NASH

The

NASH

Advanced Six

SERIES

FOREWORD

THRUOUT the whole forward course of motor car progress no name has been more prominently identified with the development of soundly valuable advancements in both design and performance than that of C. W. Nash.

Gifted with exceptional manufacturing ability and possessed of the highest ideals in craftsmanship Mr. Nash has continuously and energetically devoted his ablest effort toward the production of finer and still finer motor cars.

Never has this been evidenced more vividly than in the newly refined Advanced Six series of open and enclosed models portrayed upon the following pages.

Particularly does the "Enclosed Car" motor deserve your closest consideration for it epitomizes all those admirable qualities engineers have long sought to unite in one power-plant—extreme responsiveness with ultra smoothness, and great power with almost absolute quietness, plus inherent long life and unimpaired efficiency.

Introduced to the public nearly a year ago this "Enclosed Car" motor scored an immediate and nation-wide success.

It placed at the disposal of Advanced Six owners a character of performance impressively brilliant at all speeds and under all conditions of operation.

It provided a full 25% greater power and quickened acceleration 23% in going from standstill to top speed.

This unusual engineering achievement has been even further refined during this intervening period.

Actual usage in the hands of thousands upon thousands of owners had established conclusively the incomparable quality of its fundamental design and construction.

So that the full effort of Nash engineering has been devoted concentratedly toward amplifying this basic superiority with all the niceties of technical refinement which would add even the slightest degree of efficiency or comfort.

In view of the fact that there is a full description of the "Enclosed Car" motor upon subsequent pages we will here confine ourselves to dealing with the particular advancements referred to above.

As employed in this series of Advanced Six models the "Enclosed Car" motor represents the finest fruition of all Nash resources.

Now it owns a new type crankcase "breather"—an ingenious device Nash has embodied which acts to prevent condensation in the crankcase and thereby reduces crankcase dilution.

Nash has, in this group of cars, installed a "thermostat" which shuts off water circulation until the correct running temperature of the motor has been attained.

At this precise point it opens permitting the water to circulate. In this way the most efficient motor operating temperature is maintained with exactitude.

Your inspection of the motor will also disclose a new type "muffler" developed and installed to render engine operation even more quiet than ever.

By this method the hot exhaust gases are led around the outer surface of the shell so that they are cooled and contracted before entering the inside manifold.

This results in a much smaller volume of expanding gas to be muffled.

Another interesting refinement is the Nash "agitator"—aptly named because it revolves under the intake screen of the oil pump and by its continuous agitation prevents the coagulation of oil on the screen during cold weather.

Following successful Nash practice for the past two years large rubber cushions are used at each motor suspension point to insulate it from the frame which adds measurably to quietness.

These and other Nash engineering developments in the 7-bearing crankshaft "Enclosed Car" motor will well reward your closest examination before you turn your attention to those features of appearance and appointment which naturally engage the eye.

Beauty of line and harmony of design have always been a characteristic of Nash body craftsmanship and these Advanced Six bodies may well be favorably compared to custombuilt conceptions.

Their length and lowness, their classic curves and contours, their symmetry and grace, all unite to extend and deepen the effect of aristocratic dignity.

And capping their exterior attractiveness is the new Nash radiator cap—a pair of flying wings of sculptured beauty.

These bodies are designed and built in their entirety in the great Seaman plants—an institution whose heritage of skilled workmanship descends from the grandparent of the present active heads of the company.

The whole capacity of these body works is devoted to the development of Nash bodies and Nash owns one-half interest in the company.

As you proceed with your examination and enter these models you are immediately impressed with the quality of the workmanship and of the appointments.

The new and attractive instrument panel groups under a single glass panel all the instruments—blending convenience with decorative artistry.

This instrument panel is indirectly illuminated.

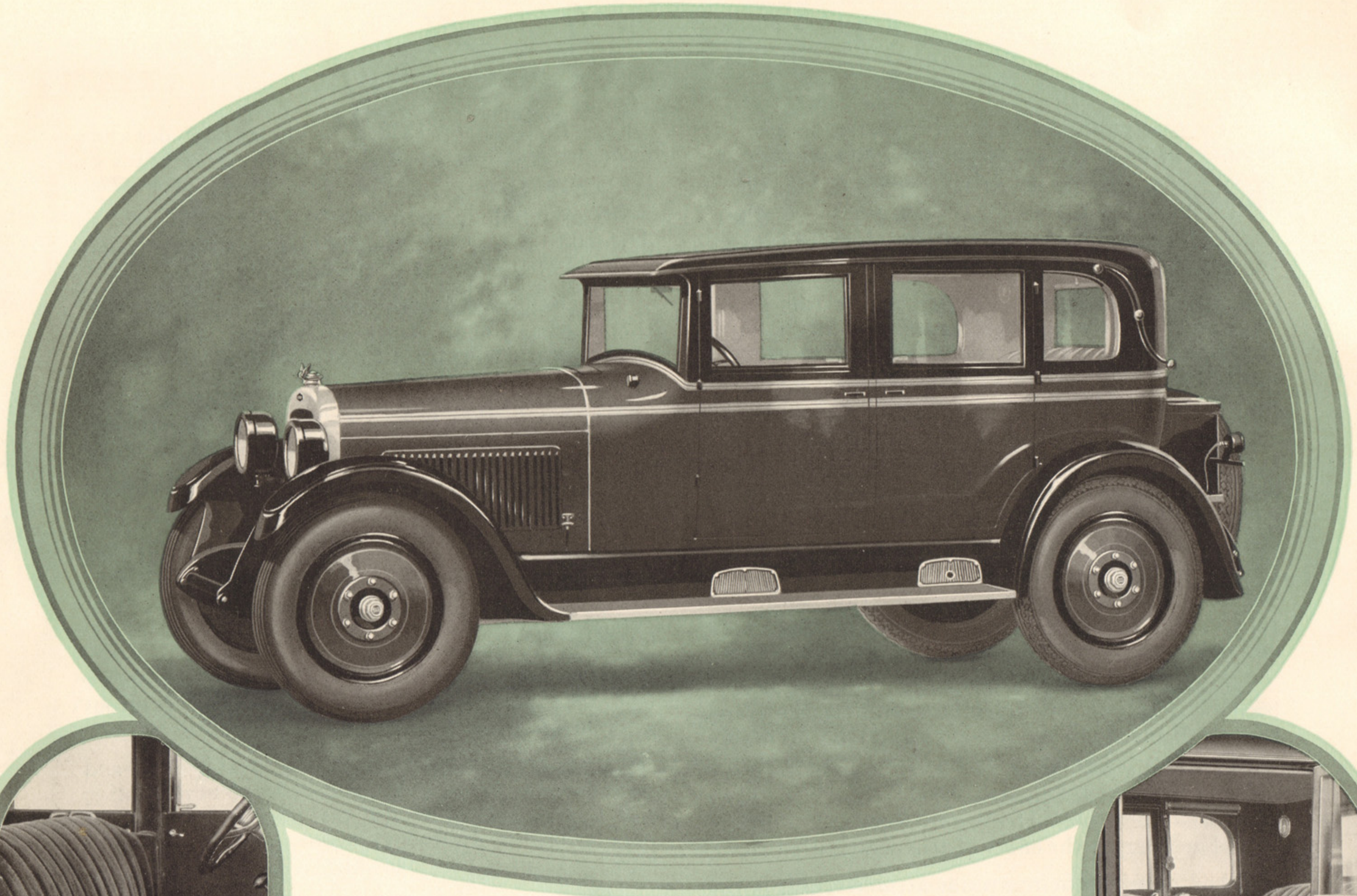
All the Advanced Six models are now equipped with double filament head lights which are controlled from the steering wheel.

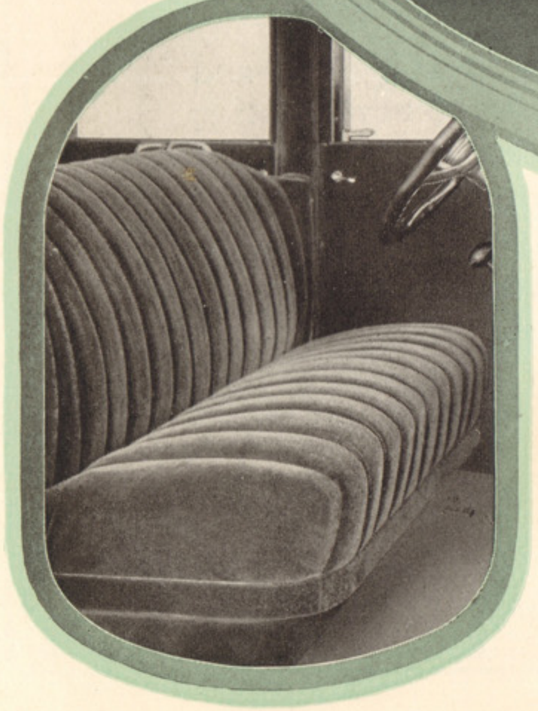
In the front compartment the lower toe boards are deftly overlapped thus tightly excluding dust.

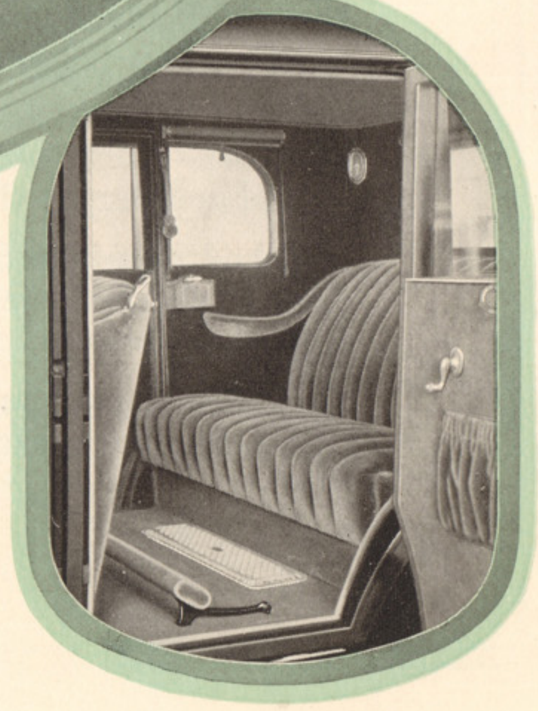
It is clear both as regards minor detail and major feature that Nash has again surpassed all previous attainments with these Advanced Six models.

They are destined by right of greater Quality and greater Value to raise the name Nash to new prestige and inspire among motor car buyers even greater popularity for a product whose success has been nothing short of phenomenal.

Thruout the following pages we have arranged views and descriptive information designed to acquaint you even more intimately with the quality that has earned for Nash the world-wide leadership in motor car value.

