

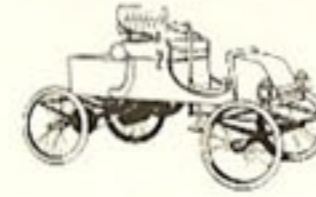
The Golden Airplane



PROUDLY PRESENTED ON ITS GOLDEN ANNIVERSARY

BY *Ford*

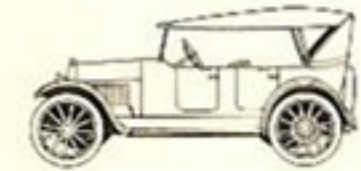




1902 RAMBLER



1912 RAMBLER



1918 NASH

ENTER

A new "Who's Who" in Motoring

Today Nash places in your hands the proudest achievement of its fifty golden years . . . The Golden Airflytes for 1952 . . . cars excitingly new to the motoring world!

Here, for the first time, are the sweeping continental lines and daring styling of Pinin Farina in an American car. Here you'll admire new custom luxury, inside and out . . . completely new in roominess and Eye-Level visibility.

Here you'll discover the smoother riding, easier handling made possible by new Airflex front-suspension . . . and new, improved engines now offer Dual-Range Hydra-Matic Drive for your increased driving pleasure.

We want you to drive The Golden Airflyte of your choice . . . to live with it for an hour or a day . . . to know the difference it can make in the richness of living. We want you to enter the new "Who's Who" of motoring—behind the wheel of a Nash Golden Airflyte.



1930 NASH



1951 NASH

THE ALFA ROMEO "2500", BODY BY
PININ FARINA, FOR A COLORFUL EUROPEAN MONARCH.

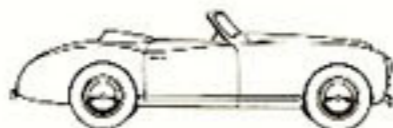


THE LANCIA AURELIA, FARINA'S GRAND PRIX WINNER
AT THE 1951 ROME AUTOMOBILE SHOW.



THE REVOLUTIONARY CISITALIA SPORTS-CAR,
A PININ FARINA ORIGINAL.

THE ALFA-ROMEO SPORTS CONVERTIBLE, DESIGNED
FOR A WORLD-FAMOUS MOTION PICTURE ACTRESS.



A FEW OF THE HUNDREDS OF GRAND PRIX AWARDED
TO PININ FARINA IN INTERNATIONAL COMPETITION.



"This is the first time the Farina crest, symbol of our royal appointments, appears on an American production-built car. We consider the Nash Golden Airflyte one of our proudest styling and coachwork achievements and predict that it will take its place as one of the memorable cars of our era."

PININ FARINA

**From the man who has styled the
Most Beautiful Cars of our time.....**



from

Pinin Farina

... a history-making
new design

If you desired the most beautiful and luxurious car money could buy, you would, of course, commission Pinin Farina to design it. For great names of the world beat a path to his door . . . princes, potentates, tycoons and leaders . . . and gladly pay the customary \$20,000 to \$50,000 cost.

Now, this leading custom car designer of our age has created a body-style especially for Nash . . . giving it all his racing sweep of line, as though for you alone.

Yes, for more than two years, Pinin Farina has worked with Nash to help create *the* outstanding style car of our time—the first American car of continental verve and flair . . . a car with new standards of comfort and brilliant performance!



Notes from Finin
 Farina's Notebook
 How the World's
 Leading Stylist
 and Nash
 created a new concept
 of design

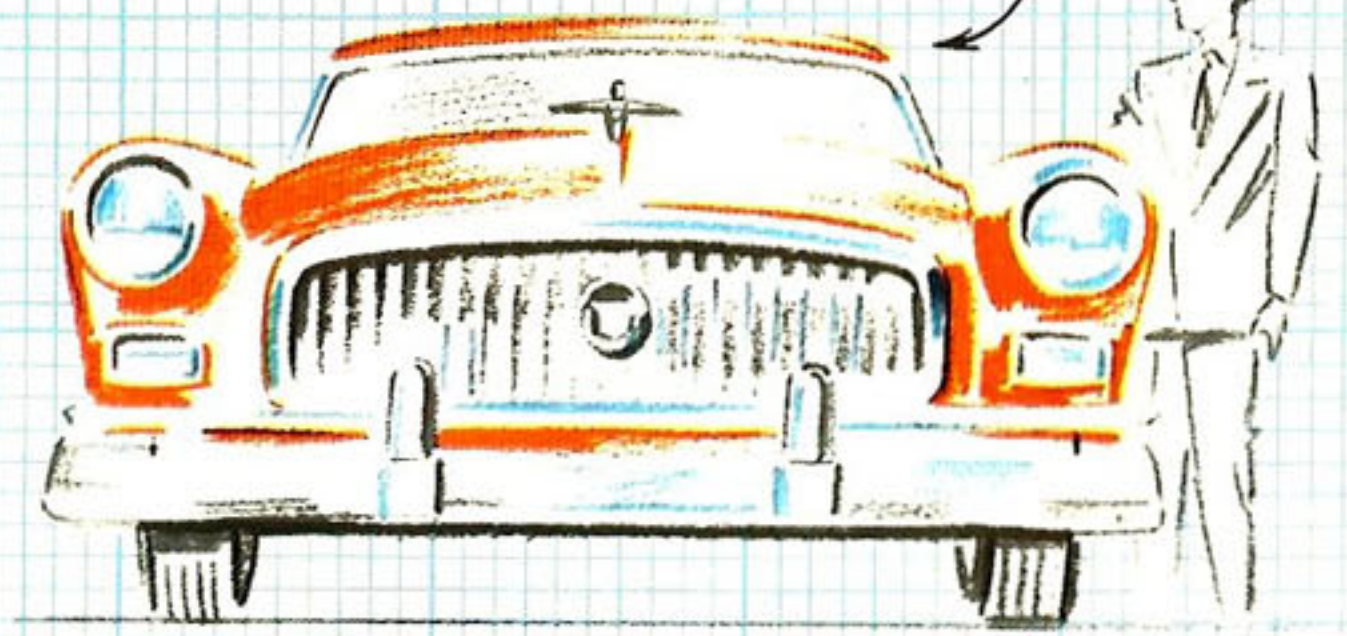
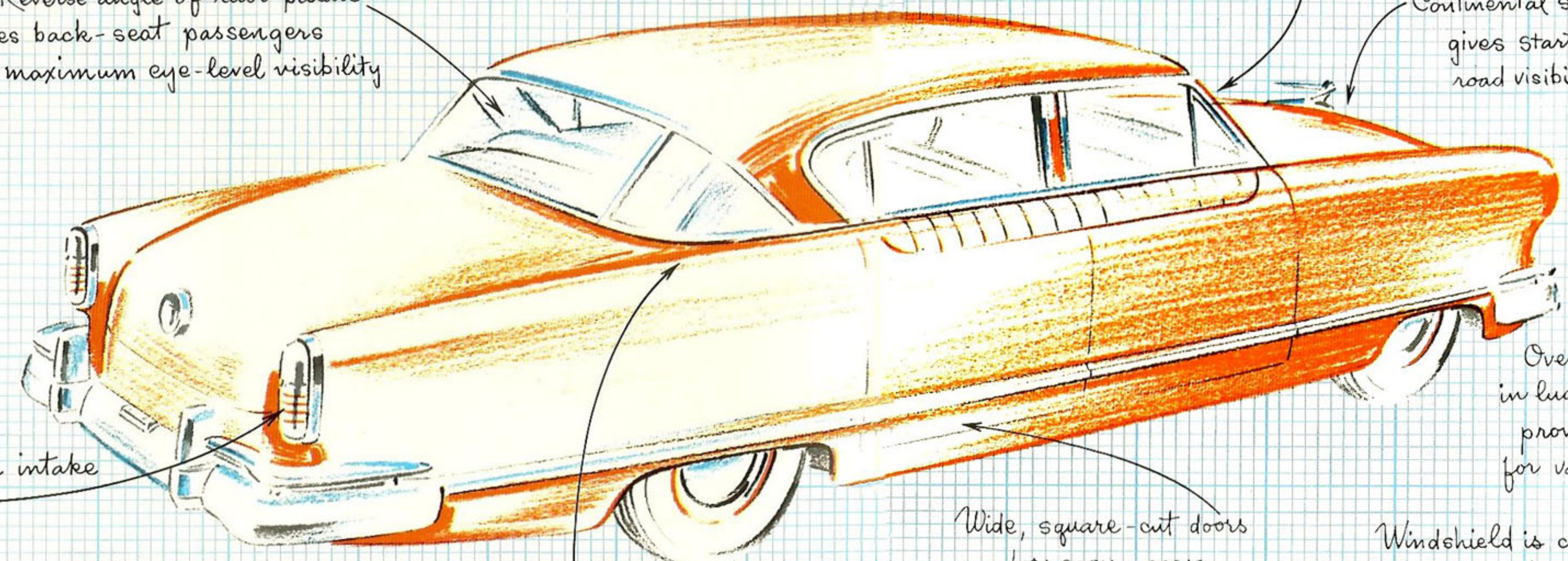
Reverse angle of rear pillars
 gives back-seat passengers
 maximum eye-level visibility

