

Presenting Nash for 1955

FEATURING 7 BIG DIFFERENCES THAT PUT YOU YEARS AHEAD



AND

JET-FIRE **V-8** POWER

DRIVE THE CARS THAT ARE YEARS AHEAD IN STYLING TOO!



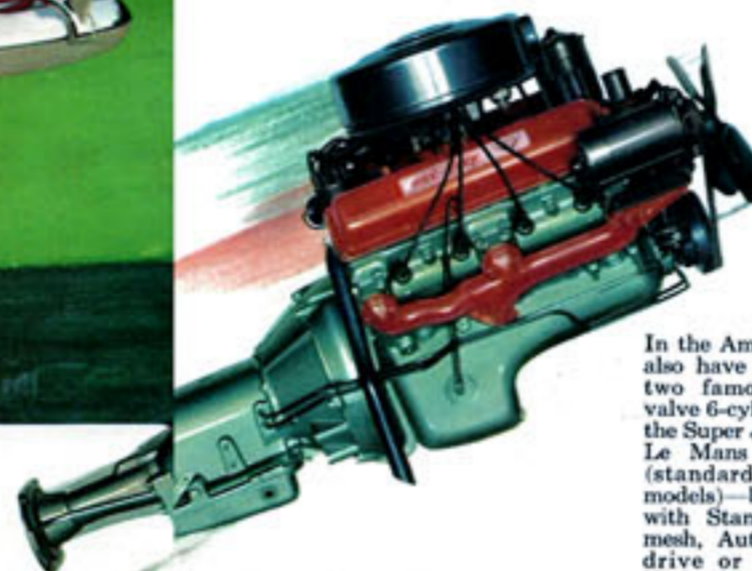
NASH AMBASSADOR CUSTOM COUNTRY CLUB FOR 1955—the luxurious hardtop sedan with true custom elegance.

The New Nash Ambassador

Never before have you seen such distinctive, ahead-of-the-times styling as in the 1955 Nash Ambassador. And you'll never find its equal for swift, comfortable travel on the open road. Not even America's highest priced cars can match it for inter-

rior spaciousness and sweeping visibility, roadability and safety. Experts rate it as the smoothest riding automobile ever built. Available in several outstanding body styles—and with a wide choice of glorious color and luxurious trim combinations.

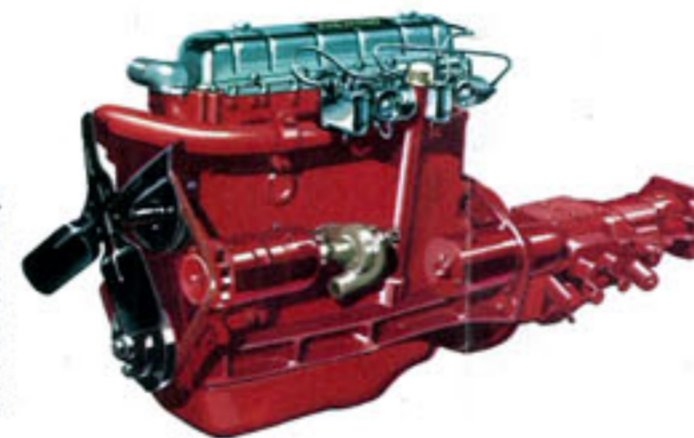
WITH JETFIRE V-8 ENGINE AND TWIN ULTRAMATIC DRIVE



In the Ambassador, you also have the choice of two famous overhead valve 6-cylinder engines; the Super Jetfire—or the Le Mans Dual Jetfire (standard on Custom models)—both available with Standard Synchronesh, Automatic Over-drive or Dual-Range Hydra-Matic Drive.

Drive the car with the newest V-8 engine on the road—the brilliant Jetfire V-8 with Twin Ultramatic Drive. Here is smooth, flashing power that adds a new thrill to your driving pleasure. You'll enjoy sparkling get-away, instantaneous acceleration response at any speed... and the silken smoothness of Twin Ultramatic Drive which is available with the new V-8 engine.