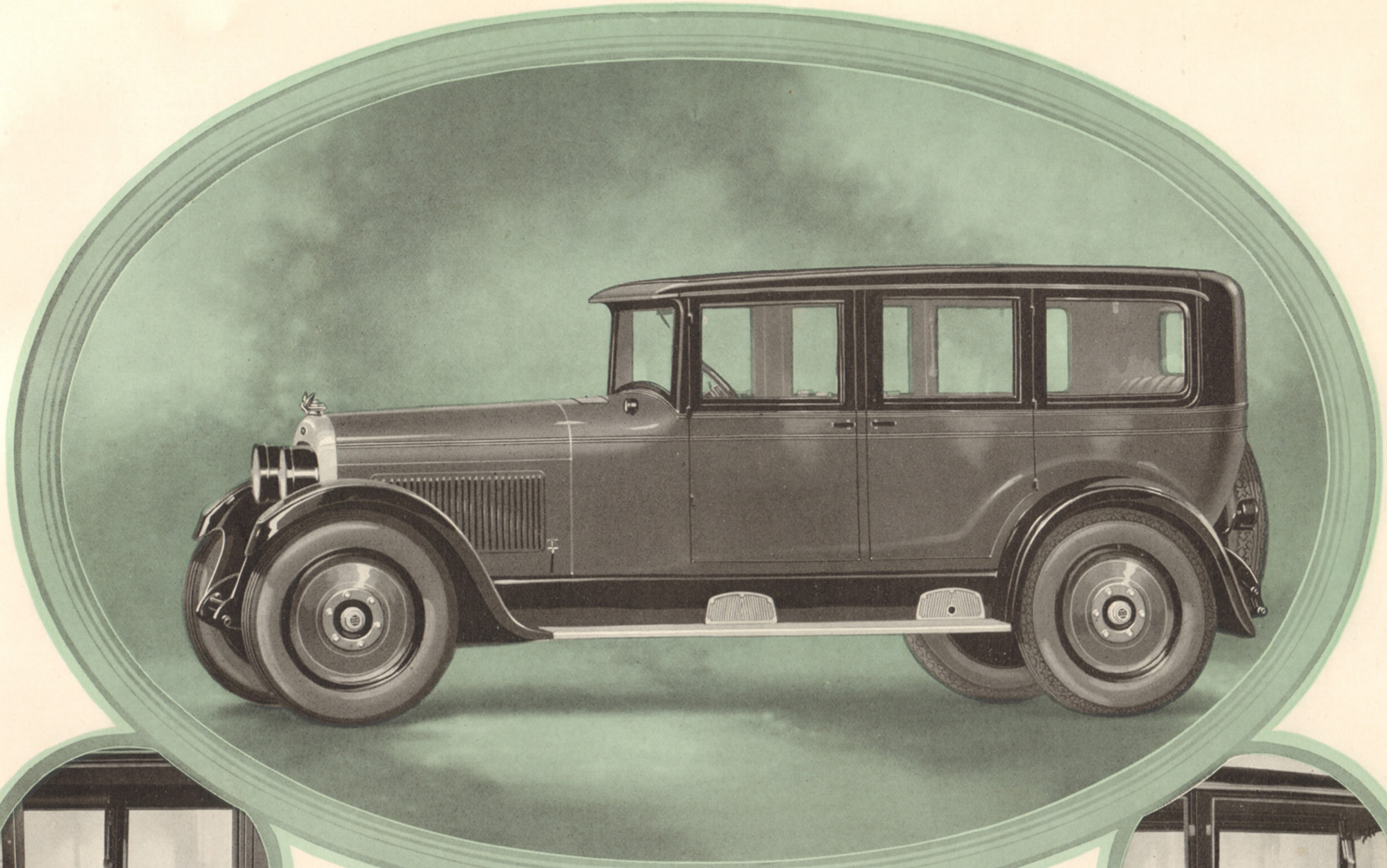


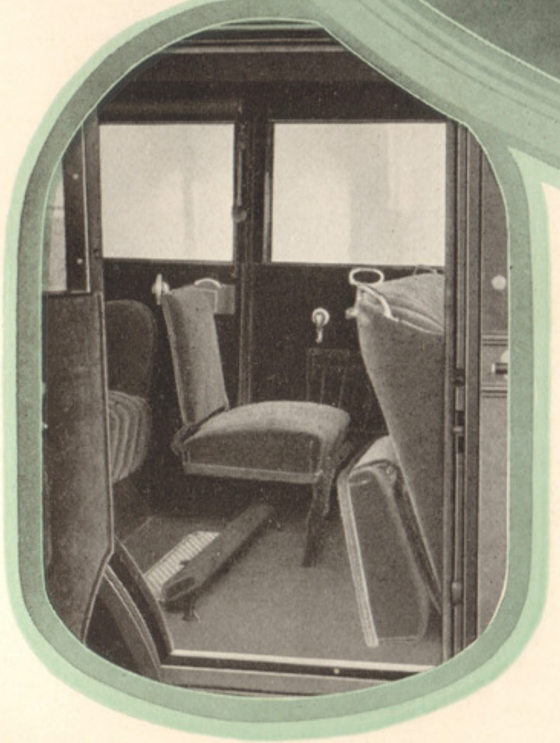


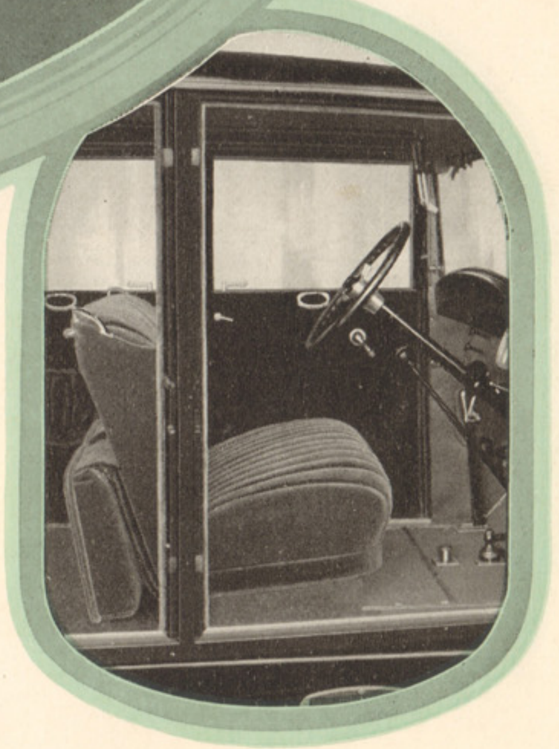


FOUR DOOR COUPE'

SUPERBLY poised and housing a wealth of select appointments, this smart Nash model bears the undeniable stamp of motor car aristocracy. The unique French-type roof, the Mallard green body enhanced with both upper and lower mouldings in light green striped with a double line of gold, the massive, gleaming black fenders, and finely inbuilt steel trunk at rear, all contribute to its aspect of luxury. As is true of all Advanced Six models it has double filament headlights controlled from the steering column, a new instrument panel indirectly illumined, and a richly wrought winged emblem atop the radiator. The upholstery of this Four-door Coupe is of luxurious Chase Velmo Mohair Velvet, the hardware is furnished in frosted silver following the Old Empire pattern and there's a handsome new vanity case and smoking set with electric cigar lighter and a heater of generous size. The wheelbase is 127 inches.

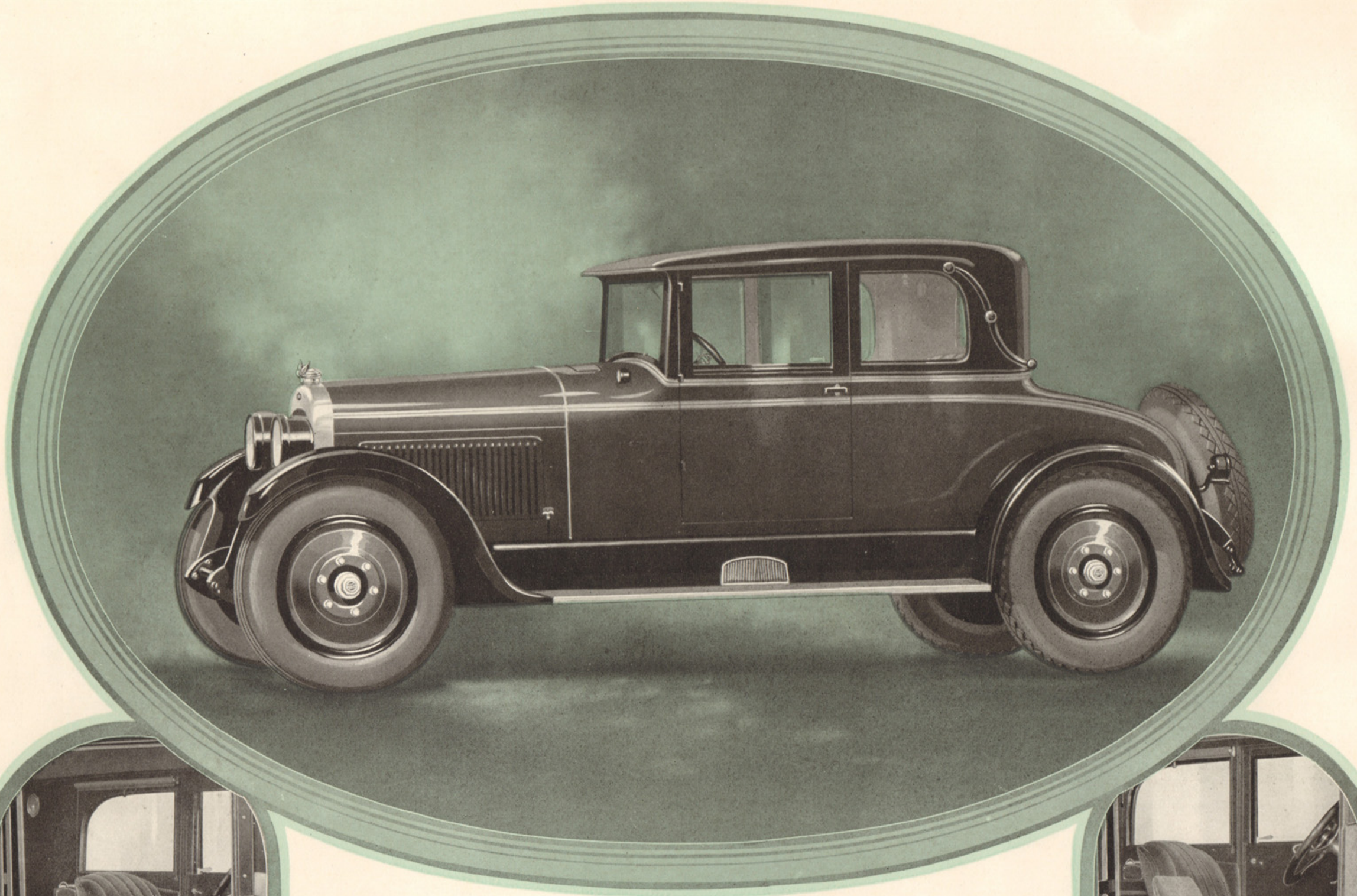


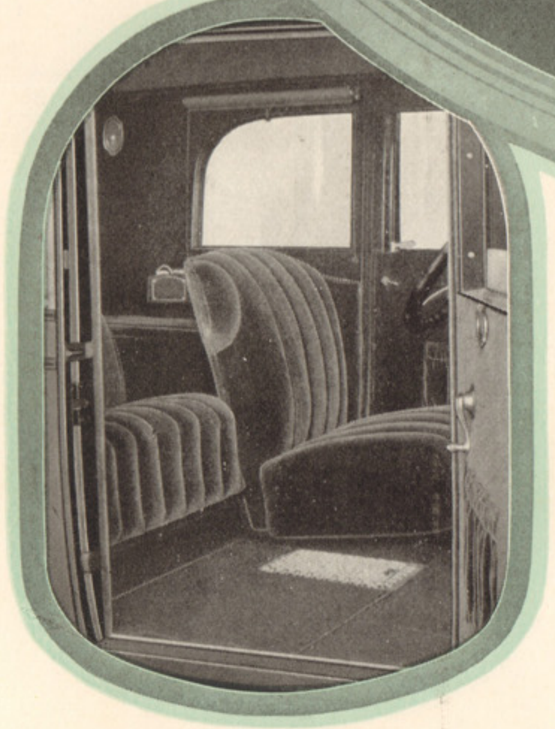


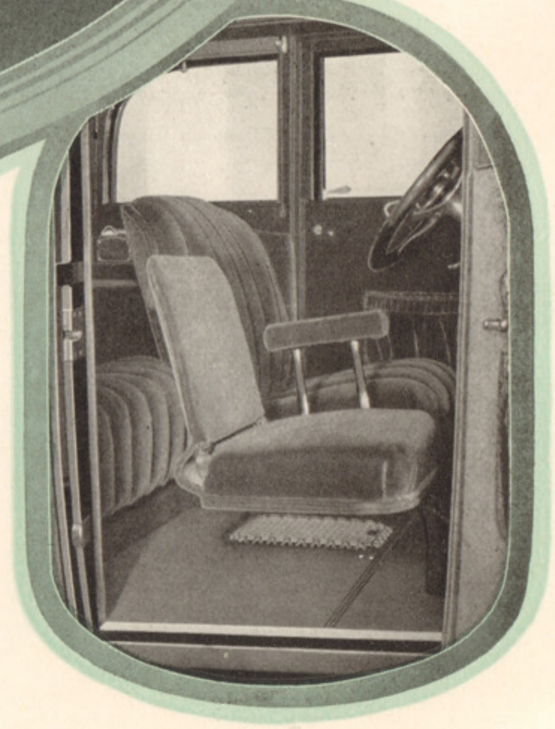


SEVEN PASSENGER SEDAN

SO SKILLFULLY have Nash craftsmen proportioned this long, low-swung seven-passenger Sedan that its luxuriously ample passenger capacity is unsuspected until one enters the interior. This car rides on a full 127-inch wheelbase. Its body tone is a rich blue with both mouldings and the wheels delicately penciled with a double stripe of gold. A beautiful French-type roof gives added grace of line. The auxiliary seats are especially upholstered on spiral springs to heighten the riding comfort for the sixth and seventh passengers. Like the other models of this group it has the new instrument panel with all instruments under a single glass panel, and the motor refinements referred to in the foreword. Note, too, the large heater. No other member of the line more fully reveals the calibre of the Advanced Six 7-bearing crankshaft "Enclosed Car" motor for it gives to this big car all the alertness and "liveness" in action of an open car.