Total glass area
 increased 25%

40% narrower front pillars
 eliminate blind area

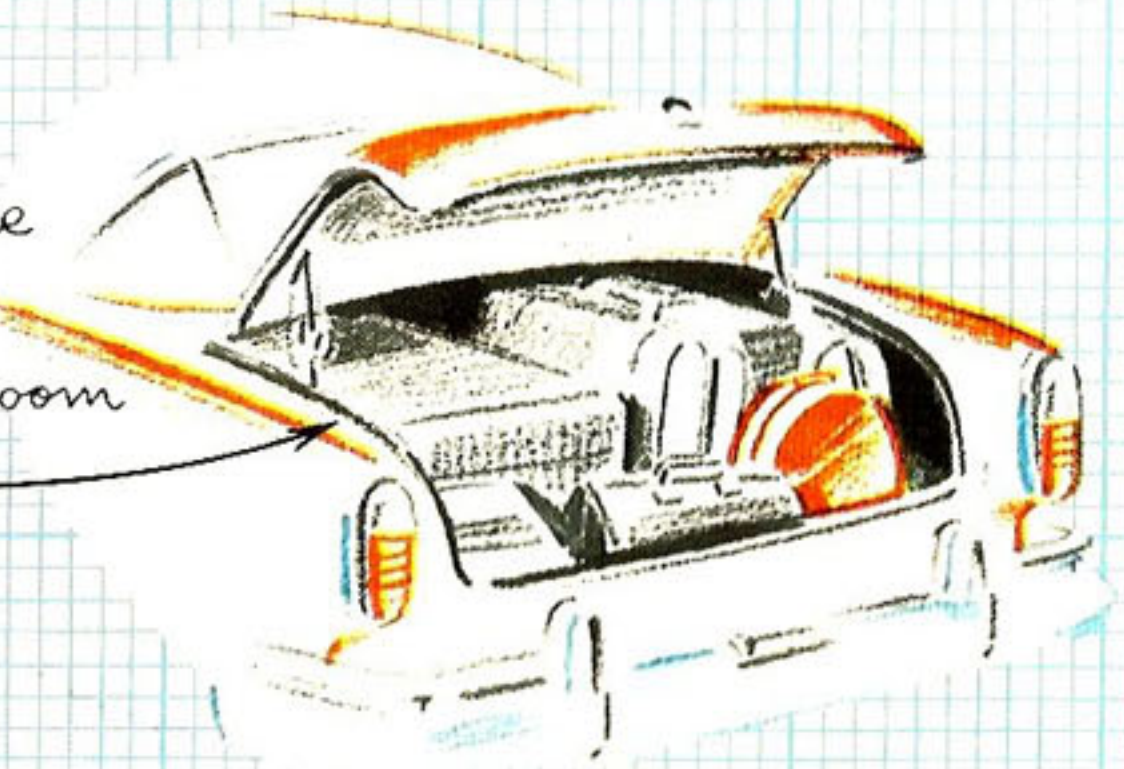
Continental sloping hood
 gives startling new
 road visibility

yet provides greater head room



Concealed gas tank intake
 in tail light

Over 17 sq. ft. of floor space
 in luggage compartment
 provides ample storage room
 for vacationing family

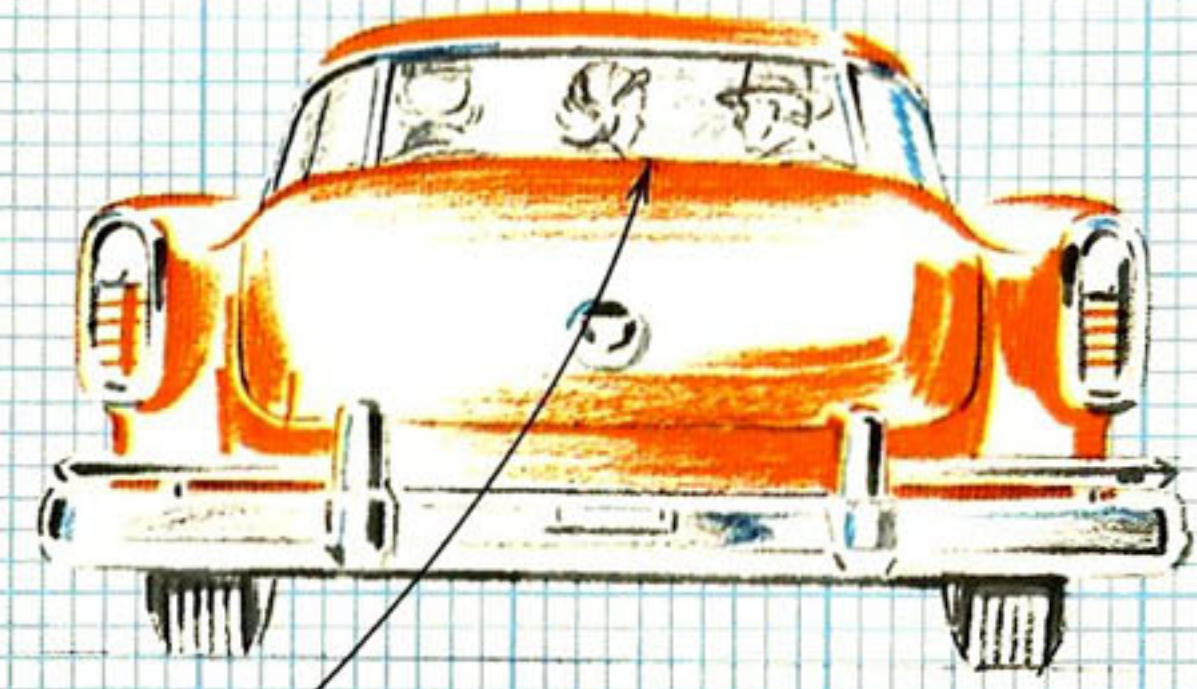
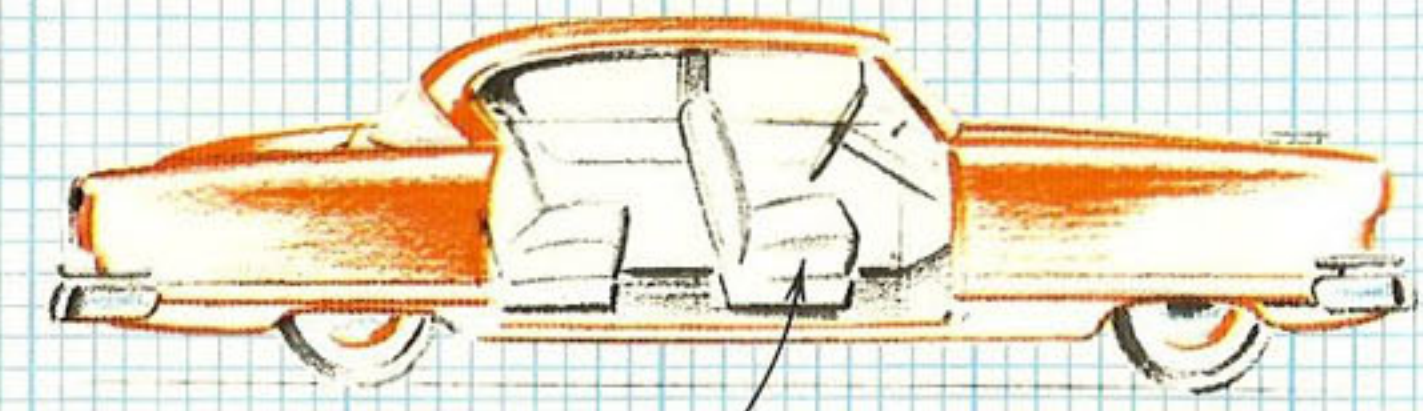
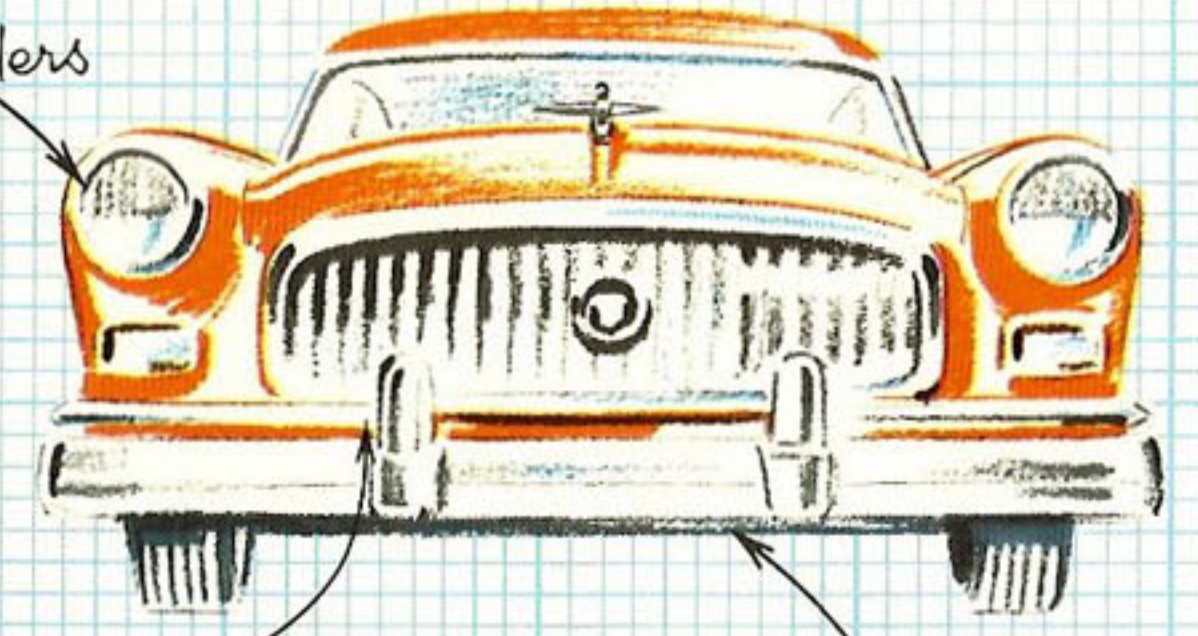