AMBASSADOR "6" ENGINES



NASH AMBASSADOR CUSTOM FOUR-DOOR SEDAN FOR 1955. Even the continental tire mount is included at no extra cost.



NASH AMBASSADOR SUPER FOUR-DOOR SEDAN FOR 1955. Enjoy Ambassador luxury and performance at lowest cost in this family sedan.

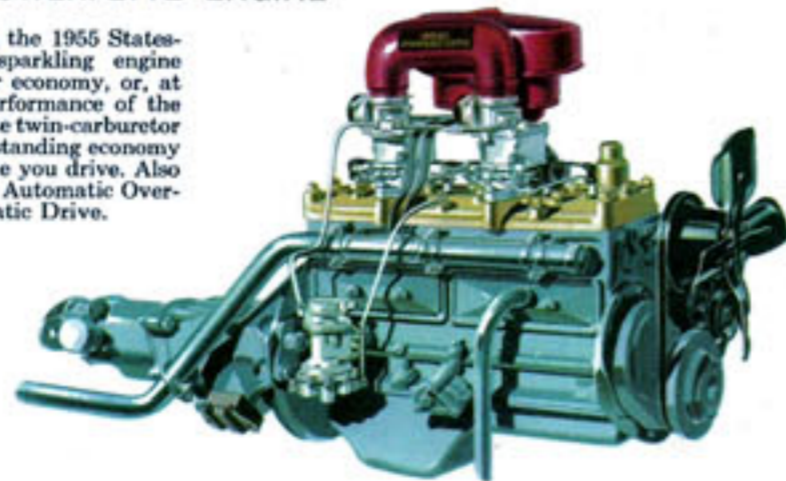
The New Nash Statesman

Why not get a bigger, more beautiful car for your small-car budget? You get more interior spaciousness in the 1955 Nash Statesman—seating room, head room, leg room that can be matched only in America's most expensive cars—a new Scena-Ramic wrap-around windshield that's widest of all—luggage space for all

the family's baggage and vacation gear, even on a long cross-country trip... and new continental styling that can't be equalled in its price range. Compare before you buy. You get more value and comfort per dollar in a new Nash Statesman than in any other car on the road today. A drive around the block will prove it.

STATESMAN DUAL POWERFLYTE ENGINE

Choose either of two engines in the 1955 Statesman—Nash Powerflyte, the sparkling engine that's famed the world over for economy, or, at slight extra cost, the added performance of the high compression Dual Powerflyte twin-carburetor engine. Both are famous for outstanding economy that saves you money every mile you drive. Also choice of Standard Synchronesh, Automatic Over-Drive or Dual-Range Hydra-Matic Drive.



1955 NASH STATESMAN CUSTOM COUNTRY CLUB. Glamorous hardtop styling by Pinin Farina at a budget price.



1955 NASH STATESMAN SUPER FOUR-DOOR SEDAN. The ideal car for large families. Here is America's big economy car.



NEW 1955 STATESMAN CUSTOM FOUR-DOOR SEDAN. Here's luxury you can't match within hundreds of dollars of its modest price.

**AND NOW...
FOR THE ULTIMATE
IN MOTORING
PLEASURE**



New, color-matched instrument panel has many new conveniences: All instruments are scientifically arranged and spaced in the interest of safety and convenience. Duo-Cooustic radio with balanced twin "Hi-Fi" speakers that give you greater fidelity of tone. Safety-padded cowl for greater protection. Exclusive Glove Drawer that pulls out instead of spilling out. New Handi-Pak Carrier for maps, cigarettes and other small items. Plastic sun visors. Twin ash receivers.



New low-set, Safety-Vu headlights provide for greater light penetration to give you utmost night driving safety especially in fog, storms or dust. With lower N Scena-Ramic wrap-around windshield you see more of the road ahead, night and day... drive with greater safety.



New safety with brakes 10% larger for 1955! And, in addition, new Nash Power Brakes cost so little and add so much to driving pleasure and utmost driving safety. They take so little effort that you can actually stop a Nash with less foot pressure than needed to break an egg.