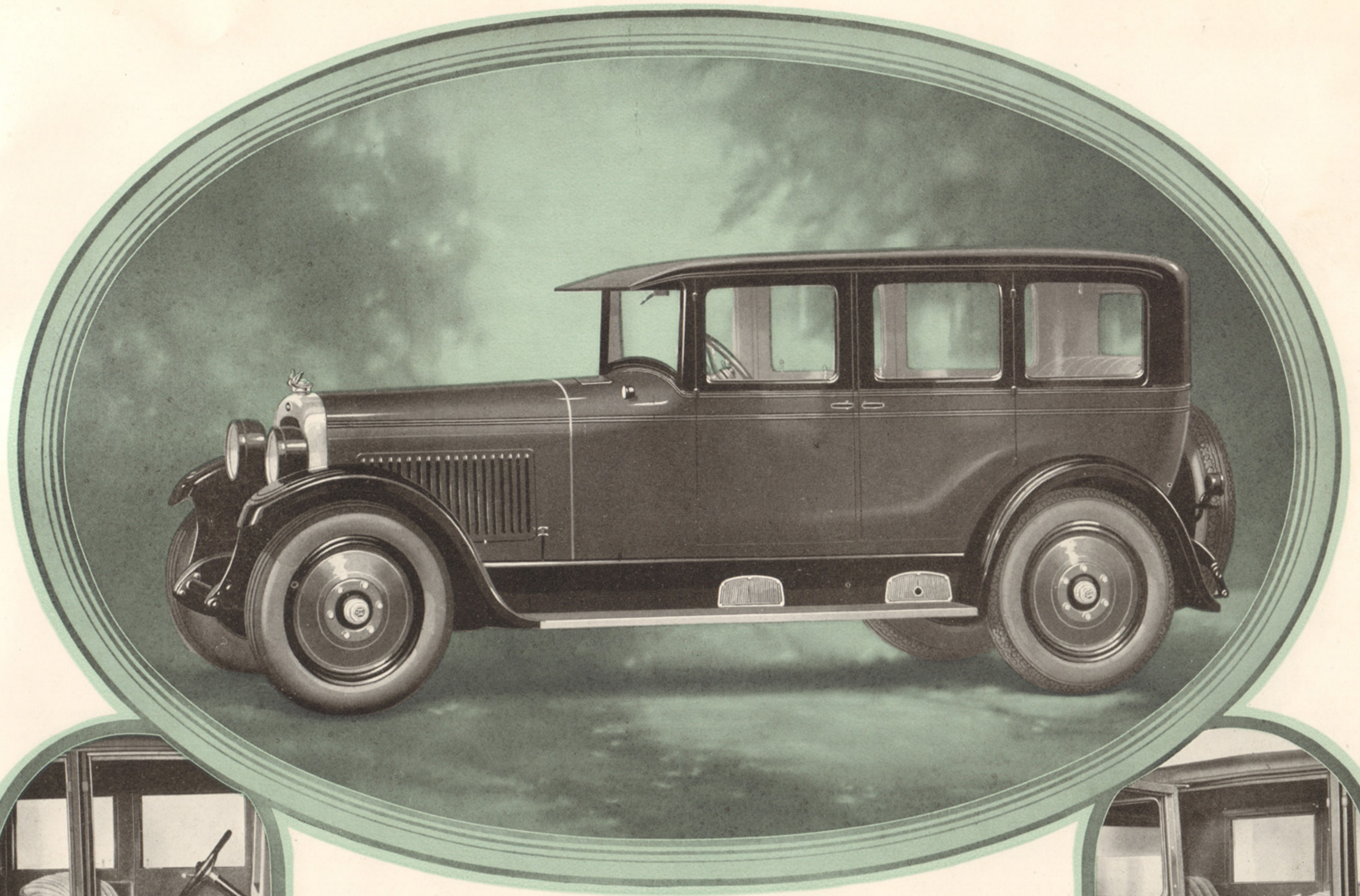


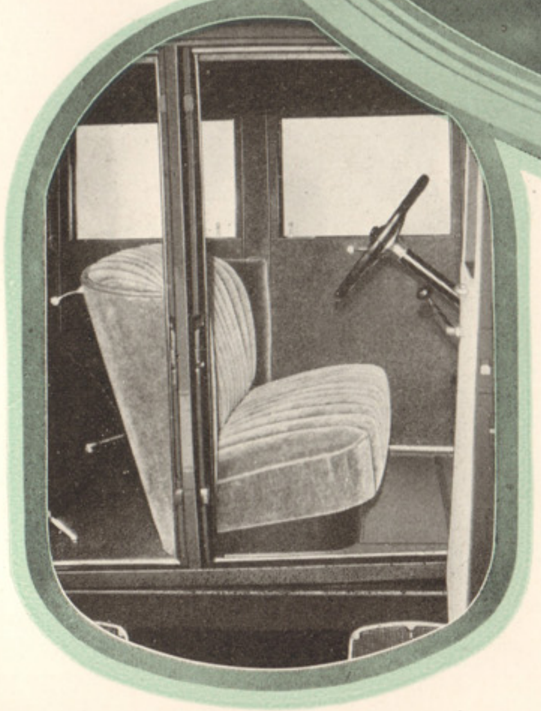


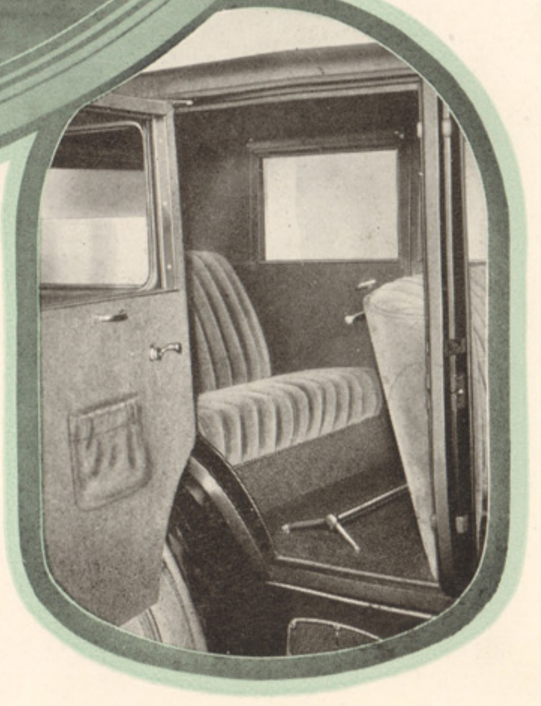


VICTORIA

IN THIS smartly original Victoria the creative ingenuity of Nash enclosed car artisans finds its fullest expression. The body is finished in sumptuous Mallard green with black fenders and running gear, while each of the light green mouldings, and the disc wheels as well, are traced with a double gold line. Though compact in outward aspect, its spacious interior provides unusual riding comfort for four adult passengers. The wheelbase is long—127 inches. The gracefully sloping rear deck holds a commodious space for luggage and a parcel compartment is skillfully arranged behind the seat. The silver-finished fittings follow the Old Empire mode and set off smartly the refined charm of the genuine Chase Velmo Mohair Velvet upholstery. The big, comfortable, deeply upholstered armed seat for the fourth passenger, folds away neatly when not desired, and a heater of generous size is included.

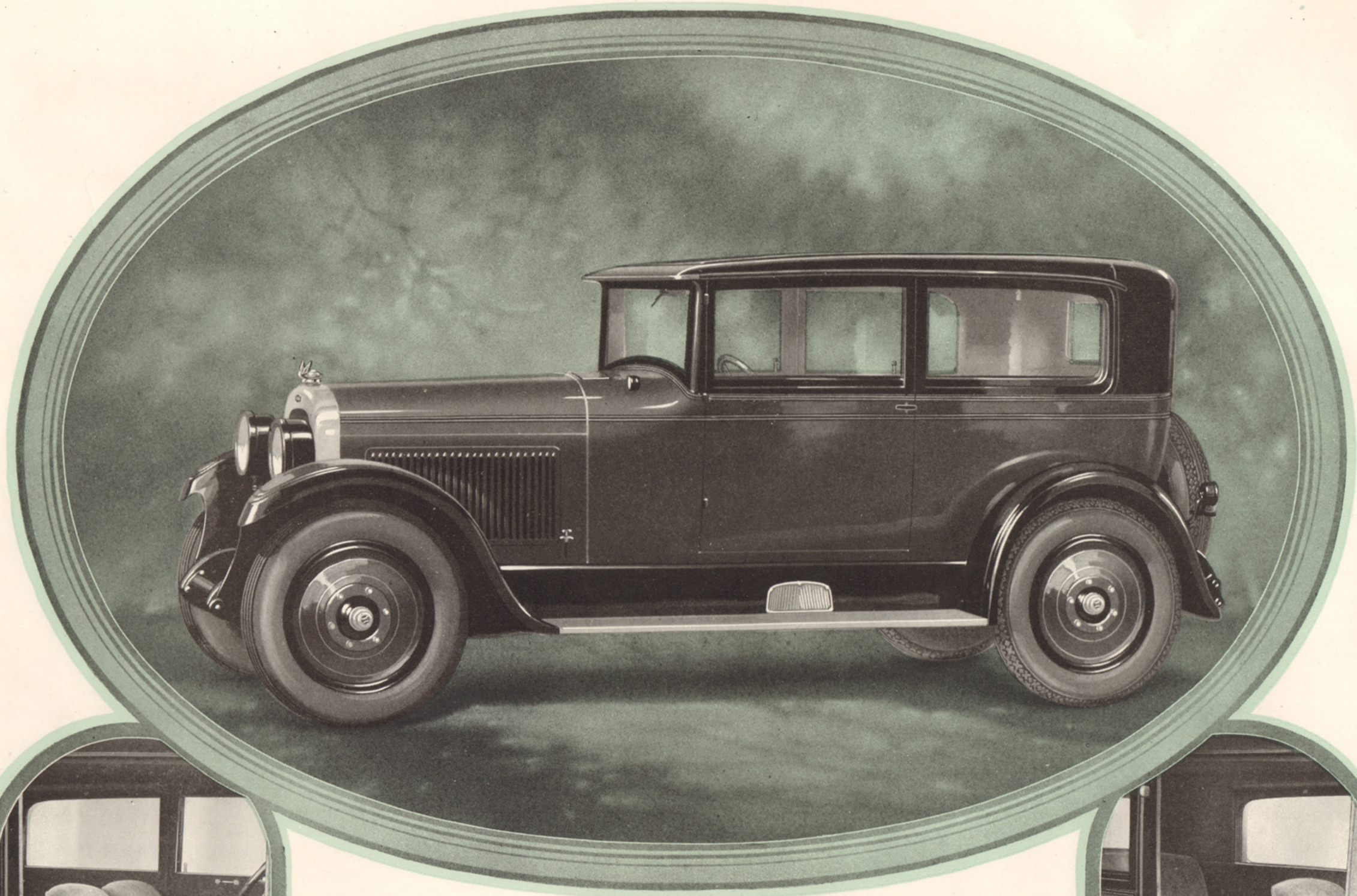


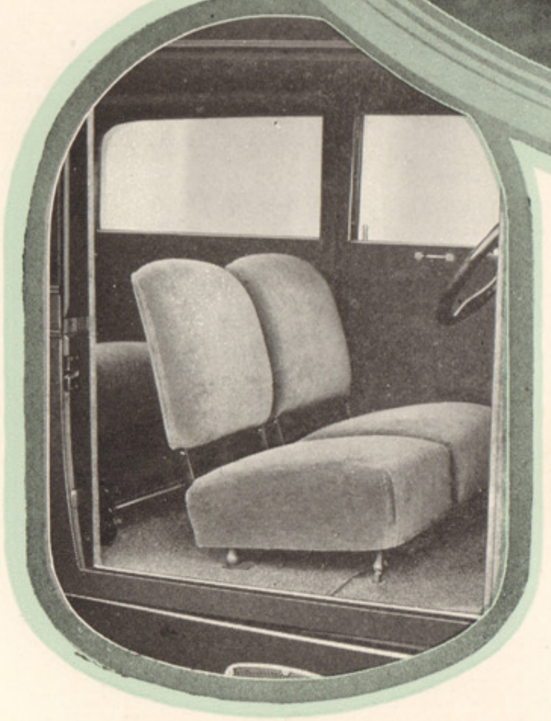


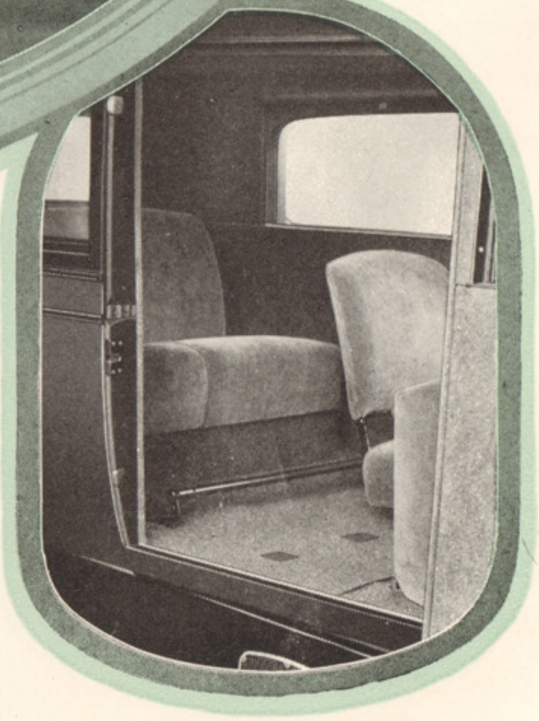


FIVE PASSENGER SEDAN

NOWHERE in the industry is there a more admirable example of value-giving than this Nash enclosed model. As with all Nash enclosed cars it has genuine wood-frame construction typical of the finest European and American models. Finished in a color of pronounced attractiveness with the fine gold double-stripe adorning the moulding, it is a car whose distinguished and refined appearance give it an irrefutable air of custom-built quality. The handsomely modeled body is swung low-to-the road on a full 121-inch wheelbase. The broad seats are upholstered in real Chase Velmo Mohair Velvet. The silver finished hardware follows the authentic Colonial motif. A reduction in steering gear leverage, together with the use of ball-bearings in the steering mechanism serves to ease turning. This is another Advanced Six innovation inherent with all models in the series that typifies the Nash policy of constant improvement.