Wide, square-cut doors
 for easy access

Windshield is curved
 to hood and fenders
 in continental manner

Fender sections are unbroken sweeps
 from headlight to tail light

Road-Guide fenders
 simplify parking
 and passing



Massive die-cast grille
 is one-piece, will not rattle

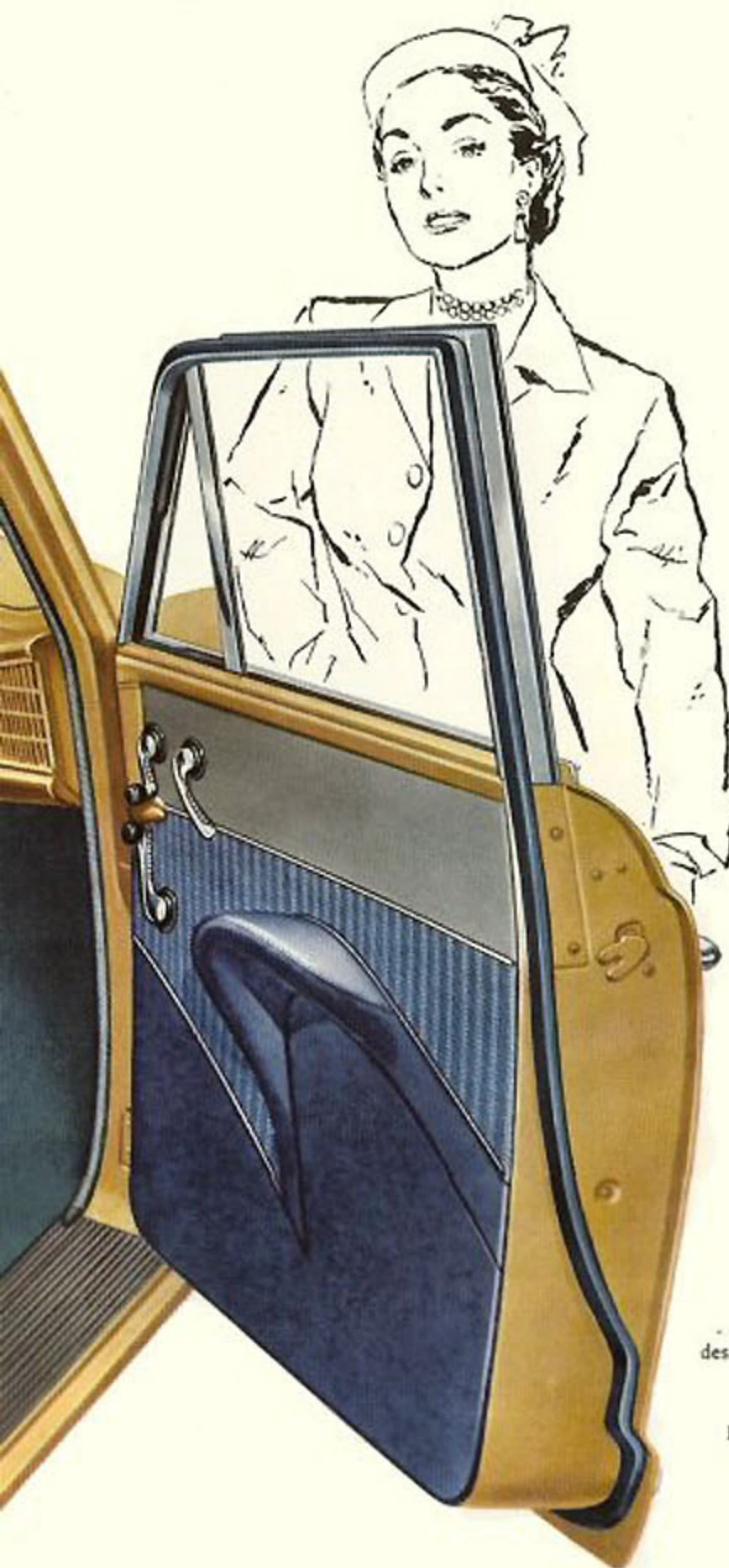
Ridged, deep drawn steel
 "wrap-around" bumper for extra protection

Entire passenger compartment
 moved forward for a cradled ride
 between the axles

Each seat so wide three oversize people

Greatest eye-level vision
 of any car - curved windshield
 measures 44% larger

New Weather-Eye fresh air intake
 becomes integral part of body design



Open the door to the most beautiful room on the road

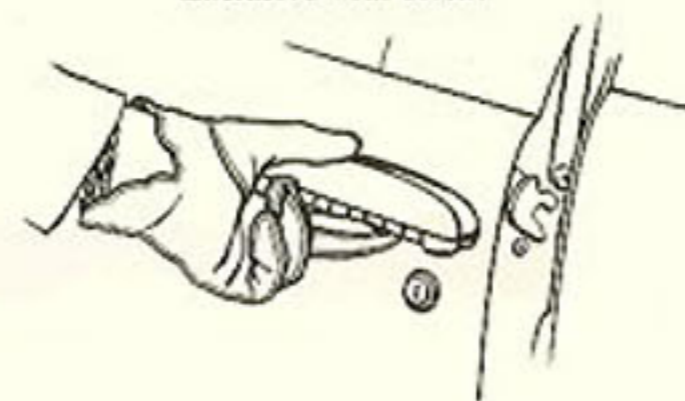
Your very own . . . as lavishly finished as a custom limousine! All around you, new and exciting beauty . . . a thousand and one new things to see . . . widest front and rear seats of any car . . . and visibility startlingly wonderful all around. All this combined with the special features that make Nash the world's most modern car!

Two radio speakers, instead of one, give "concert hall" quality reception throughout the car! The passenger compartment becomes the "acoustic chamber". Speakers are inconspicuous, behind each end of the instrument panel.

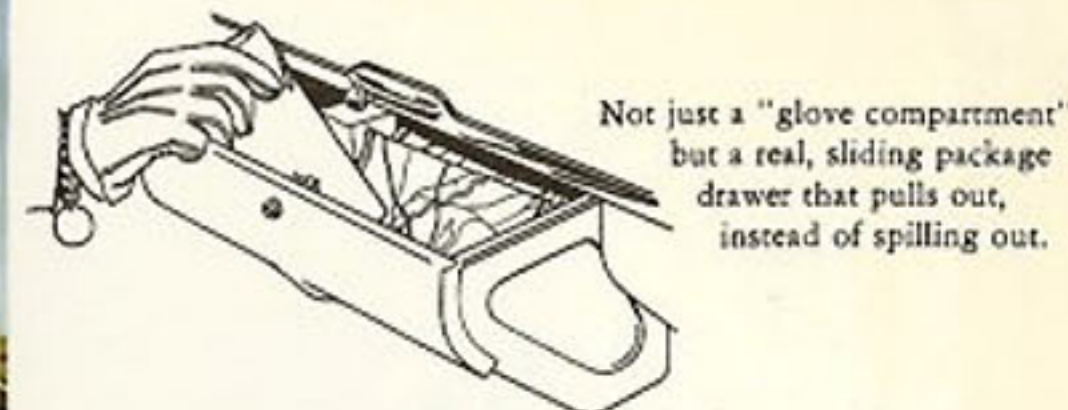
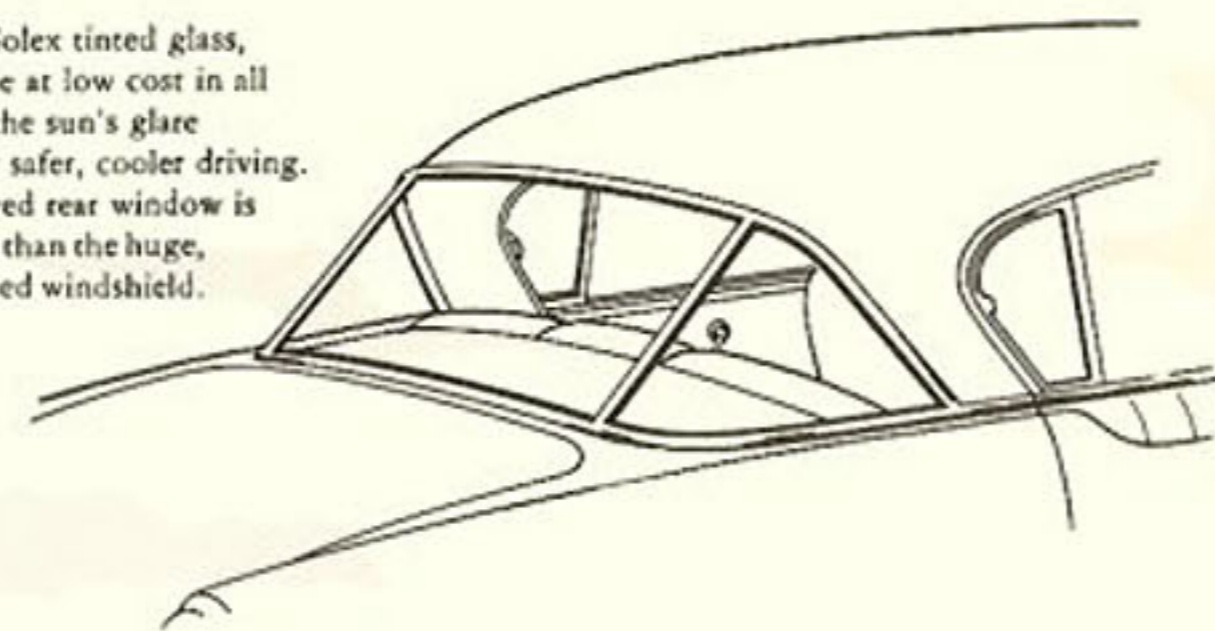


The doors are extra wide . . . beautifully integrated in design with each interior . . . and equipped with locks that make pushing and pulling a thing of the past.