New Nash Power Steering gives you 75% easier steering and parking, yet you keep the "feel of the road" at all times. It's safer in "soft dirt or gravel", too. Gives you unequalled handling ease at all speeds, under all conditions. With Nash power steering, smallest women can park without effort.



New Power-Lift Windows are another Nash option to make your driving effortless. Master control on driver's door operates all windows. Individual controls for passengers. Eliminate cranking and grinding, stretching and cranking. A finger touch opens or closes car windows.

HERE
ARE
7
BIG
REASONS
WHY
Nash
GIVES
YOU
MORE
IN '55

DOUBLE STRENGTH SINGLE UNIT BODY

Gives You Complete New Safety, Comfort and Room . . . Gives You A Double Lifetime of Service To Assure You Higher Resale Value

1

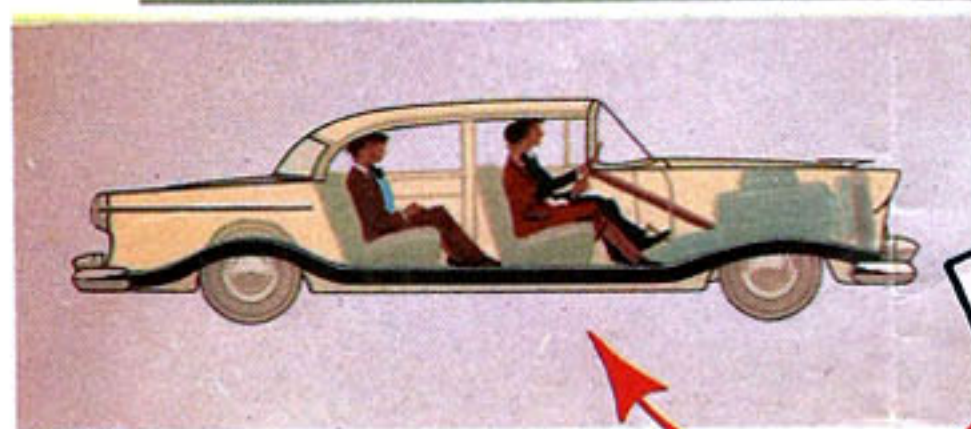
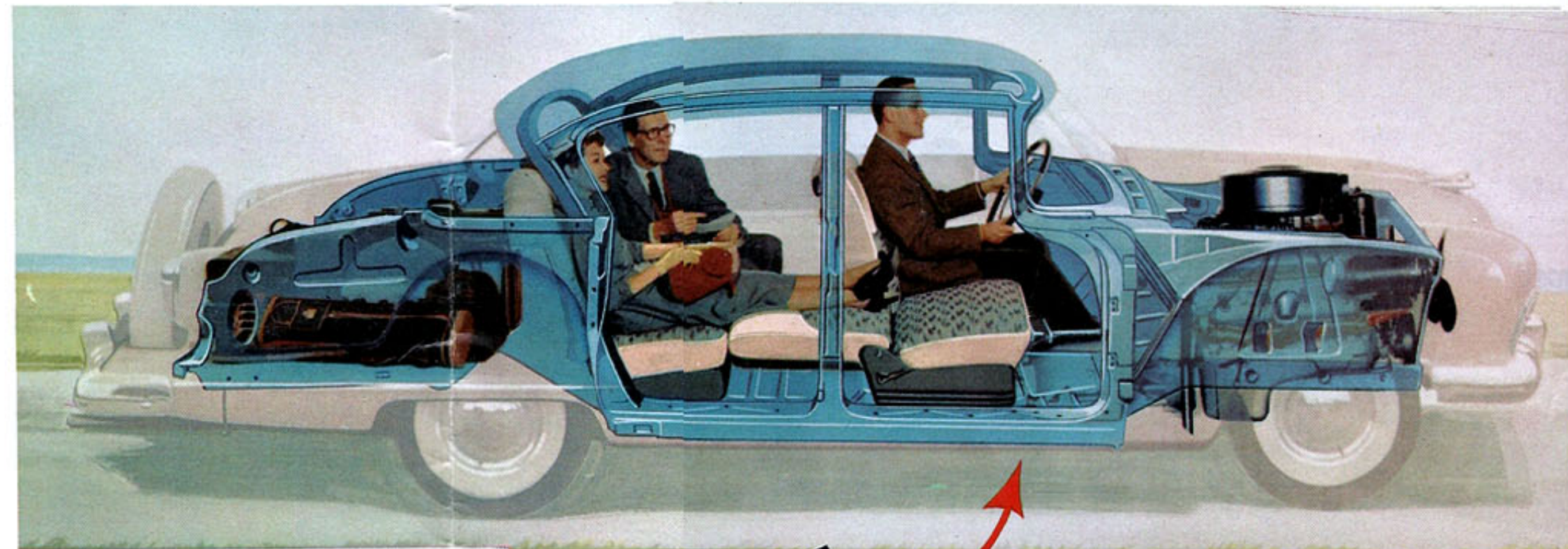
This is the safer, better, more durable way to build an automobile . . . as advanced over ordinary cars as the streamlined train is advanced over the old-fashioned railroad coach.