FIVE PASSENGER SEDAN
TWO DOOR

THE alluring body is clothed in a charming Gray-Green color with black fenders and running gear; the wheels, too, are Gray-Green. Both mouldings have a thin double line of gold. And the wheels also are gold-striped. The upper body, with its distinctive French-type roof is in glistening black. The luxurious upholstery of the seats is of fine Chase Velmo Mohair Velvet. Front seats are of the parlor-car type, adjustable in height. Doors and windows are exceptionally wide. Passengers in the front seats need lean only slightly forward to permit free entrance and exit to rear seat. In common with all Advanced Six models the instrument panel on this car contains a hydrostatic gasoline gauge.

NASH-SEAMAN ENCLOSED BODIES

THRUOUT three-quarters of a century the House of Seaman has acquired for itself something far more than mere identity as a successful organization of body craftsmen.

It has become a national institution in which Americans can feel the highest pride.

For Seaman handiwork has extended its reputation beyond even the confines of this country and has achieved an international celebrity by reason of the respect with which Europe regards its body creations.

The influence of A. D. Seaman, founder of the house in 1849, lives on in the skill and artistry with which his two grandsons today perpetuate the high traditions that were the corner-stone of the Company's founding.

As far back as 1909 Seaman original body conceptions were held in high esteem by the finest motor car makers of the old world.

And for an extended period under the terms of an alliance with the celebrated Rothschild the house of Seaman developed Rothschild bodies for America. These are facts which played a potent part in determining C. W. Nash upon an arrangement which would insure exclusively to him the professional skill of the Seaman institution.

With this in mind one-half ownership in the Seaman Company was acquired by The Nash Motors Company.

The beautiful bodies that today adorn the Nash chassis are the choice conceptions of Seaman in close collaboration with Mr. Nash, himself.

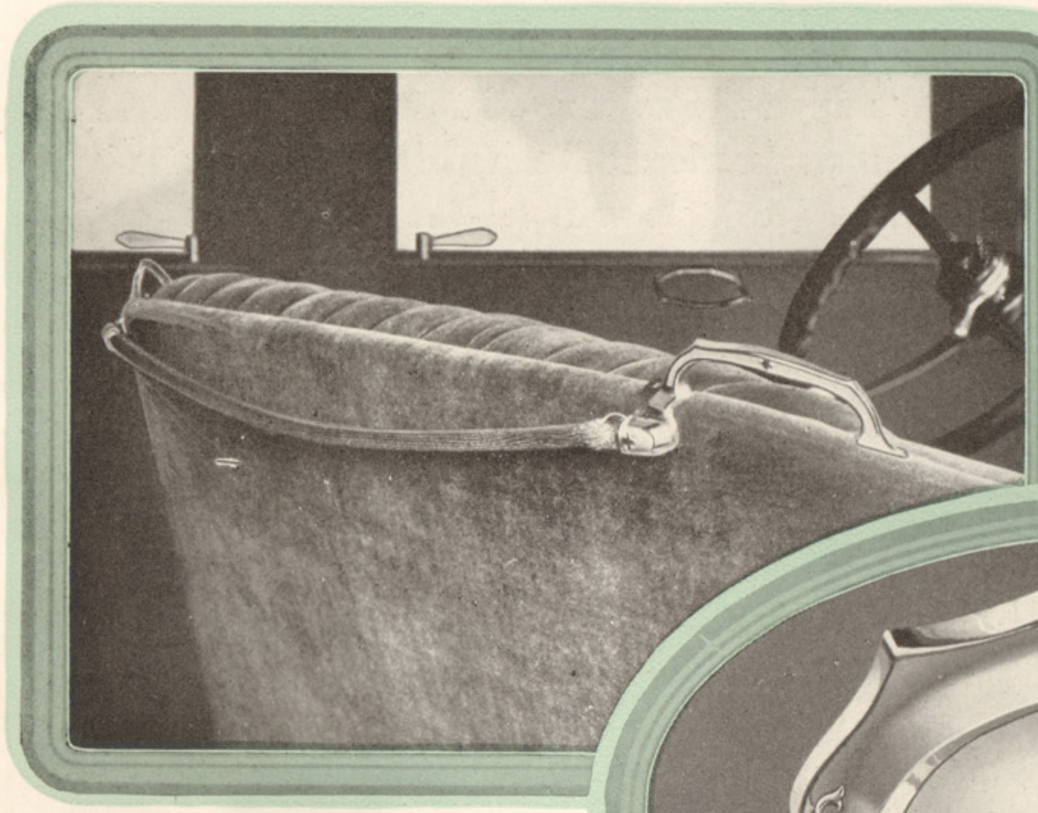
There is nothing better to be found in the body building world.

Pursuant to this policy of high minded endeavor that has dictated every Seaman advancement in past years, all Nash bodies will continue to feature the genuine wood-frame that is the chief inherent structural characteristic of the very finest American and European motor cars.

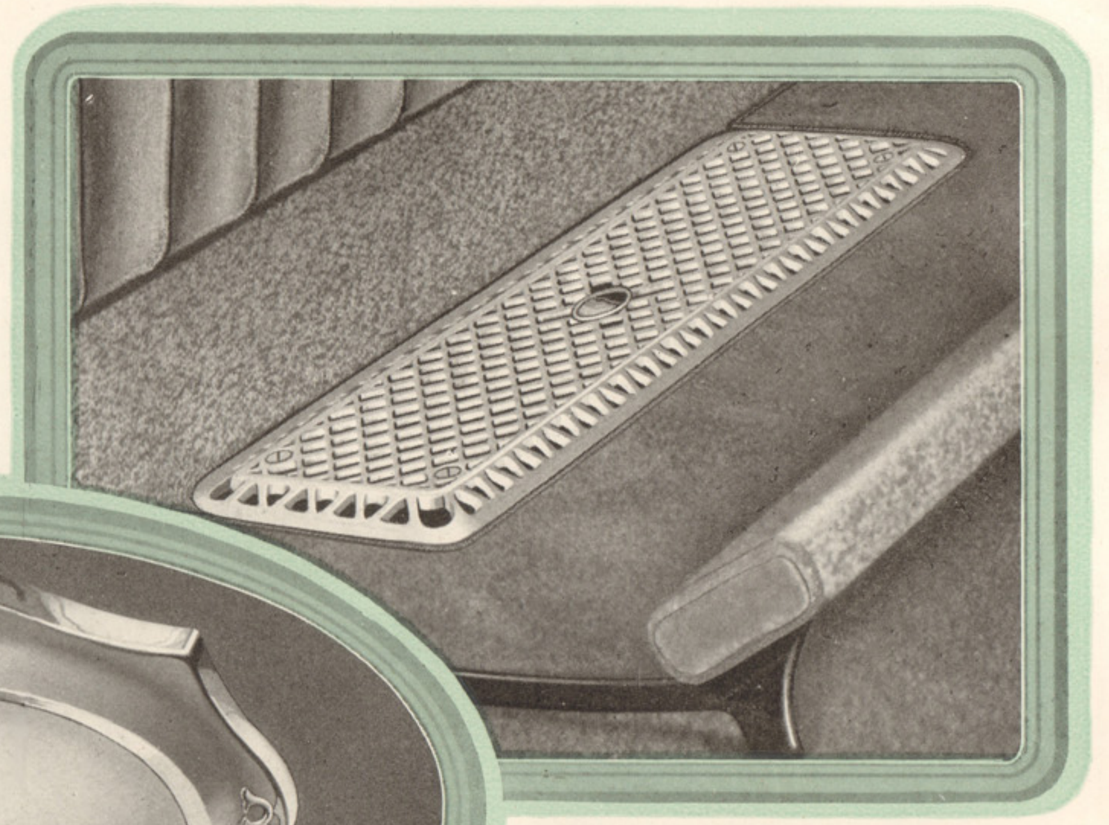
The House of
SEAMAN

Born of honored traditions fostered through three-quarters of a century, a bronze Seaman name plate today symbolizes the highest craftsmanship in the body-building world.

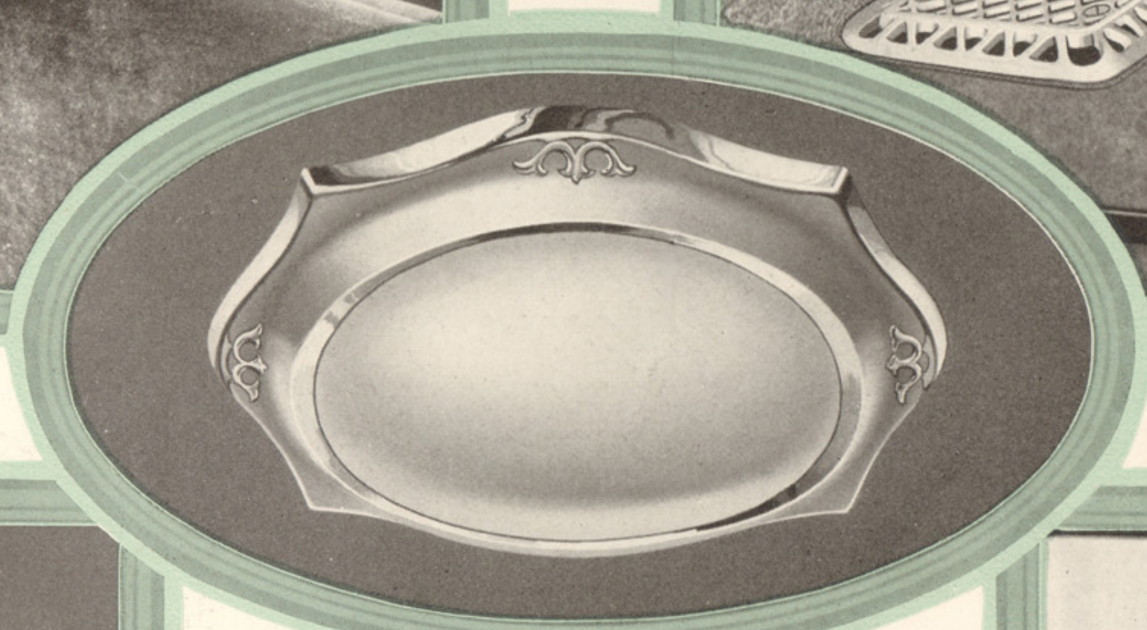
NASH ENCLOSED CAR FEATURES



That no point of thoroughness has been overlooked is typically exemplified in this convenient hand-hold carefully placed to assist footsureness in entrance and exit from the rear seat.

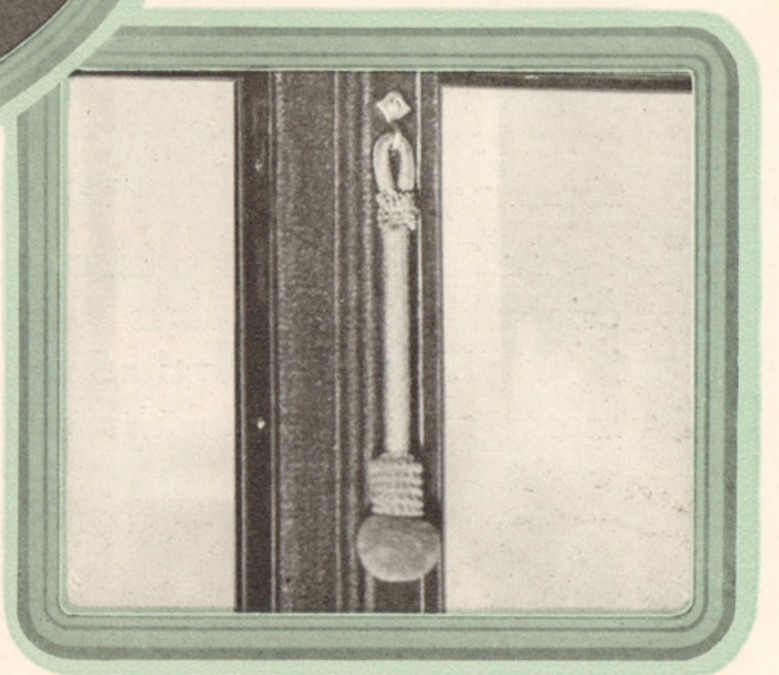


Provision against cold weather is found in the large heater.