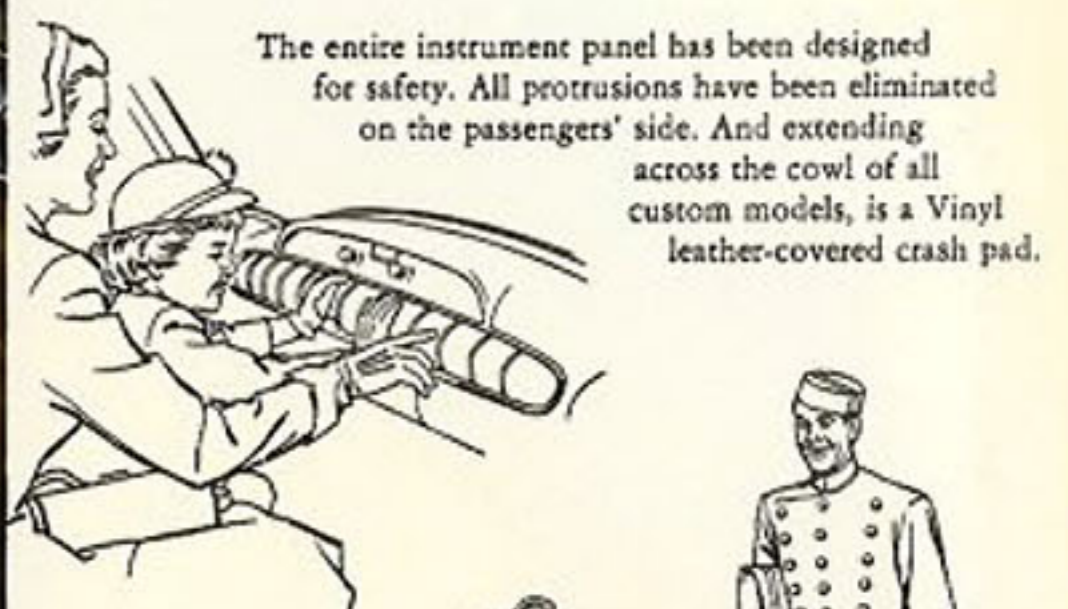
Simply *touch* this new type outside handle, and the door magically swings open! No tugging or pulling of projecting, coat-snagging levers. Lock is protected from snow and ice. Exclusive with Nash.



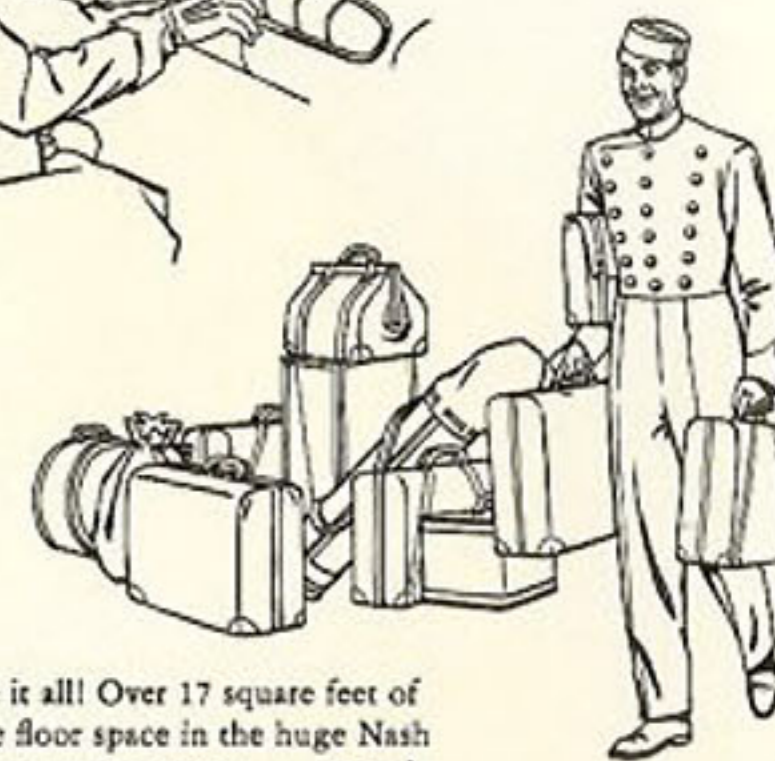
Glare-free, Solex tinted glass, is available at low cost in all models. Cuts the sun's glare and heat for safer, cooler driving. The curved rear window is larger in size than the huge, undivided windshield.



Not just a "glove compartment" but a real, sliding package drawer that pulls out, instead of spilling out.



The entire instrument panel has been designed for safety. All protrusions have been eliminated on the passengers' side. And extending across the cowl of all custom models, is a Vinyl leather-covered crash pad.



Take it all! Over 17 square feet of usable floor space in the huge Nash luggage compartment . . . enough for a family's cross-country trip.

and at night your own private sleeping car

Built into every Nash Golden Airflyte are comfort and travel conveniences not found in *any other car at any price*. It has made Nash the favorite car of people "who go places and do things". For instance—



AIRLINER RECLINING SEAT—built in an automobile first by Nash—lets you sleep the miles away while others drive. Great for resting children. Both front seats adjust to 5 positions, all the way to luxurious day-bed level.



NOW, NEW, WIDER TWIN BEDS! Ready in seconds, for travelers, sportsmen. This Nash exclusive, combined with both Reclining Seats, is available as optional equipment at slight extra cost on all Ambassador and Statesman models.



COUNTER-BALANCED LID lifts with a finger. Recessing of spare tire into floor frees space for extra luggage. Over 17 square feet of usable trunk space provides more than ample room for all needs.

The Nash Ambassador

Golden Airflyte

LUXURIOUS . . . BEAUTIFUL . . . MODERN . . . STYLED BY PININ FARINA



The Four-Door Sedan—Here, in the luxurious Ambassador Golden Airflyte, is completely new, daringly new styling . . . the flowing continental lines of Pinin Farina, custom designer to royalty.

Luxuriously new from bumper to bumper, from road to roof, featuring Dual-Range Hydra-Matic Drive, Airflyte Construction, and new Super Jetfire Ambassador Engines!

THE AMBASSADOR SPECIFICATIONS

BODY—Airflyte Construction . . . Body-and-frame of Unitized type, one solid welded unit. Seating width at hips 65 in. front, 64½ in. rear. Body finish long lasting baked enamel and all steel parts bonderized for rust resistance. All doors front hinged. Fender guards.

EXTERIOR—Over-all length 209¼ in. Wheelbase 121¼ in. Width 78 in. Height, loaded, 62¼ in. Front tread 55⅝ in.; rear 60½ in. Road clearance 8 in. at rear axle.

MECHANICAL—Overhead valve Super Jetfire engine, 6 cylinder 252.6 cu. in. 120 h.p. 7.3:1 compression ratio. Four-ring pistons fitted with U-Flex type steel oil rings in lower groove. Seven-main-bearing crankshaft. Intake manifold sealed-in-head and water heated. Direct-Draft, horizontal Uniflo-Jet carburetor. Suspension by frictionless coil springs front and rear. Torque tube drive. Duo-Servo brakes, with 10 in. drums. Transmission options include conventional 3-speed unit, automatic overdrive or Dual-Range Hydra-Matic. Axle ratios 4.1:1 with conventional transmission, 4.44:1 with overdrive, 3.15:1 with Hydra-Matic. Tires 7.10 x 15 super cushion. 20 gallon fuel tank.