In Nash, body-and-frame are one integral, welded unit—ininitely stronger,

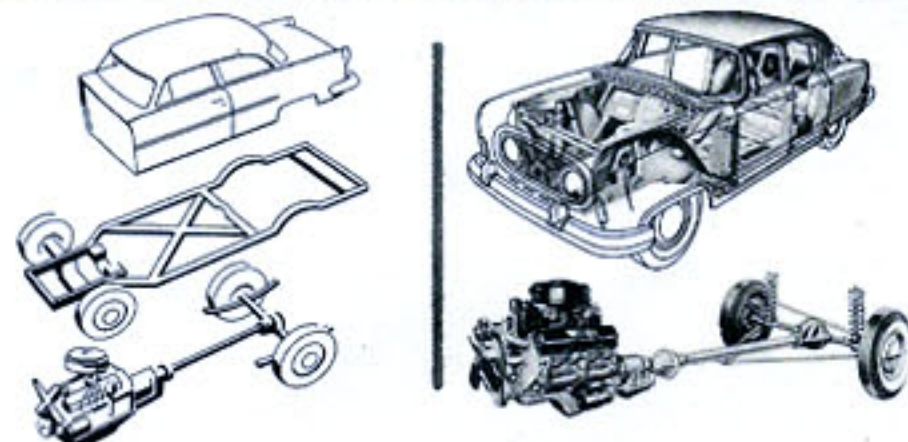
and twice as rigid. Because Nash builds a completely integrated, single unit, all-welded structure, you enjoy complete freedom from body-bolt squeaks and rattles. Nash is more durable, too—gives you a double lifetime of service that pays dividends in continued driving safety and higher resale value.



This plaque on the door frame of every Nash car is a guarantee of greater strength and durability, means life-saving protection for passengers in Nash cars.