Dome light of attractive Empire pattern floods the car with soft and soothing radiance.

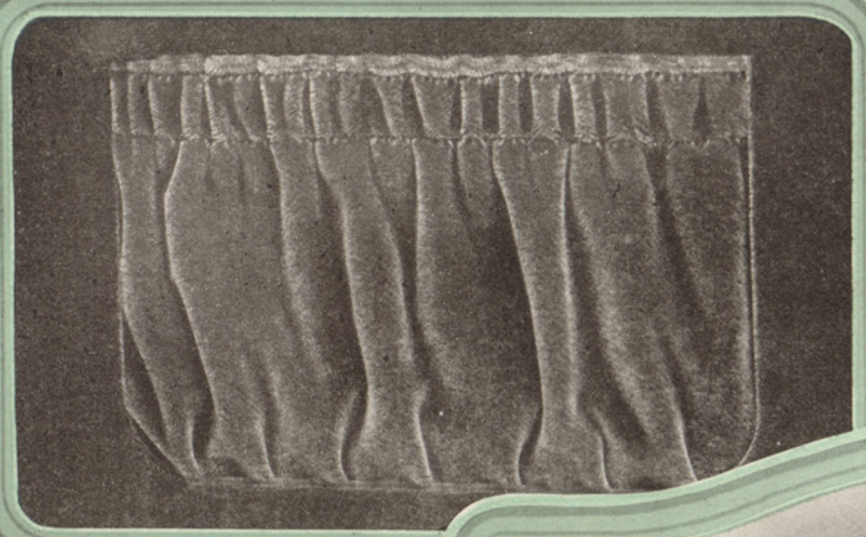
Reading lights in Old Empire style augment illumination of the interior.



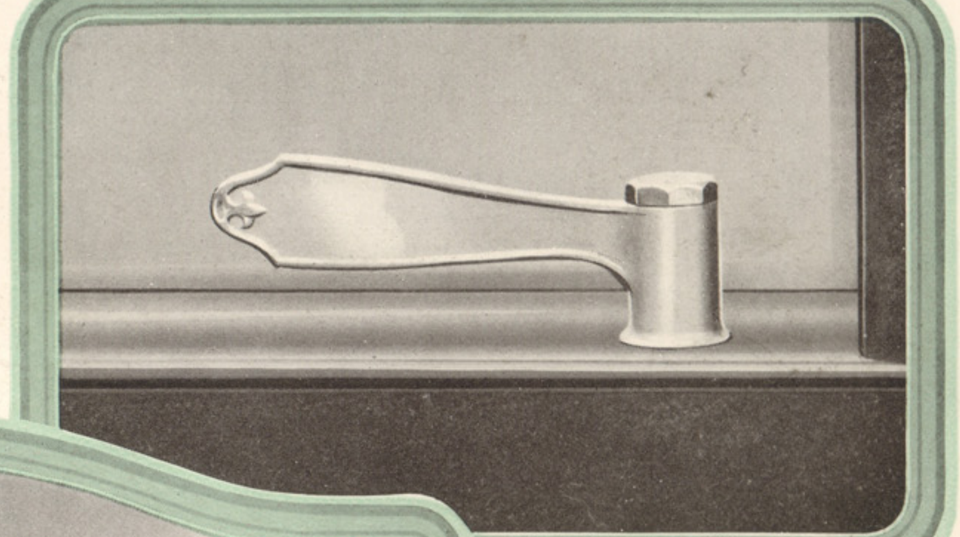
Attractive Pom Poms assist when leaving the rear seat.

The features and appointments illustrated on this page are taken from the Four-Door Coupé.

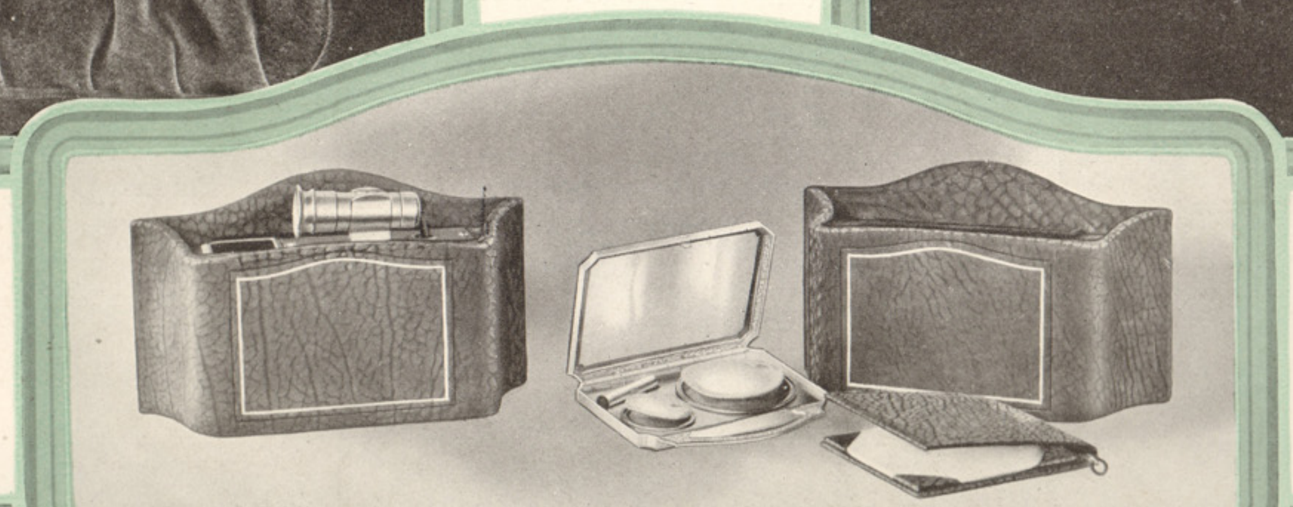
NASH ENCLOSED CAR FEATURES



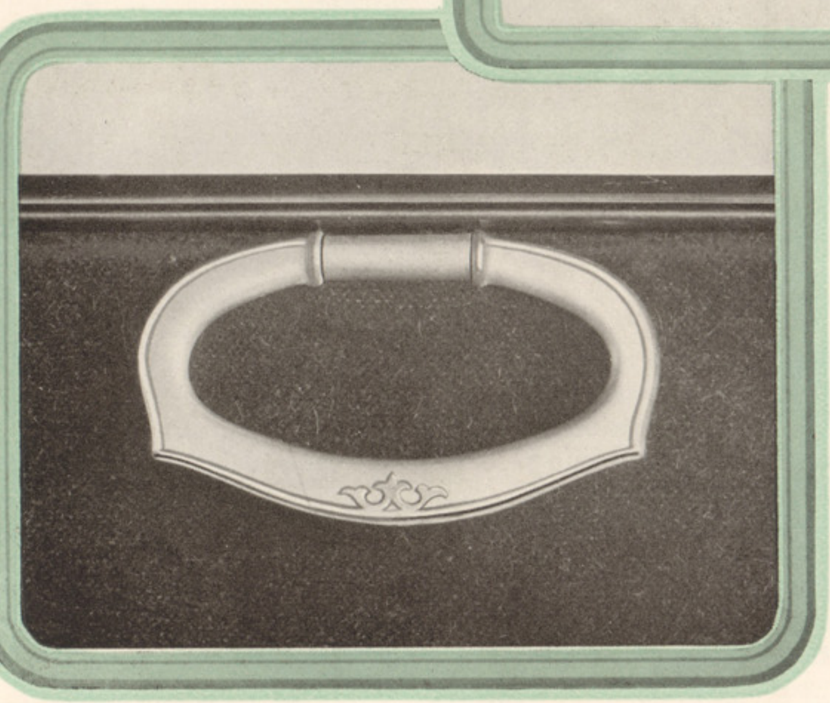
This large velvet mohair door pocket has deftly shirred top.



The inside door handles are substantial in character and of attractive Old Empire pattern.



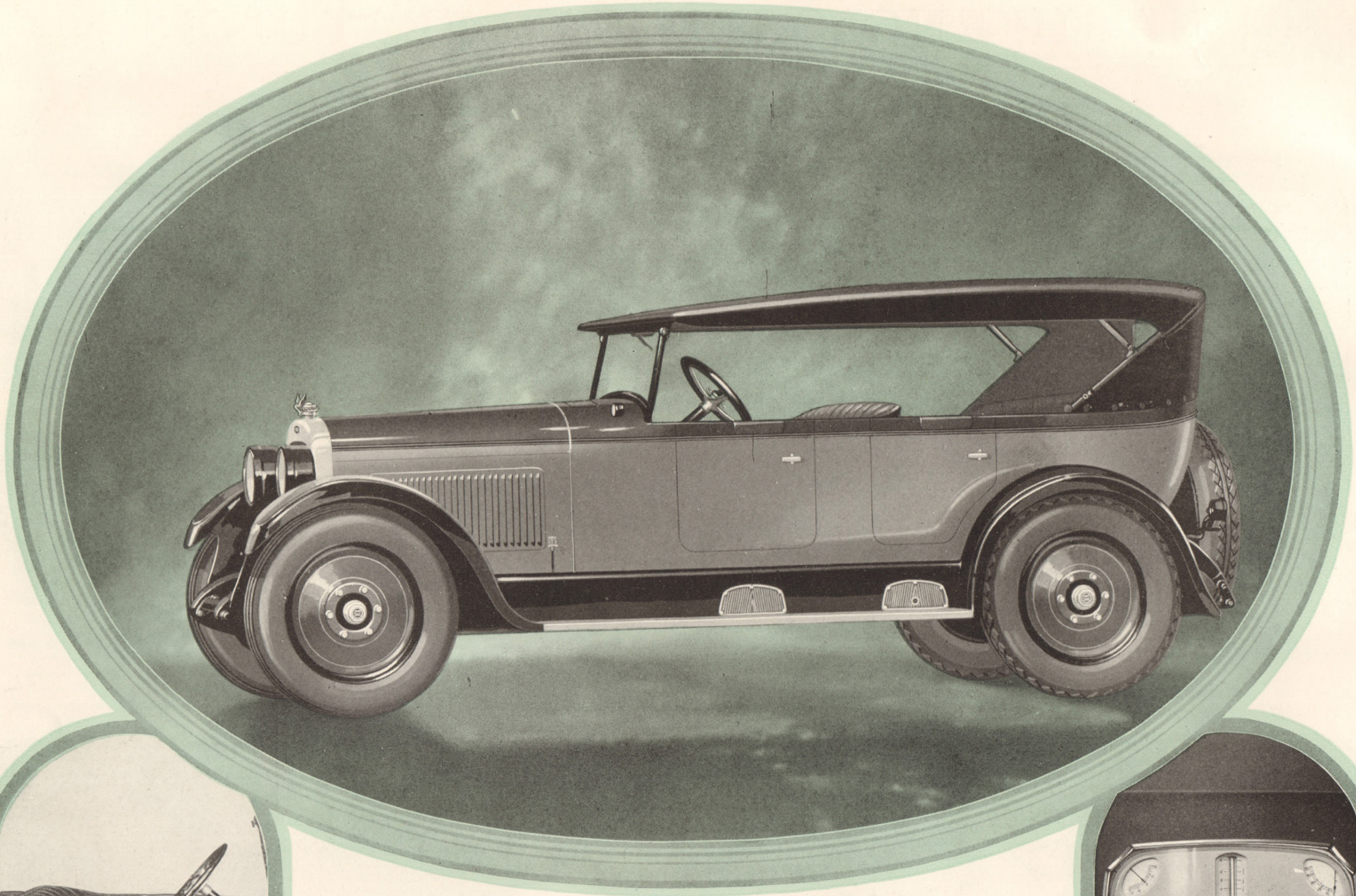
At left, the smoking set, equipped with electric cigar lighter. At right, the vanity case.