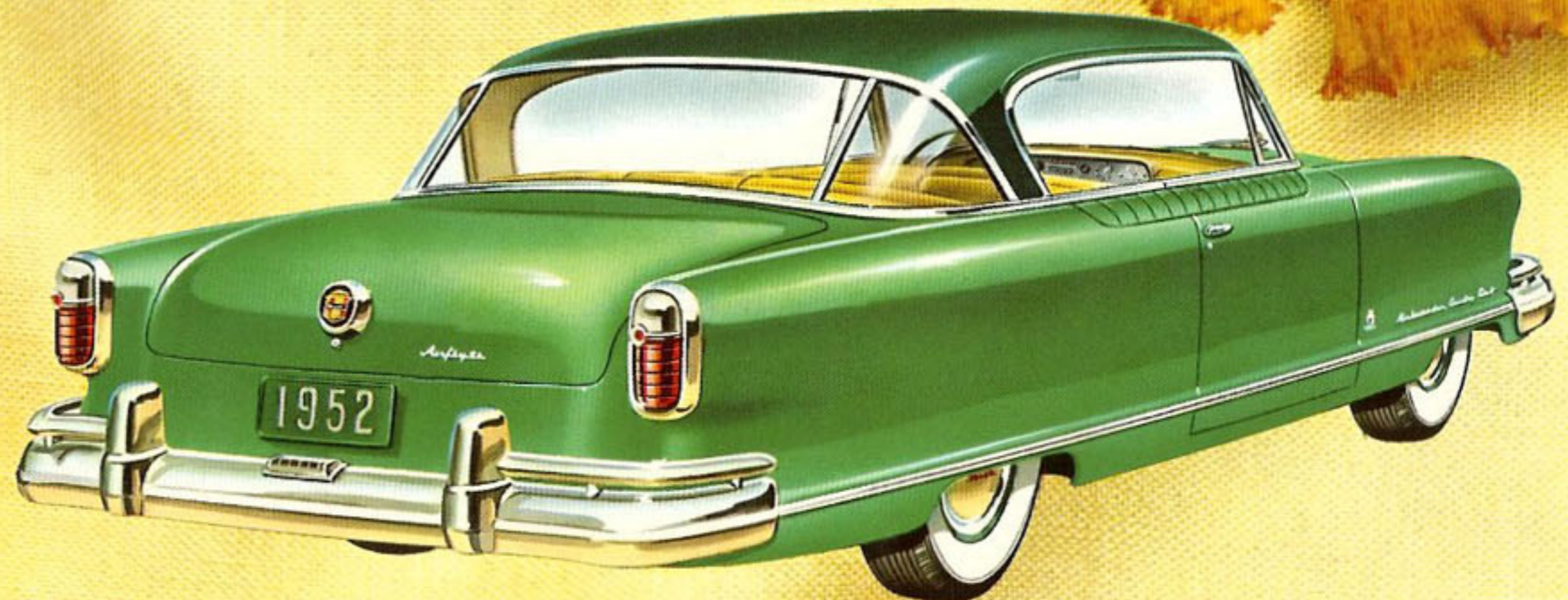
EQUIPMENT—(extra cost). Nash-exclusive Weather Eye Conditioned Air System. Airliner Reclining Seat and Twin Bed. Dual-Range Hydra-Matic. Automatic Overdrive. Duo-Coustic Radio with twin speakers. White sidewall tires, if available. Solex tinted glass. Hood ornament. Custom models include foam cushions, two-tone upholstery in long-wearing needle point and home-spun patterns, electric clock, directional signals, chrome wheel discs, courtesy lights, front and rear. Custom Country Club model also includes specially tailored interior.

Nash Motors, whose policy is one of continuous improvement, reserves the right, however, to discontinue or change specifications, models or prices at any time without notice and without incurring obligation.

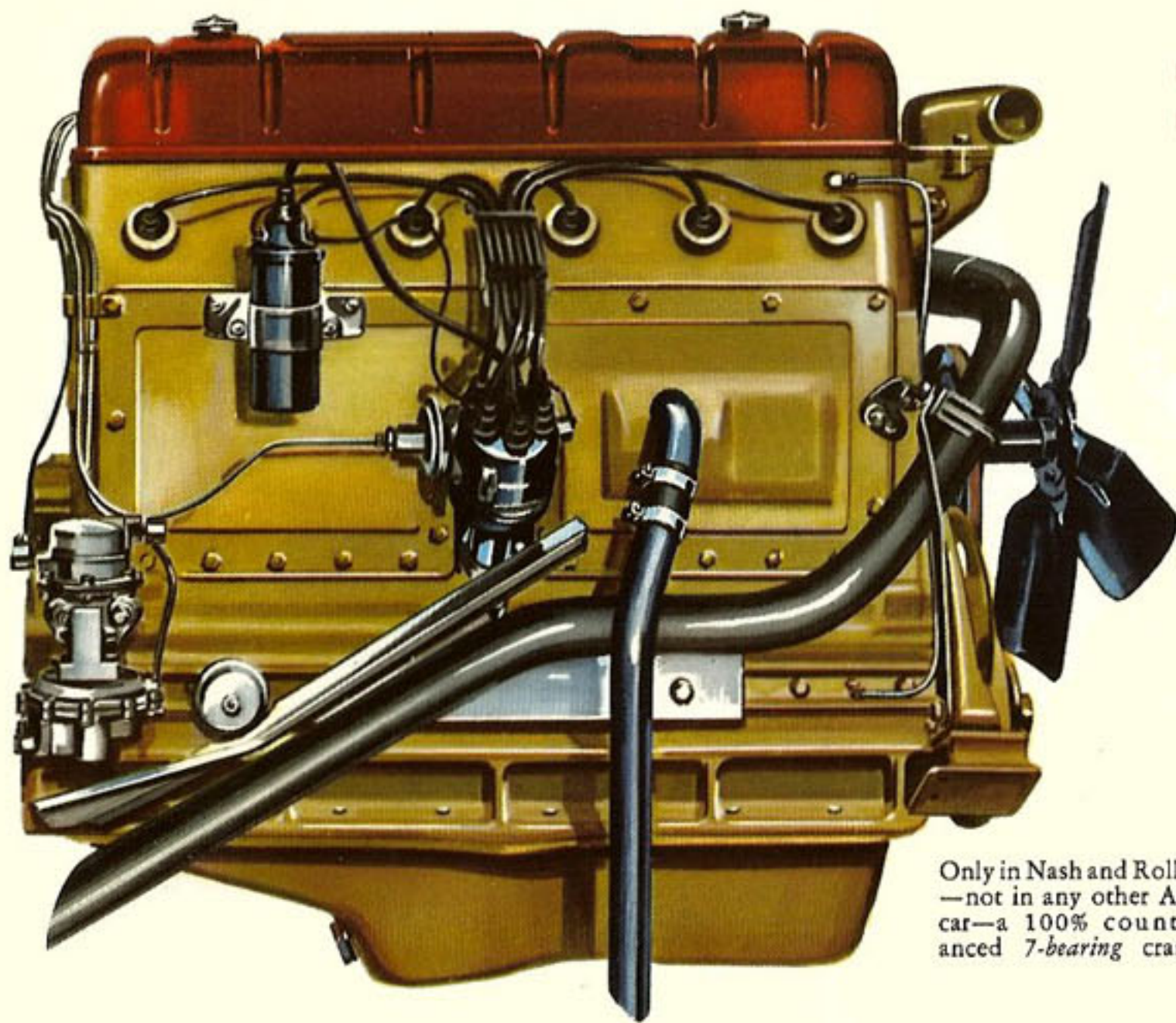


The Two-Door Club Sedan

One of America's truly fine automobiles, the Aristocratic Ambassador offers limousine ride and roominess, deep-throated power, plus exclusive safety and comfort extras.



The Two-Door Country Club—Most beautiful Nash ever built! A weather-snug sedan with the fun and flair of a convertible . . . plus rich, custom-tailored interiors, designed with a woman's touch by Madame Hélène Rother.



new! SUPER JETFIRE

engines—even more powerful than the Nash

Ambassador engine that set America's official top-speed

stock-car record last year!

You hear so much today about new high-compression engines . . . the virtue of multiple-bearing crankshafts . . . the superiority of valve-in-head design.

All these are an old story to Nash Ambassador owners, who have enjoyed these advantages for years. As a matter of fact, no other engine today develops so much power so consistently on as little gasoline as does the Nash engine—and the record books prove it.

Now, for The Golden Airflytes, Nash announces sensational new Super Jetfire engines! The Nash Ambassador is now 120 H.P.—with increased bore and new Direct-Draft horizontal carburetion. All this achieved with no sacrifice of traditional Nash gasoline economy!

Yes, *drive* a Golden Airflyte. Make comparisons for power, acceleration, economy—against any other fine car of *any* rated horsepower—and may the best car win!

Only in Nash and Rolls Royce —not in any other American car—a 100% counter-balanced 7-bearing crankshaft.



At El Mirage, California, the Nash Ambassador sets the high-speed stock-car record for 1951 (102.46) attested to by NASCAR.



At Le Mans, France, the Nash-powered Healey Sports car won over all other American cars entered, averaging 89.3 M.P.H. for the 2143-mile course.



Again, the Nash Ambassador wins the most gruelling of all races, South America's Peruvian contest over mountains and deserts.



For the second consecutive year, Herschel Buchanan won the I.M.C.A. Stock-Car Racing Championship in 1951, competing against all makes.