See the difference



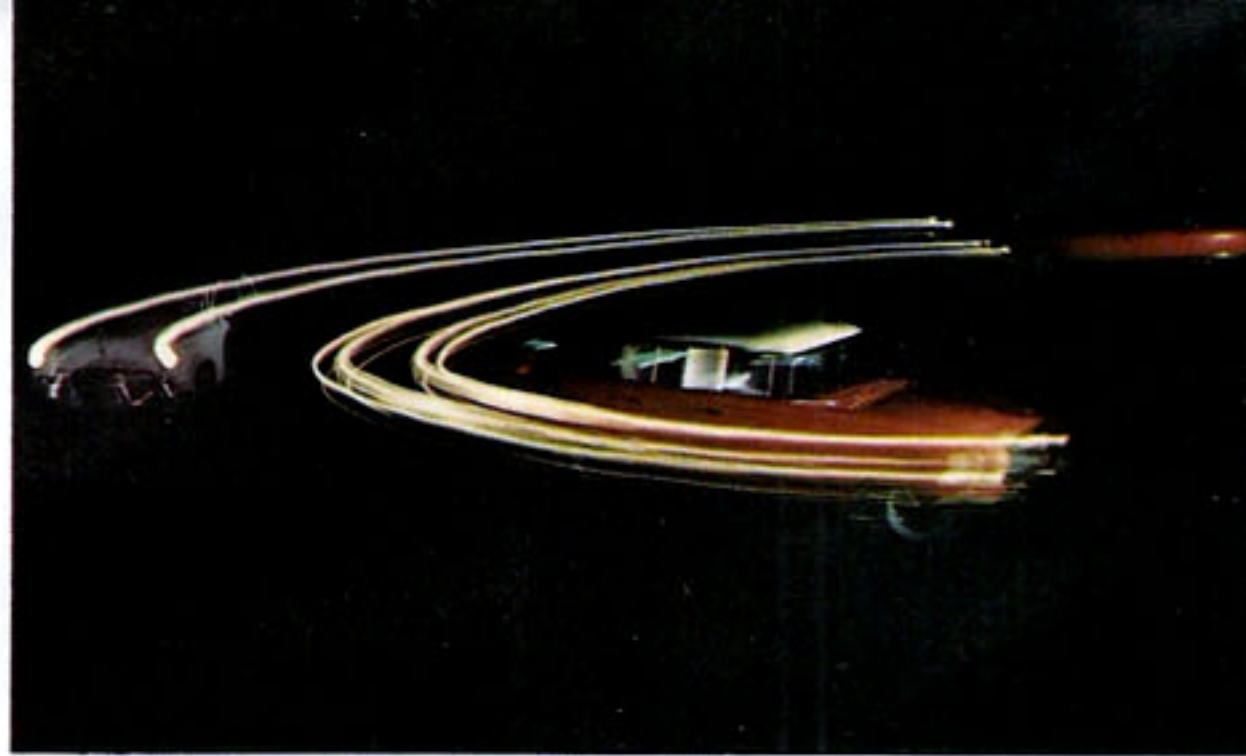
In old-fashioned cars, (above, left) chassis protection offered by structural girders is largely confined to the floor with no integral girder sections in front of and surrounding the passenger compartment to absorb the shock of impact.

Notice the difference in Nash Double Strength Single Unit Construction (in large picture above). Rugged all-welded "box-section" girders completely encircle passengers, protecting you from front to rear—from roof to road.

In old-fashioned cars, (left) body and frame are bolted together. In Nash (right) body-and-frame is one rattle-proof unit permanently welded, then joined to running gear for double strength and double lifetime durability.

2

New Shorter Turning Radius makes Nash one of the most maneuverable cars you've ever driven. It's agile as a cat in traffic, steady as a streamlined train on the open road. This night time photo graphically shows new Nash turning radius is shorter.



3

Nash All-Season Air Conditioning*, greatest health and comfort feature ever built into an automobile, heats in winter, refrigerates in summer, filters, ventilates year-around. For heating and ventilating alone, Nash Weather Eye is unsurpassed. *Patents applied for.



4



Airliner Reclining Seats used as a Chaise Longue is a new way to make travel more comfortable. Right hand seat used as a day couch for resting children makes touring easier for parents, too. Both seats make up into Twin Travel Beds at night (shown at left).

5

Brand New Scena-Ramic Wrap-Around Windshield is the widest on any car—gives unexcelled visibility. In combination with the low hood line and Road-Guide fenders, you see more of the road immediately to the front and to the sides.