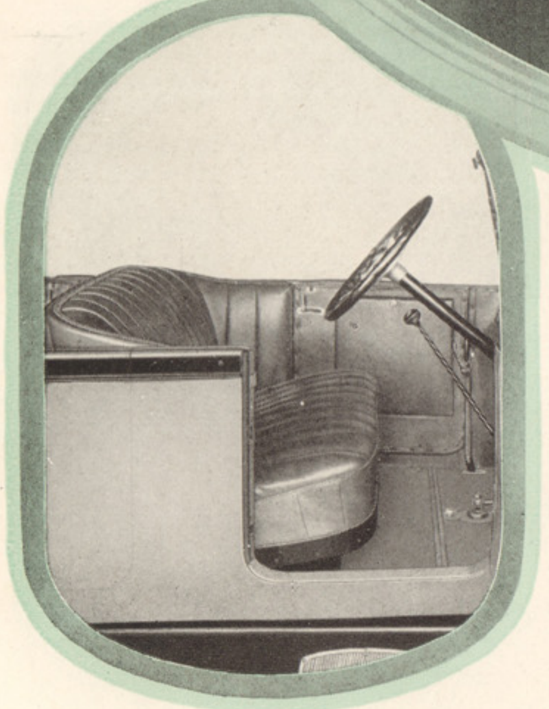


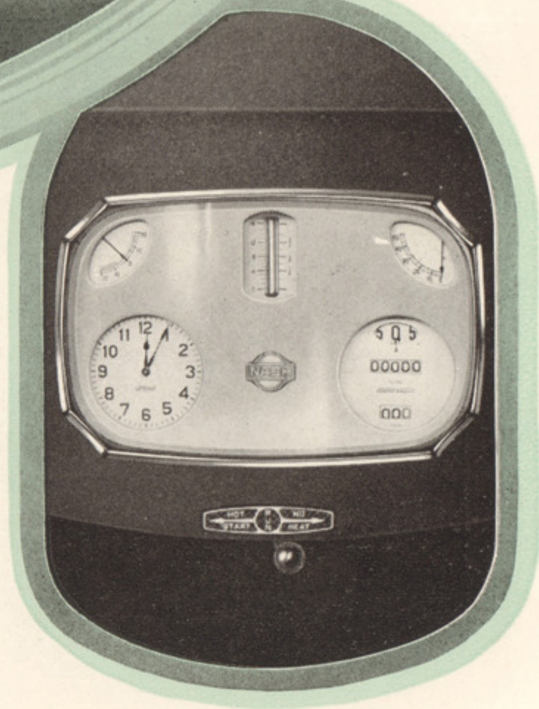
This shows the handsome pull-to handle of Old Empire design.

The features and appointments illustrated on this page are taken from the Four-Door Coupe.

The mechanical window lift is decorative as well as highly efficient.

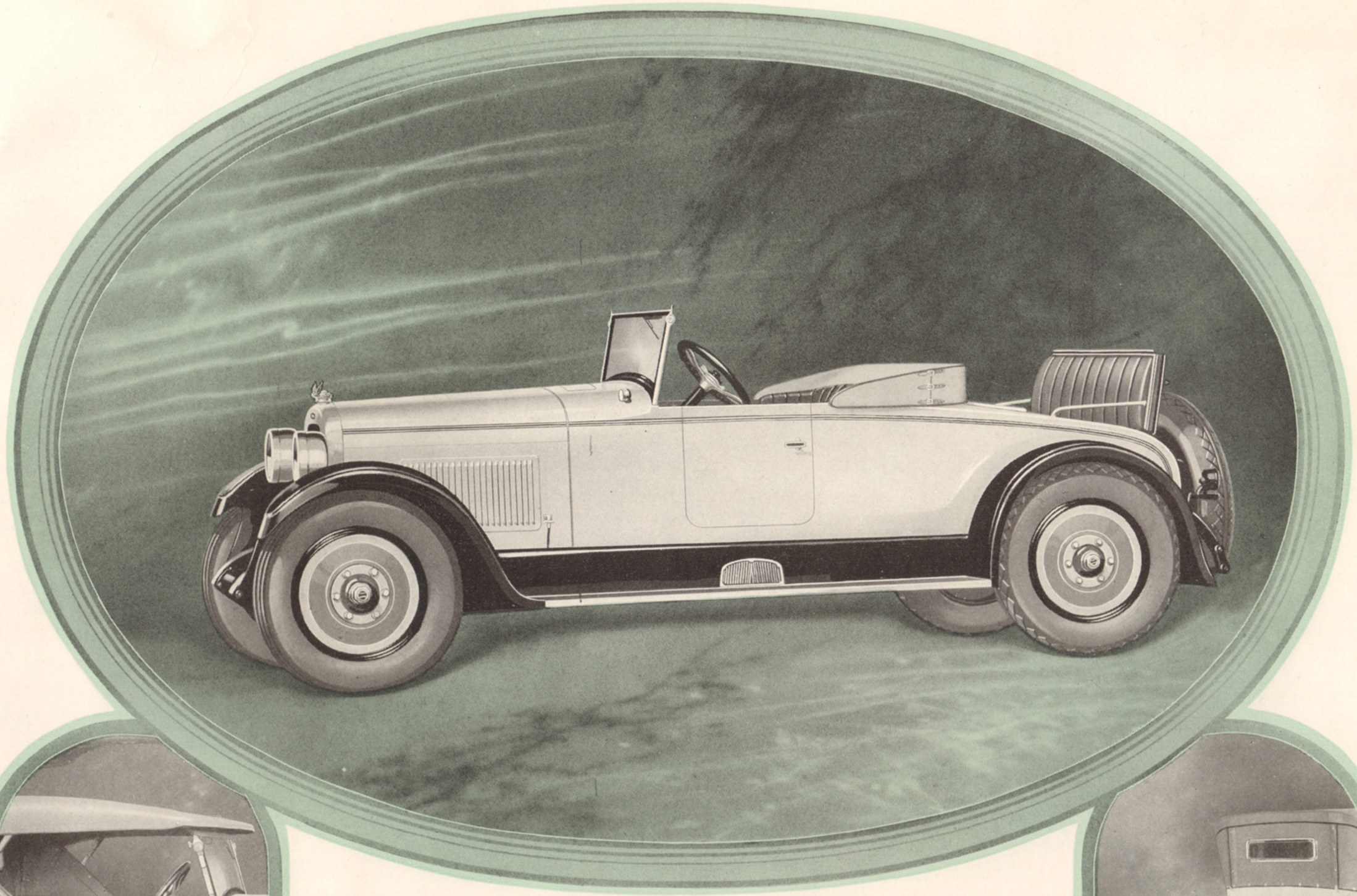


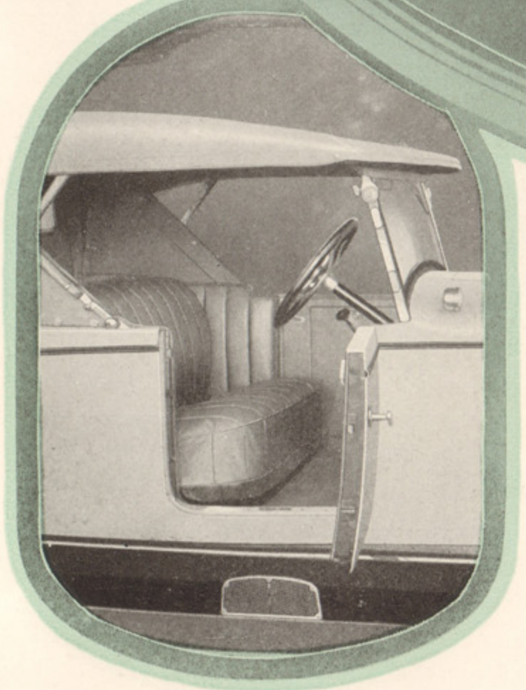


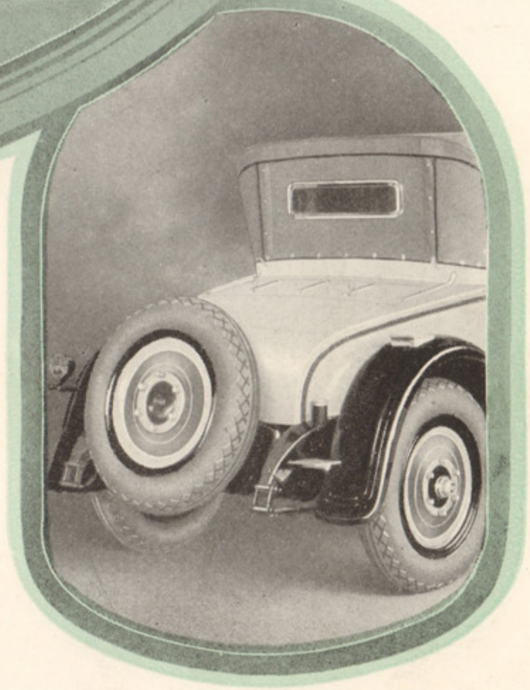


FIVE PASSENGER TOURING

PLEASINGLY symmetrical in body design, this touring car is excellently representative of the fascinating beauty characteristic of all Nash models. The finish of the body is in two tones. The upper body above the belt moulding is in Plymouth Gray. The lower body in Cape Cod Gray. The belt moulding in black with a double gold striping, and the wheels in Plymouth Gray decoratively striped with the double gold line. All wires employed thruout the Advanced Six chassis are protected with rubber insulation and where desirable this insulation is sheathed in flexible steel. At the rear is a compact new combination stop and tail light, now a feature of all Advanced Six models. Powered with the Advanced Six "Enclosed Car" motor, with its 7-bearing crankshaft, this touring model develops performance that is genuinely phenomenal.

