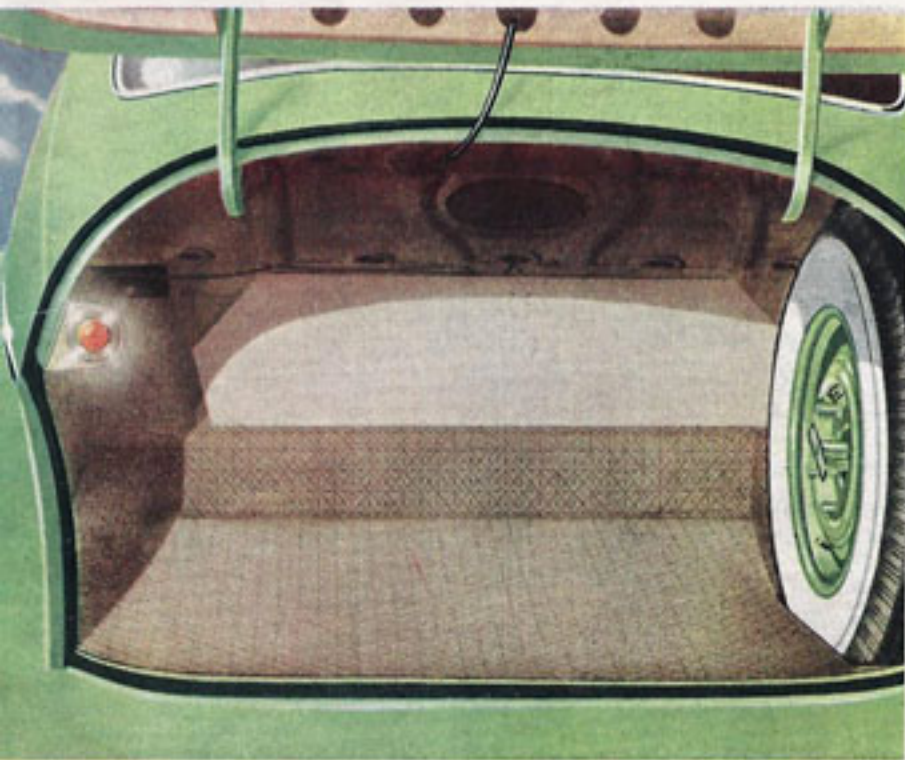
★ **UNIFLO-JET CARBURETOR**—developed by Nash engineers and used exclusively in Nash cars, saves gasoline ordinarily wasted in fast acceleration . . . gives uniform flow of power from engine.



★ **WIND TUNNEL TESTS** conducted by the University of Wichita prove that the aerodynamically superior Nash Airflyte Design has 20.7% less air drag than the average of other leading cars. This means great economy of operation and better utilization of power.



★ **INCREASED STROKE** in the Nash Statesman engine—from $3\frac{3}{4}$ " to 4", increases displacement from 172.6 to 184 cubic inches . . . and adds to the power and performance with a high-compression ratio of 7.0:1 on regular gasoline. Yet the famous thrifty fuel-efficiency of this engine remains unchanged . . . more than 25 miles to the gallon at average highway speed.



★ **28½ CUBIC FEET** of Luggage Space! Space to spare for bags and baggage for all the family on long trips. The spare tire is mounted upright at the side, so it can be removed without having to unload your luggage. Trunk light doubles as a red warning signal when you stop on the road at night.

How the Popular-Priced Nash Statesman Compares in Room with America's Three Highest-Priced Cars

	Nash Statesman	High-Priced Car "A"	High-Priced Car "B"	High-Priced Car "C"
Over-all Interior Length	112"	105½"	101"	116"
Car Width	77½"	79"	77½"	79"
Height Over-all	62"	63"	65"	62½"
Front Elbow Room	63"	60"	60"	62"
Front Head Room	36"	36½"	36½"	35"
Front Leg Room	41"	42"	42"	41"
Rear Elbow Room	61"	60"	60½"	61"
Rear Head Room	35"	35½"	36"	34"
Rear Leg Room	40"	39"	39"	39"