6

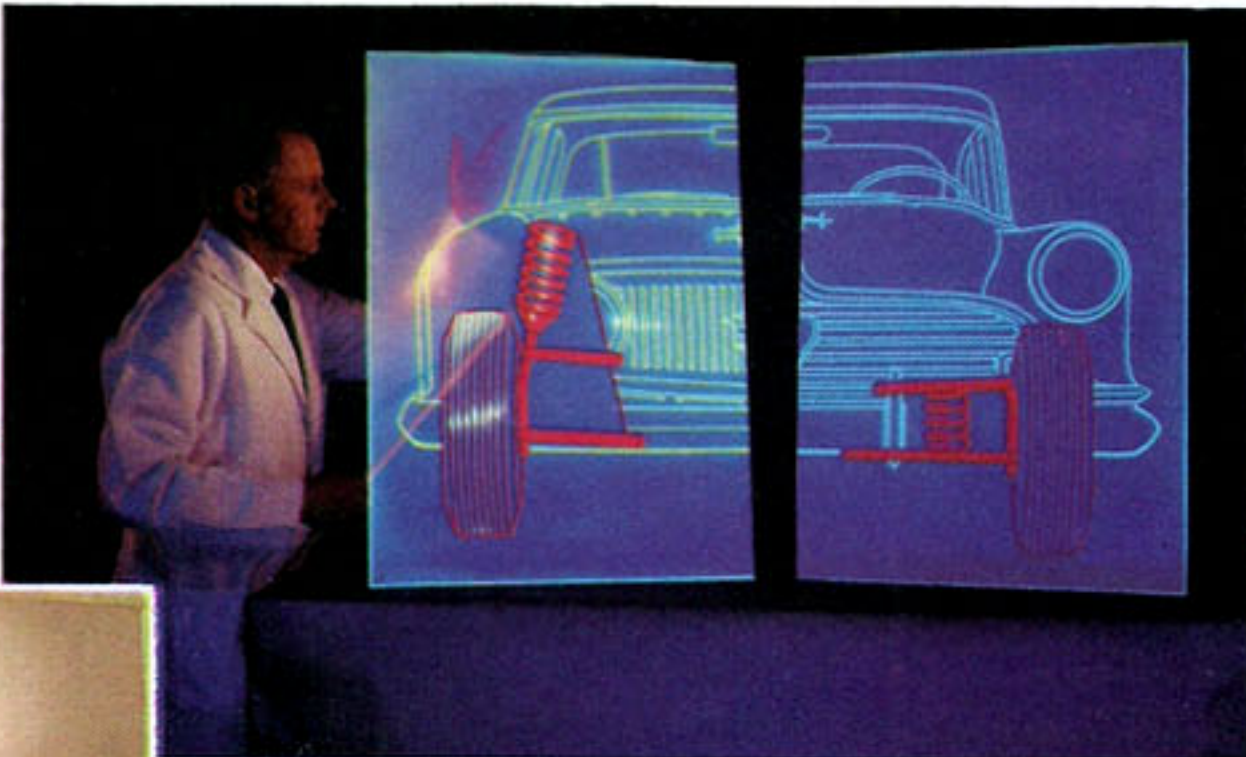
Biggest room on the road is yours in Nash. Big inside . . . where bigness really counts. Nash offers you more leg room, more hat room, hip room and shoulder room with the widest seats both front and rear.



7



Nash Deep Coil Ride (at left, above) virtually cradles the center of gravity between and below the springs. Notice too how springs are braced outward, like "Sea Legs" to control sway on curves. Springs on conventional cars, (at right, above) are vertical, and shorter. At left, is actual comparison of longer Nash coil spring with shorter coil spring in other cars.



DON'T MISS ANY OF THESE FEATURES IN THE NEXT CAR YOU BUY!

NASH CARS PROVE THEIR
METTLE ON AMERICAN
MOTORS PROVING GROUNDS



Not a drop was spilled from the fish bowl on this "ripple road" demonstration. Scientific instruments prove less sway, less vibration in the new Nash than in other cars.



At temperatures ranging from 40° below zero to 120° above, Nash engineers test starting, heating, air conditioning in the scientifically designed Nash "Cold Room."



Endurance and performance test runs conducted around the clock show Ambassador Jetfire V-8 cruises easily at sustained high speeds—offers amazing acceleration.



Where Nash cars prove their mettle: American Motors Proving Grounds includes "torture" roads, water bath, high-speed tracks and grades as steep as 28 per cent.

SPECIFICATIONS

Nash Ambassador

BODY: Double Strength Single Unit Body Construction, Bonderized for rust protection. Wheelbase 121 1/4", overall length 209 1/4" (219 1/4" with Continental rear tire mount), width 78", loaded height 62 1/4" front tread 56 7/16", rear 60 1/2", road clearance 8" at rear axle.