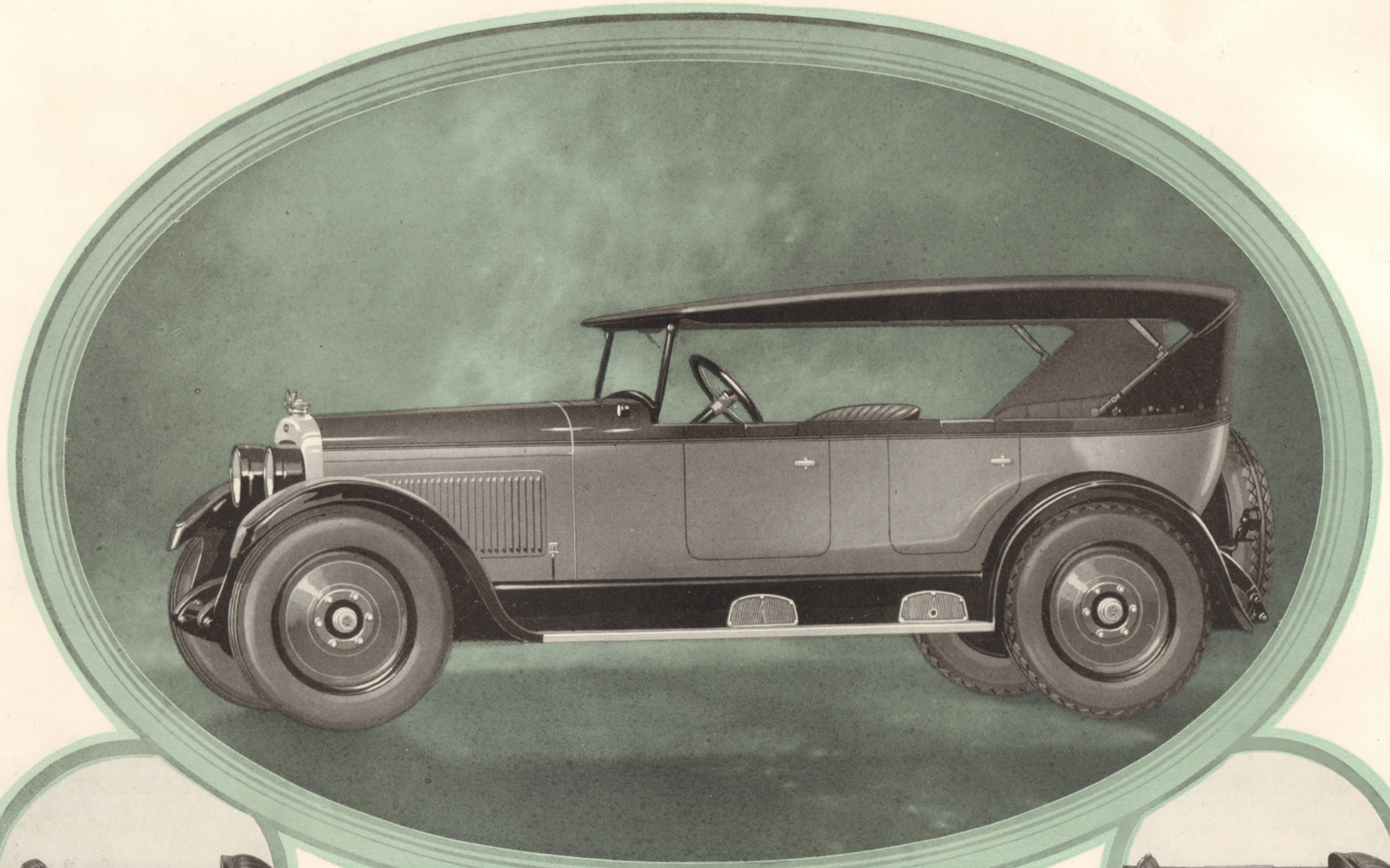


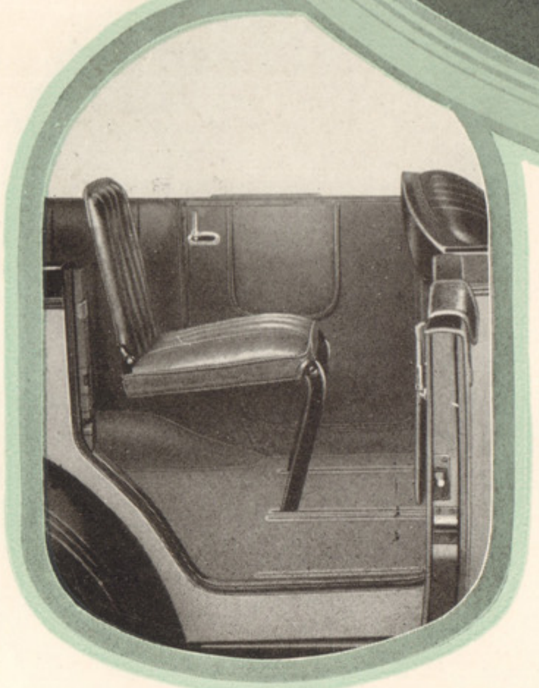


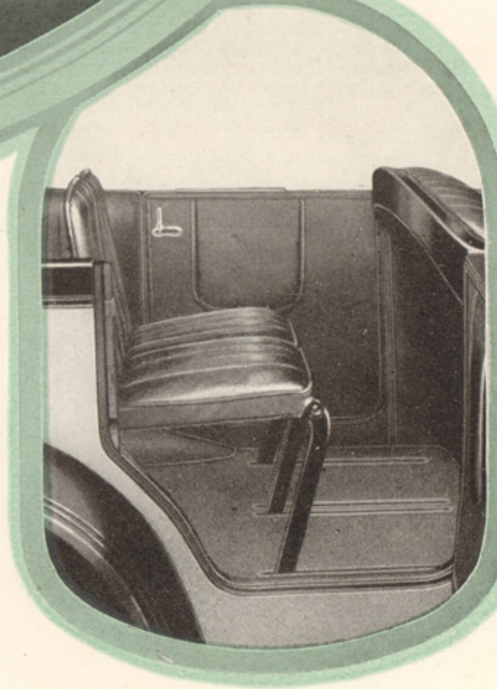


ROADSTER

THE lithe, spirited beauty of this roadster with its new winged radiator cap strikes a nice balance between simple elegance and dashing smartness. The superbly attractive body is toned in LaCrosse Biege. The body moulding in light green is striped with a double gold line. And the disc wheels also in light green with Biege center are set off by a double gold penciling. A particularly useful feature is the rumble seat, ingeniously set in the rear, and affording capacious quarters for two more passengers. This seat is available for use either with the top up, down, or off. Upholstery is of genuine leather in duotone gray. The top of Burbank with natural wood finished bows is of the folding cape type, folding down into an extremely compact boot which is provided, or is entirely removable at pleasure.







SEVEN PASSENGER TOURING

DISTINCTIVE in line and treatment and hung sweepingly low on a 127-inch wheelbase chassis, this 7-passenger model appeals to the most discriminating of open car buyers. The smart shapeliness of the body is enhanced by the graceful sweep of the winged emblem on the radiator cap and the duotone finish—Plymouth Gray for the body above the belt moulding and Cape Cod Gray below, with the belt line traced with a double gold stripe. The extra seats are carefully planned with high backs and deep upholstery to give extreme riding comfort, and they contribute importantly to the enjoyment of the trip. Regular equipment of this model as with the entire Advanced Six group, includes the special Nash-designed 4-wheel brake system, equalized front to rear and side to side, and five disc wheels.

NASH "ENCLOSED CAR" MOTOR

With 7-bearing crankshaft which gives power smoothness unequaled in its field

THIS refined Advanced Six motor with a 7-bearing crankshaft is the crowning attraction of this group of Nash models.

In the development and extension of the fundamental qualities of this motor Nash engineers worked progressively forward from a basically new standpoint to achieve the scientific solution of the problem of providing extreme power, responsiveness, and quietness together with long life in a passenger car engine.

A full 25% greater power is an outstanding characteristic of this motor but even more impressively evident as you test out its power is the rapidity of its acceleration.

As a matter of engineering fact you accelerate from one rate of speed to a higher rate exactly 23% faster.

With all this increased flood of power and emphatically intensified responsiveness this motor, also, has a degree of smoothness in operation that immediately singles it out and sets it above all other cars in its field.

And this transcendent smoothness and quietness gained by the big 7-bearing crankshaft is maintained thruout its entire range of speed and power.

With the "Enclosed Car" motor the Nash owner has at his instant command a performance ability that inspires the utmost pride in the prowess of his car—a pride that grows and deepens with every comparison that may occur on any kind of a road.

This bigger motor has full force-feed lubrication to all main bearings, connecting rod bearings, and camshaft bearings; and oil is also forced up to the rocker-arm shaft and thence fed to the rocker-arm mechanism.

In addition, it has an air cleaner, gas filter, and oil purifier —three scientific devices that add importantly to engine efficiency.

The motor is insulated from the frame at suspension points by rubber cushions which contribute materially to the quietness of operation.

And the motor is entirely encased so as to absolutely prevent entrance of all dust and dirt.

Viewed upon introduction nearly a year ago as an exceptional development this motor in actual performance proceeded to prove its brilliant ability in every phase of operation.

It quickly established new standards of power-smoothness and pick-up for enclosed cars, bringing the biggest Nash sedans to a performance par with the flashing action of the finest open car acceleration.

Refined since then, and endowed with fresh advantages, this motor can be counted upon to surpass all precedents in alert, eager roadability.

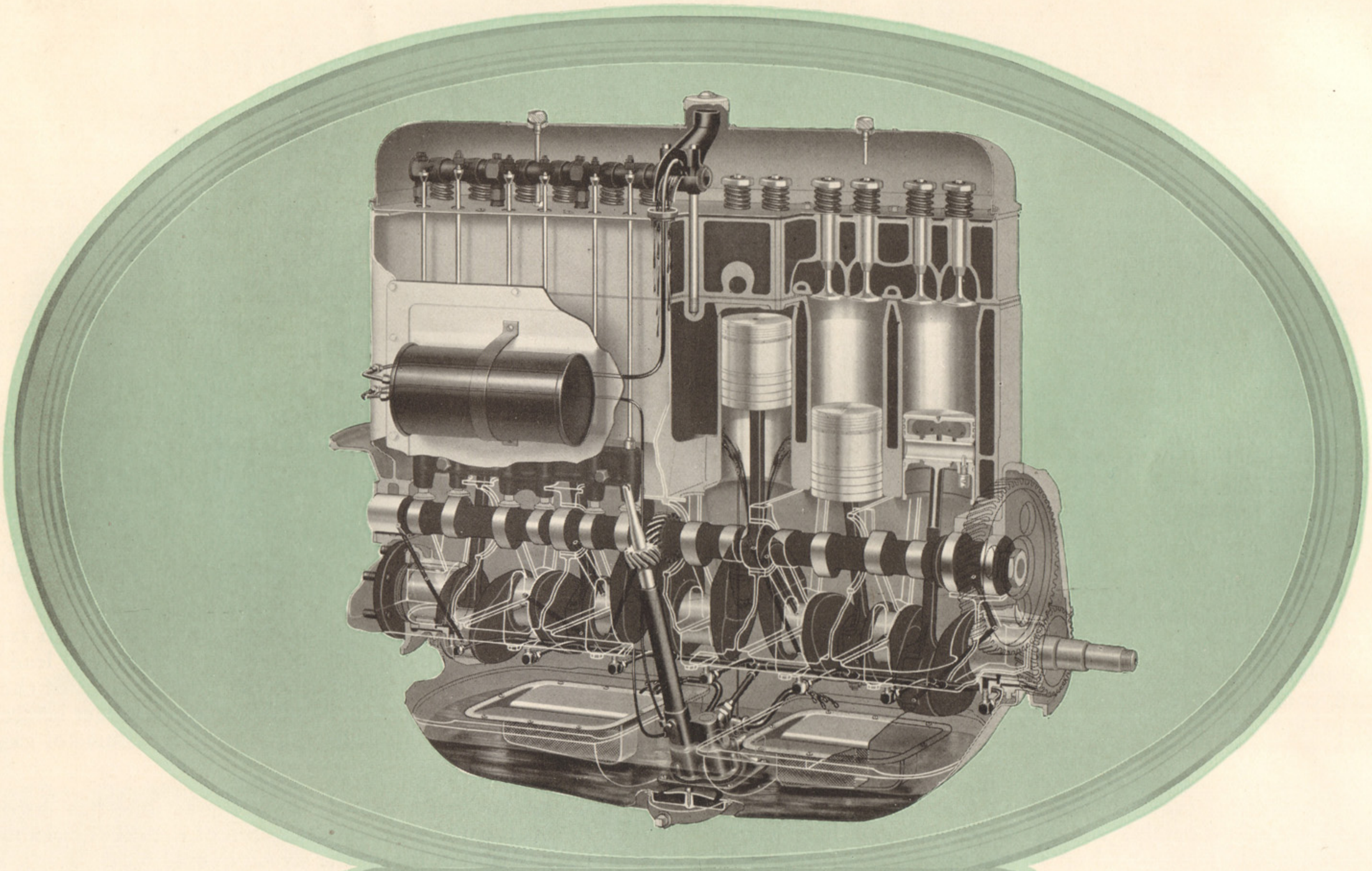
Among the advancements now included is a new type crankcase breather—an arrangement designed to prevent crankcase condensation and dilution as well as to carry gases and odors beneath the car.

Another improvement is the new-type muffler, which remarkedly heightens the quietness of engine operation by leading the heated exhaust gases around the outer surface of the shell in order that they may cool and in cooling contract before entering the inside manifold, leaving a smaller volume of gas to be muffled.

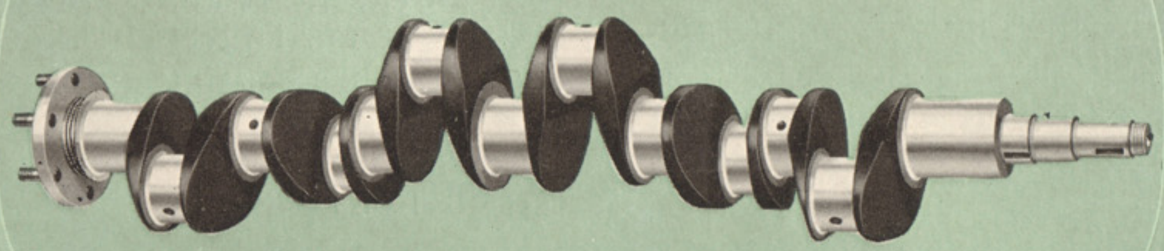
An "agitator"—so named from its action—has been devised to revolve under the intake screen of the oil pump and prevent coagulation of oil on the screen in cold weather.

Further to heighten engine efficiency a "thermostat" has been provided. It automatically functions to shut off water circulation until precisely the right running temperature of the motor has been attained and then permits water circulation. In this way the most efficient operative temperature is constantly maintained, excessive choking eliminated and crankcase dilution reduced.