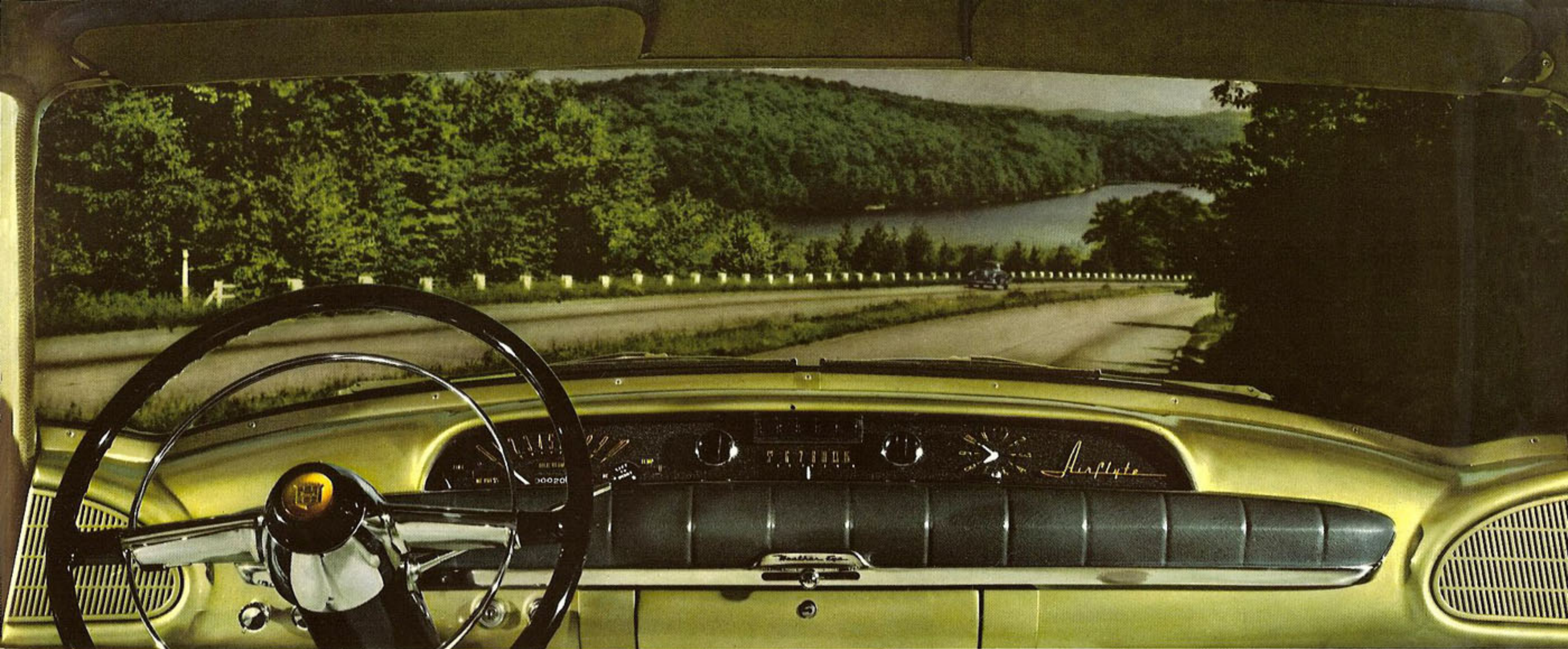
now! dual-range
hydra-matic drive



Now—the last word in automatic transmissions, the new Dual-Range Hydra-Matic Drive—gives you terrific new acceleration and power for city and hills; a new, effortless, high-speed, gas-saving performance on the open highway.

**Nash Gives You the
Choice of "All Three"**

1. The new Dual-Range Hydra-Matic
2. Automatic Overdrive
3. Standard Synchronesh Transmission



new! airflex
front suspension!

You'll find the balance, steering and handling *magnificent* in the new Golden Airflyte! There's a big, important reason. It's something new, and *only Nash has it . . .* the Airflex Front Suspension System, employing new engineering principles.

Only Nash, with exclusive Airflyte Construction, could achieve the smoother, quieter ride that is yours with Airflex front suspension. Inclined, direct-acting

super coil springs are used by Nash in conjunction with Airflyte Construction to provide the greatest ride ever built into a motor car.

Truly, there is no driving thrill that can rival your first enchanted mile in a Nash Golden Airflyte. Take a Golden Airflyte ride and discover the wonderful difference in roadability, silence, steering and handling ease that springs from exclusive Airflex Suspension!



ORDINARY FRONT SUSPENSION—In other cars with front coil-springing, the position of the springs requires an extra-heavy front cross-member and lower control arms. These add to the weight of the car and carry vibrations and road-noises through the frame.



AIRFLEX FRONT SUSPENSION—Super coil springs, utilizing the full advantages of Airflyte Construction, are inclined at an angle to carry road-noise and vibrations away from the car interior. The result is a smoother, quieter Airflex Ride, with amazingly superior steering and handling qualities.

Only with exclusive Nash Airflyte Construction, too, can all the advantages of coil-springing on all four wheels be utilized. Softer, balanced springs . . . tuned to the human heart-beat and synchronized front and rear . . . give unmatched roadability under all driving conditions.

The Nash Statesman

Golden Airflyte



The Four-Door Sedan—Now—greater power, more room, increased wheelbase, give the Nash Statesman more value than ever.

The Nash Statesman Airflyte, for years the largest, most spacious and economical car in its price class, is made greater than ever . . . two and a quarter inches longer in wheelbase . . . over twelve inches wider in rear seat room, bigger in *every* dimension . . . more powerful . . . a *completely new* car, with the continental smartness and luxury of Pinin Farina styling. Yes, see and drive the new

Nash Statesman for a revelation of luxury—and *value!*

There's a new thrill under the hood of the Nash Statesman . . . a more powerful high-compression engine. With its new longer stroke, it has sparkling performance under all road and traffic conditions. Yet it retains its outstanding economy—even with regular gasoline. Here is big-car economy that is Nash and Nash alone!



The Two-Door Club Sedan—Gracefully styled by Pinin Farina and tastefully upholstered by Hélène Rother, this Nash Statesman Golden Airflyte sets a new beauty and value standard in its class.

THE STATESMAN

SPECIFICATIONS

BODY—Airflyte Construction. Seating width at hips 65 in. front, 64½ in. rear. Bonderized body and sheet metal. Trunk capacity 22 cu. ft. Front seat headroom 37½ in., rear 36 in. Total glass area 3500 sq. in.

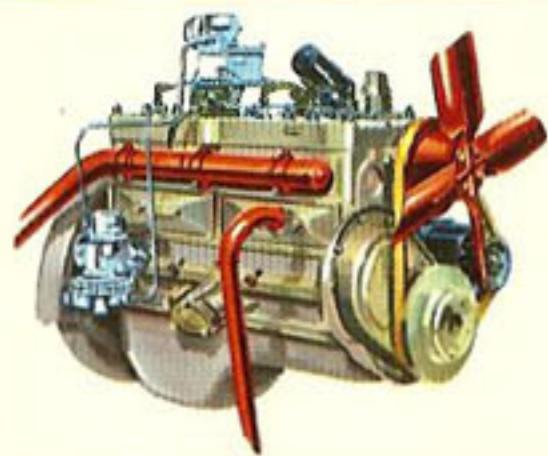
EXTERIOR—Over-all length 202¼ in. Wheelbase 114¼ in. Width 78 in. Height, loaded, 61¾ in. Front tread 55½ in., rear 59½ in. Road clearance 7½ in. at rear axle.

MECHANICAL—L-head, 6 cylinder Super Flying Scot engine, 195.6 cu. in. 88 h.p. 7.0:1 compression ratio. Four-ring pistons with U-Flex type lower oil ring. Intake manifold sealed-in-block, water heated for Iso-Thermal temperature control. Uniflo-Jet YF type carburetor, vacuum economizer and diaphragm type, accelerator pump. Suspension by four frictionless coil springs. Torque tube drive, rubber insulated at engine connections. Two-shoe self-centering brakes, acting on 9 inch drums. Transmission options:

Conventional 3-speed, with 4.4:1 axle; automatic overdrive, with 4.9:1 axle; Dual-Range Hydra-Matic with 3.3:1 axle. Tires 6.70 x 15 super cushion. 20-gallon fuel tank.

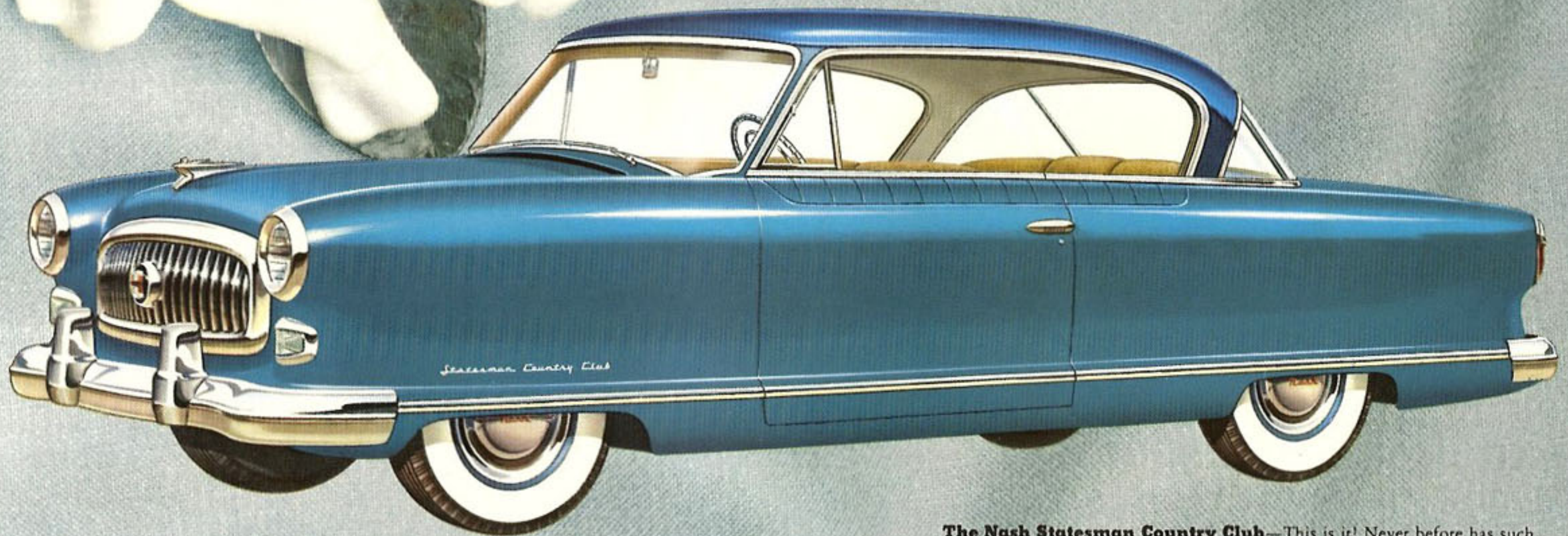
EQUIPMENT—(extra cost). Nash-exclusive Weather Eye Conditioned Air System. Airliner Reclining Seat and Twin Bed. Dual-Range Hydra-Matic. Automatic Overdrive. Duo Coustic Radio with twin speakers. White sidewall tires, if available. Solex tinted glass. Hood ornament. Custom models include foam cushions, two-tone upholstery in long-wearing needle point and home-spun patterns, electric clock, directional signals, chrome wheel discs, courtesy lights, front and rear. Country Club model also includes specially tailored interior.