MECHANICAL: Overhead valve Super Jetfire engine, 6 cylinders, 252.6 cu. in., 130 HP, 7.6:1 compression ratio. The 140 HP "Le Mans" Dual Jetfire engine has dual carburetion (standard on custom models). Seven-main-bearing crankshaft. Direct-Draft horizontal carburetion. U-Flex lower oil control ring. Integral Iso-Thermal intake manifold. Deep Coil front suspension. Coil springs, all four wheels. Torque tube drive. Duo-Servo 11" diameter brakes. Three transmission choices: Dual-Range Hydra-Matic, Automatic Overdrive, Standard Syncromesh. 7.10 x 15 tubeless tires. 20-gallon fuel tank. **Ambassador V-8 models**—Overhead valve advanced design. Displacement 320 cu. in., bore 3 1/16", Stroke 3 1/2", 208 HP, 300 ft. lb. torque. Twin Ultramatic Drive.

EQUIPMENT: Custom models shown include as standard equipment: Continental rear tire mount. Foam cushions. Two-tone jacquard and vinyl upholstery combinations. Rear seat center arm rest. Electric clock. Map light. Glove box light. Automatic dome light. Directional signals. Cigarette Lighter. Chrome wheel discs. Vinyl-covered rubber crash pad. Handi-Pak net carrier. Plastic sun visors.

EXTRA COST EQUIPMENT: "Le Mans" Dual Jetfire engine (standard on custom models). Power Steering. Power Brakes. Power-Lift Windows. Weather Eye Heating and Ventilating System. All-Season Air Conditioning (heats, cools, ventilates). Airliner Reclining Seats and Twin Travel Beds (standard on Custom models). Dual-Range Hydra-Matic. Automatic Overdrive. Duo-Coustic radio with twin speakers. White sidewall tubeless tires (standard on V-8 Country Club). Solex glass. Petty hood ornament. Special leather seat trim (standard on Custom V-8 models).

Nash Statesman

BODY: Double Strength Single Unit Body Construction, Bonderized for rust protection. Wheelbase 114 1/4", overall length 202 1/4" (212 1/4" with Continental rear tire mount), width 78", loaded height 61 3/4", front tread 56 7/16", rear 59 1/16", road clearance 7 1/2" at rear axle.

MECHANICAL: New 100 HP Powerflyte engine. L-head, 6 cylinder, 195.6 cu. in. Optional 110 HP Dual Powerflyte engine with aluminum cylinder head, 8:1 compression ratio, and dual Uniflo-Jet carburetors. Integral Iso-Thermal intake manifold. U-Flex lower oil control ring. Deep Coil front suspension. Coil springs, all four wheels. Torque tube drive. Duo-Servo 10" diameter brakes. Three transmission choices: Dual-Range Hydra-Matic, Automatic Overdrive, Standard Syncromesh. 6.70 x 15 tubeless tires. 20-gallon fuel tank.

EQUIPMENT: Custom models shown include as standard equipment: Continental rear tire mount. Foam cushions. Two-tone jacquard and Vinyl upholstery combinations. Rear seat center arm rest. Electric clock. Map light. Glove box light. Automatic dome light. Directional signals. Cigarette lighter. Chrome wheel discs. Vinyl-covered rubber crash pad. Handi-Pak net carrier. Plastic sun visors.

EXTRA COST EQUIPMENT: Dual Powerflyte engine. Power Steering. Power Brakes. Power-Lift Windows. Weather Eye Heating and Ventilating System. All-Season Air Conditioning (heats, cools, ventilates). Airliner Reclining Seats and Twin Travel Beds (standard on Custom models). Dual-Range Hydra-Matic. Automatic Overdrive. Duo-Coustic radio with twin speakers. White sidewall tubeless tires. Solex glass. Petty hood ornament. Special leather seat trim.

NASH MOTORS, DIVISION AMERICAN MOTORS CORP., DETROIT 32, MICHIGAN

AMERICAN MOTORS MEANS MORE FOR AMERICANS

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