Nash Motors, whose policy is one of continuous improvement, reserves the right, however, to discontinue or change specifications, models or prices at any time without notice and without incurring obligation.



Super Flying Scot Engine—

Only Nash builds engines with such features as Uniflo-Jet carburetion and sealed-in Iso-Thermal intake manifolds for uniform, economical performance under all weather conditions.



The Nash Statesman Country Club—This is it! Never before has such luxurious beauty and outstanding performance been combined in the Statesman class! Here's convertible fun and hardtop safety in one great car!

The one and only Nash Weather Eye System

This exclusive Conditioned Air System filters air—warms it—circulates it without draft—*automatically*—with one single control!

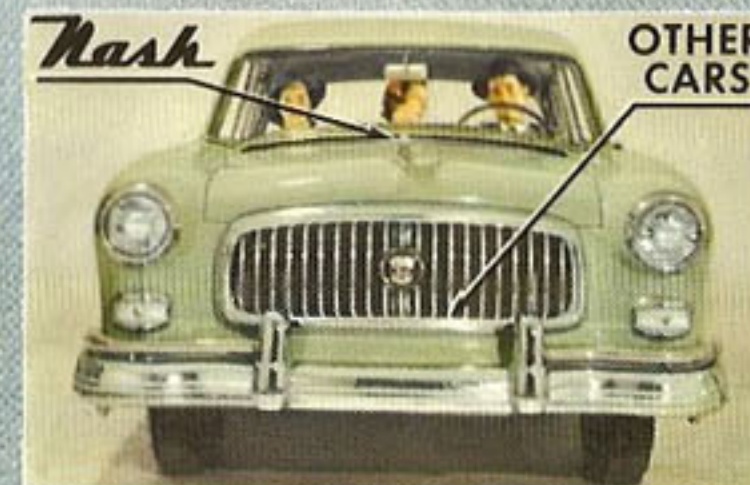
How the popular Nash Statesman
Compares in Room with Standard Models
of Three of America's Highest Priced Cars

(Specifications as of Feb. 1st, 1952)

	NASH STATES- MAN	High-priced CAR "A"	High-priced CAR "B"	High-priced CAR "C"
Front Seat Width	65.0 in.	63.9 in.	62.6 in.	61.3 in.
Front Head Room	37.5 in.	35.8 in.	36.1 in.	38.0 in.
Rear Seat Width	64.5 in.	64.5 in.	62.1 in.	60.1 in.
Rear Head Room	36.0 in.	35.6 in.	34.7 in.	36.1 in.



SO EFFICIENT is the new Nash Weather Eye Conditioned Air System that even at zero you can ride without wraps or gloves and enjoy fresh, warm air. No drafts, stuffy air or fogged windows. And in summer, it assures a dustless ride.



NASH INVENTED new methods of controlling air temperature and circulation in automobiles—and is years ahead in efficiency and safety. For instance, Nash draws in only the fresh air *above* the hood level, and not through the usual engine openings at the danger level of monoxide fumes.



ONE SIMPLE CONTROL, instead of the usual three. Set it, as you set the thermostat at home . . . from "cool" to "very hot". Clockwise for defroster action on windshield and for extra blower action when car is stopped or moving slowly.

NOW THE 1952 MODELS OF

The Car that Set a New Vogue

The Nash Rambler

These are the cars that are changing the history of motoring . . . thrilling America with a completely new combination of custom smartness, dazzling performance, featherlight handling, down-to-earth economy.

You see these custom-equipped Nash Ramblers everywhere today, flashing along the highway, parked at the smartest homes and clubs. The Rambler ownership list reads like the Social Directory or Who's Who. Naturally, many Rambler owners also own *other* makes of cars—and Nash is proud of the fact that *four out of five* prefer to drive their Rambler, over their other car, as shown in a nation-wide survey.

We proudly present the Nash Rambler Airflytes, with new features for 1952.



The Rambler Convertible Sedan offers all the thrill of the open car with the safety and weather-snug comfort of a closed car. Overhead structural beams make it the safest and most rattle-proof of all convertibles.

The Nash Rambler "Country Club"—America's smartest new "hardtop" sedan offers the fresh air and visibility of a convertible with steel-top safety.



CUSTOM ELEGANCE in every inch, with smartness that's Rambler alone. And a host of custom accessories are included in the delivered price . . . like Weather Eye System, radio, foam cushions, needlepoint upholstery, directional signals, etc.



NEW! Now in the 1952 Rambler as an optional extra you can have the famous Nash Airliner Reclining Seats that adjust to four positions. You've never known comfort such as this Nash exclusive affords—for napping or relaxing.



BREAKING ALL RECORDS in the Mobilgas Economy Run (America's official economy competition), the Nash Rambler won over all other cars entered with 31.05 miles to the gallon. Thousands of owners report up to 30 miles to the gallon at average highway speed.



ANOTHER FIRST! In 1951 Grand National Stock Car Race at Lanham, Maryland, as in other races across the country, the Nash Rambler sped to victory. At Lanham, the Rambler was the only car entered that made no pit stop—not even for gas!

THE RAMBLER

SPECIFICATIONS

BODY—Airflyte Construction, with body-and-frame one solid welded unit. Overhead rails in Convertible Sedan provide rigidity far greater than in other convertibles and give added protection to passengers. Seating widths at elbow, front 56 in., rear 52½ in. Front seat divided to left of center.

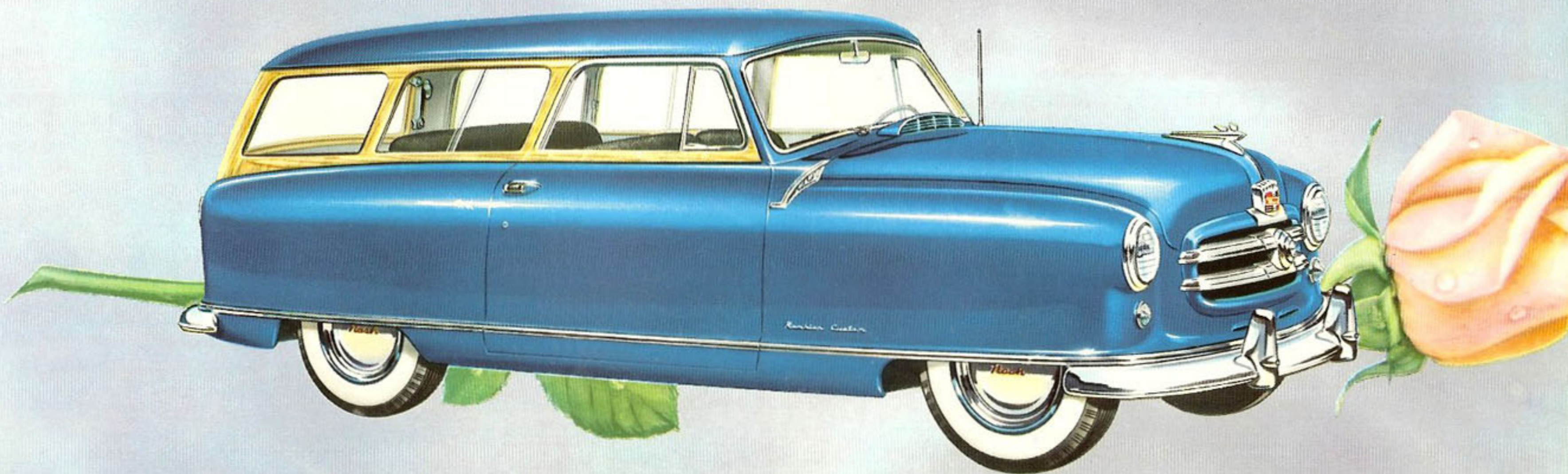
EXTERIOR—Over-all length 176 in. Wheelbase 100 in. Width, 73½ in. Height, loaded, 58½-61 in. depending on model. Front tread 53¼ in. Turning radius 21 ft. 2 in. Road clearance 7¾ in.

MECHANICAL—L-head 6 cylinder Flying Scot engine, 172.6 cu. in. 82 h.p. Compression ratio, 7.25:1. Four-ring pistons, with steel U-Flex type lower oil ring. Intake manifolds sealed-in-block, with Iso-Thermal temperature control. Uniflo-Jet YF type carburetor, with diaphragm type accelerator pump and vacuum economizer. Longlife squeakless fan belt with triangular cross-section. Coil springs at front, semi-elliptic rear springs.

Hotchkiss drive from rear axle through springs. Super cushion tires, 6.40 x 15 standard on Custom models; 5.90 x 15 on others. Axle ratios: with standard 3-speed transmission 3.8:1; with overdrive at extra cost 4.1:1 or 4.4:1 (optional). 20-gallon gas tank.

EQUIPMENT—Custom models shown include as standard equipment Weather Eye Conditioned Air System, radio, custom steering wheel and upholstery, foam cushions, directional signals, electric clock, courtesy lights, chrome wheel discs. Suburban and Deliveryman available with Weather Eye and radio as standard equipment. Airliner Reclining Seats, white sidewall tires (if available), Solex glass and hood ornament optional at extra cost.

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The Nash Rambler Station Wagon—the luxury all-purpose sedan that's a popular family car and doubles as a rugged, hard-working station wagon. Available also in Suburban and Greenbrier models.



"Lucky Lott Hell Drivers" use Nash Airflytes exclusively in their thrill show. For precision driving . . .



. . . 160-foot leaps through the air at high speeds . . . hurdling a haulaway trailer and four cars . . .



. . . or for somersaulting, "Hell Driver" Lott claims that no cars can "take it" like a Nash with Airflyte Construction.

Only Nash offers the Life-saving safety of **airflyte** **construction**

Over and over again, in letters received by Nash, is the simple statement . . . *"I owe my life to the way you build automobiles"* . . .

The record of Airflyte Construction for life-saving safety and rugged durability is a wonder to behold . . . and it belongs to Nash automobiles alone.

More than 12 years ago, Nash applied the principles of modern airplane-type monocoque construction to an automobile . . . designed it, built is as a single, integral structure . . . welded body and frame, girders, floor and roof, even the heavy "hide" of the car itself, into one rattle-proof, double-rigid unit. This better, more modern way to build a car eliminated hundreds of pounds of dead, useless weight . . . opened the way to new safety and protection of passengers . . .

opened the way to sensational new gasoline economy and a new kind of ride!

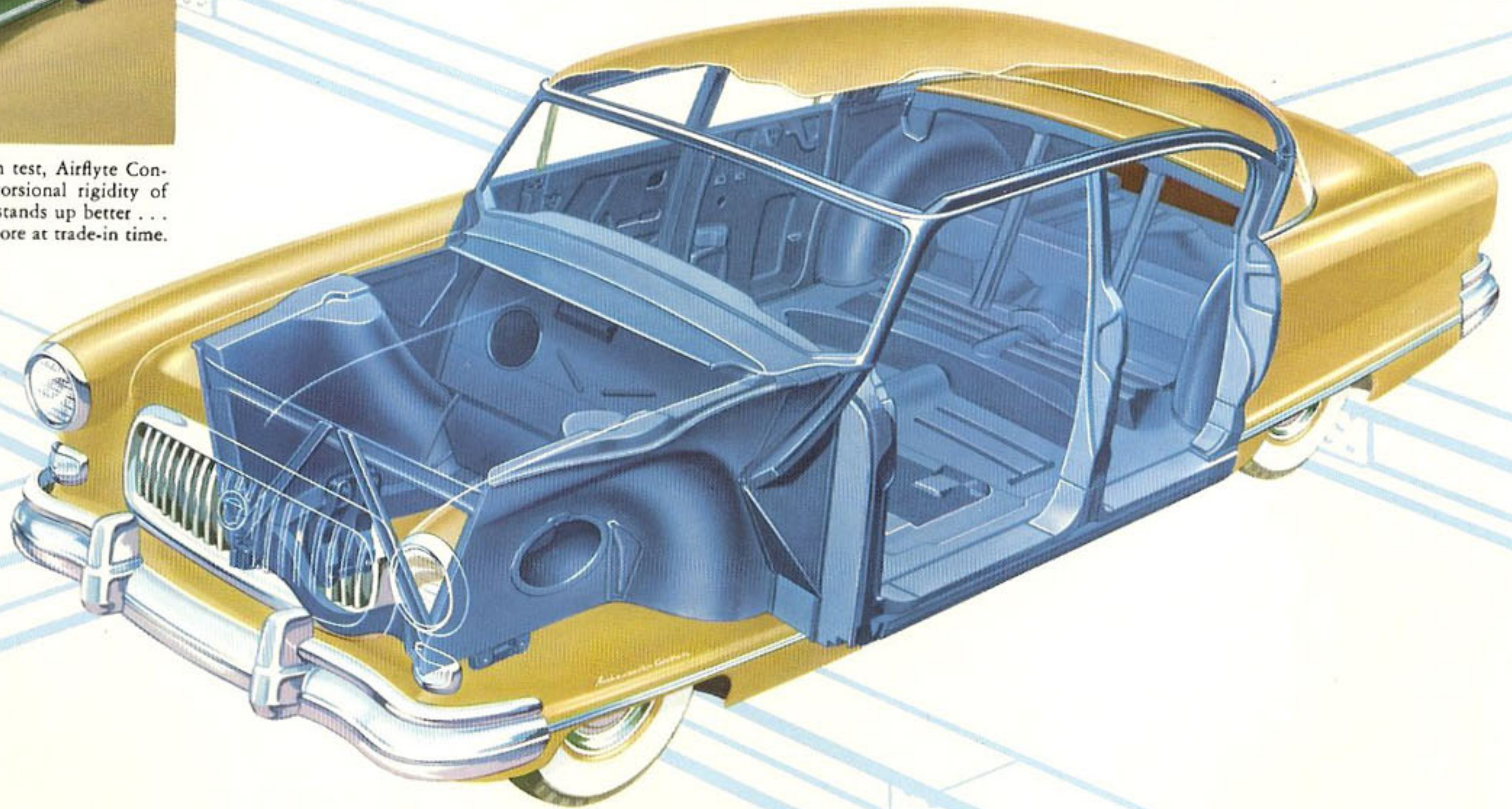
The extra strength and rigidity of exclusive Nash Airflyte Construction mean longer car life . . . a car that stays new years longer, a car that is worth more when trade-in time comes.

After 35 billion miles of proof, Airflyte Construction is today called the greatest single advance in car construction! Its record for durability and long life is without parallel; even after years of constant, rugged use, Nash cars with Airflyte Construction are found to be as rigid and as strong as new.

Certainly, you want all the safety in the world when your family rides within your care. You are sure of it when you drive a Nash Golden Airflyte.



FAR STRONGER. By scientific torsion test, Airflyte Construction has more than twice the torsional rigidity of ordinary construction. That means it stands up better . . . stays new years longer . . . is worth more at trade-in time.



IN NASH, advanced electric welding methods and exclusive assembly techniques have made possible the elimination forever of body-bolt squeaks and rattles.

IT'S EASY TO UNDERSTAND THE DIFFERENCE

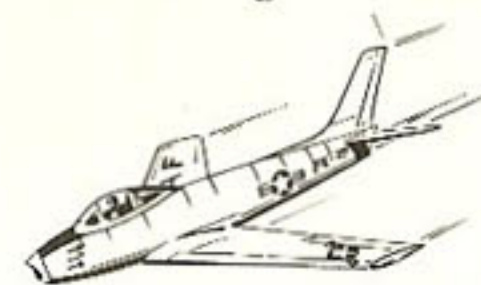


Ordinary cars are built in two units: a separate body and a separate frame. Then the body is bolted on top of the frame—as indicated in the sketch at the left—and rides “piggy back” on top of it.

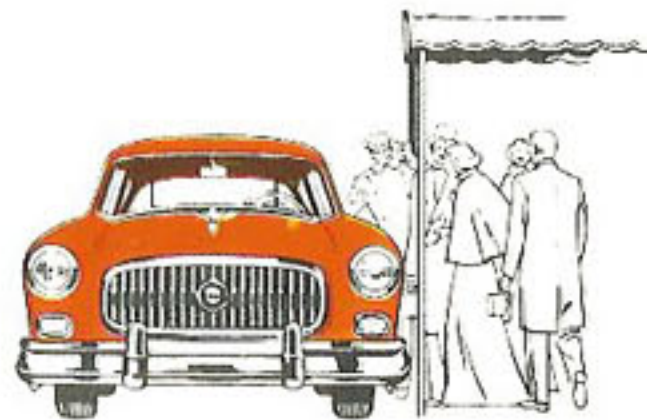
You can readily understand how these two separate units have a minimum of rigidity . . . how easily they can be twisted . . . how they are susceptible to body-bolt squeaks and rattles.

In exclusive Nash Airflyte Construction, the frame is built right into the body itself. It's the same type of

construction employed in jet planes, modern airliners and streamlined trains. With Nash, the structural members in the sides and top, as well as the bottom, completely surround the passenger compartment with an integrated, welded web of steel for greater strength and safety while eliminating hundreds of pounds of useless weight. It's rattle-proof and easier on gas, too!



Airflyte Construction is simply the better, the more modern way to build an automobile . . . proved so in more than 35 billion driving miles. And Airflyte Construction is available only in Nash!



Yes, life beats to a new and carefree tempo when you own the Golden Airflyte. The smart good looks, and deep luxury of every Nash Golden Airflyte, are a constant temptation to go places and see things, inviting you to enjoy life as you never have before . . .

**you'll love the
life you lead**



For this, by no means, is like other cars. Think of sleeping where you like . . . of being warm and comfortable while driving in coldest weather . . . of being first on the spot where the big fish bite . . . of doing what others can't . . . going where others dare not.

And as thousands upon thousands of miles blend imperceptibly with the first, your wonder will grow and grow . . . that any car can be so worry-free, so frugal on fuel, so resistant to Father Time. Even its beauty is lasting beauty, its baked-on enamel many times more resistant to wear than the usual lacquer, with every inch of its body protected against rust, inside and out, top and bottom.

Yes, we of Nash invite you to drive—and own—the finest product of our fifty years, the Nash Golden Airflyte.



THIS IS *Nash*



On this seal is the proud little car that started it all, the "Little Red Rambler" of 1902 . . . the great grand-daddy of more than two and a quarter million automobiles

that have since rolled from our world-wide factories.

Yes, Nash has grown . . . with manufacturing and assembly plants scattered around the globe . . . with parts and service facilities available in 66 countries. Yes, this is Nash . . . on its 50th Birthday . . . a great pioneer . . . builder of the World's Most Beautiful and Modern Cars . . . The 1952 Nash Golden Airflytes.



Mash

GOLDEN AIRFLYTE

"No Provider Name on any Car"