NASH "ENCLOSED CAR" MOTOR

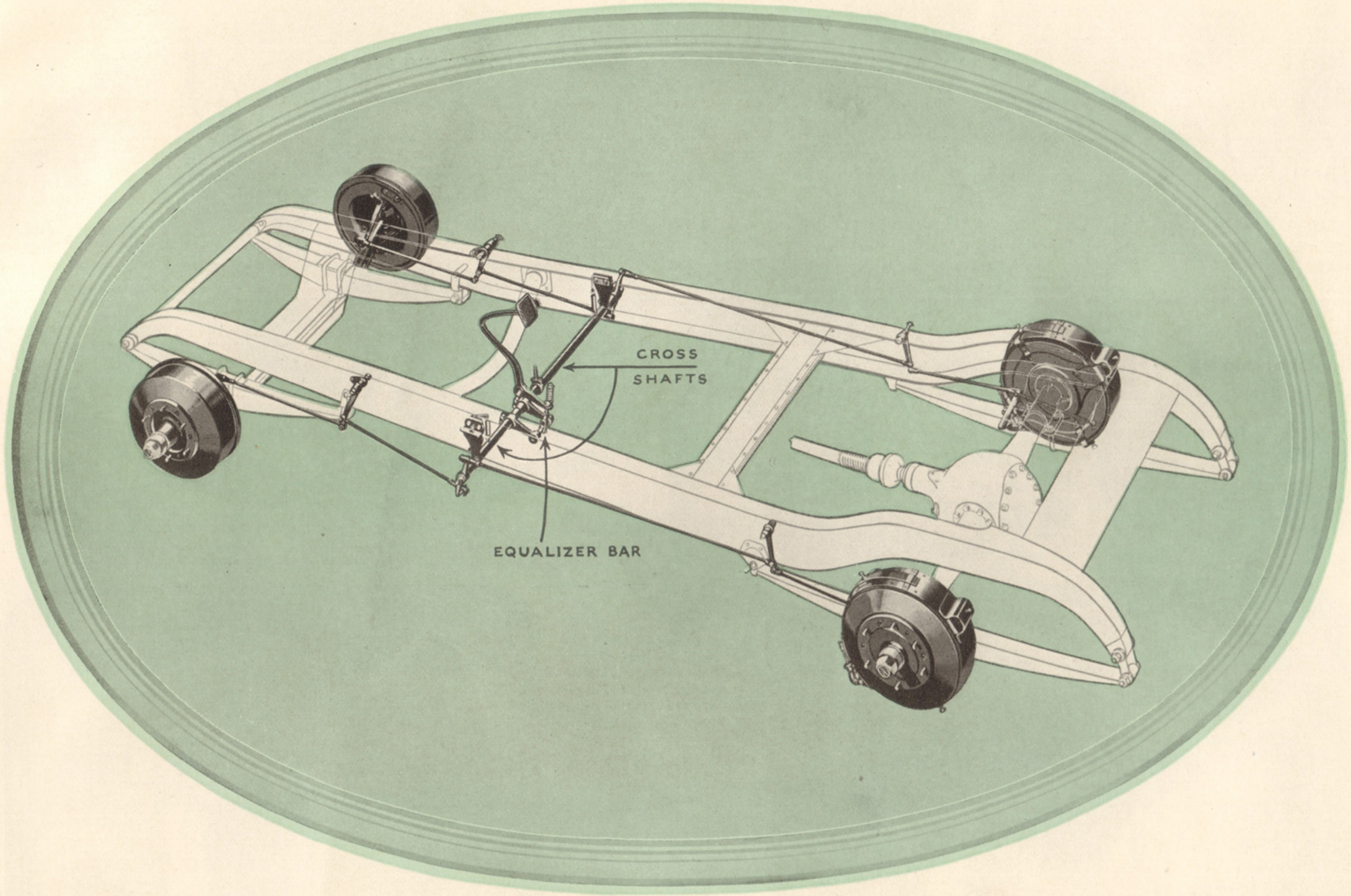


Above: X-Ray view of the Nash enclosed car motor.



The Nash Advanced Six seven bearing crankshaft.

NASH FOUR WHEEL BRAKES



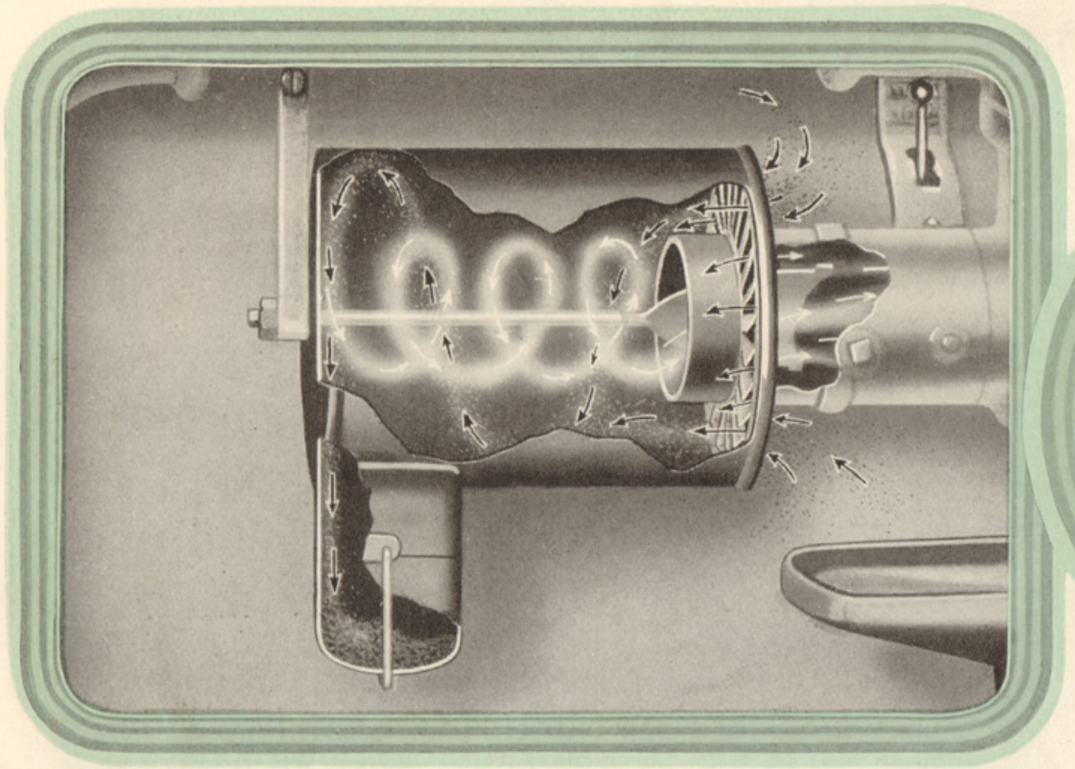
BEYOND question, the Nash mechanical four-wheel brakes are the safest, simplest, and most practical type the industry has produced.

In every phase of operation and maintenance their superiority is clearly evident. Being fully equalized to right and left, front and rear, they entirely eliminate the dangerous swerving characteristics of partially equalized brakes. The fact that full brake power can be applied when turning sharply without affecting steering control in the slightest, is a further compelling attraction of Nash four-wheel brake operation.

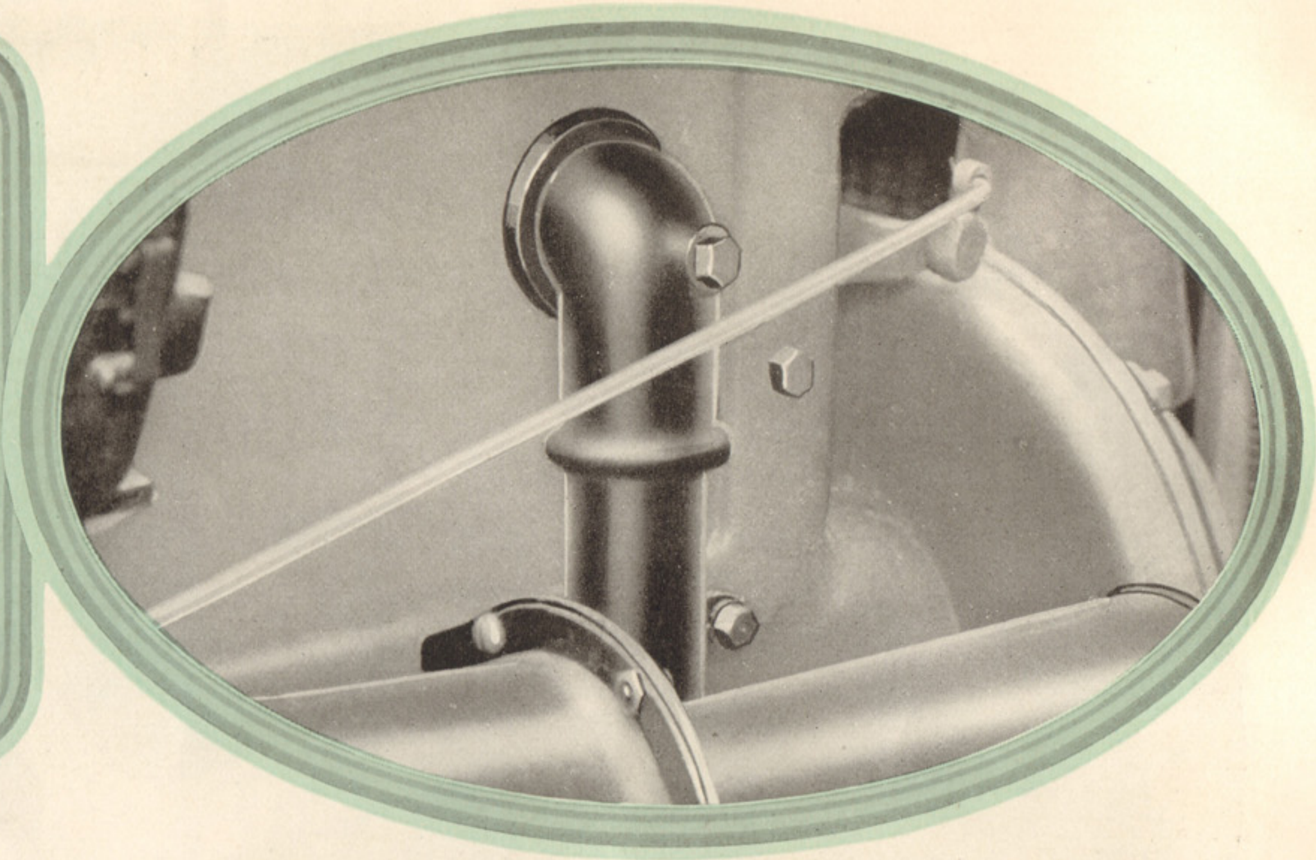
Adjustment is permanent. The use of extremely large braking surfaces insures it. Developed to a unique degree of simplicity in design, they have fewer points requiring lubrication than any mechanical system known. In all climates and temperatures the performance of these brakes remain unaffected. Extreme heat or cold does not hamper their operation.

A scientific distribution of pressure so that 60% is applied to the rear brakes and 40% to the front, is another factor that makes for perfect efficiency. Four-wheel brakes are standard equipment on all Nash models at *no extra cost.*

MECHANICAL REFINEMENTS



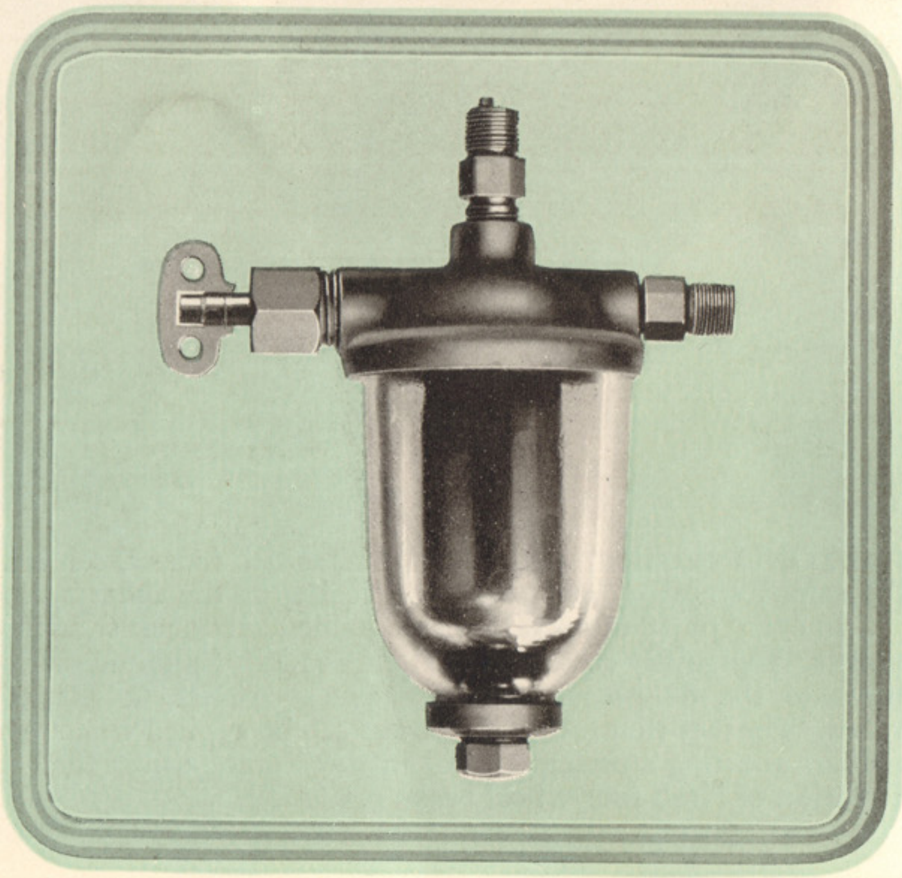
The air cleaner, standard on all models, prevents grit and dust from entering the motor through the carburetor. This freedom from abrasives adds immeasurably to the life of the motor.



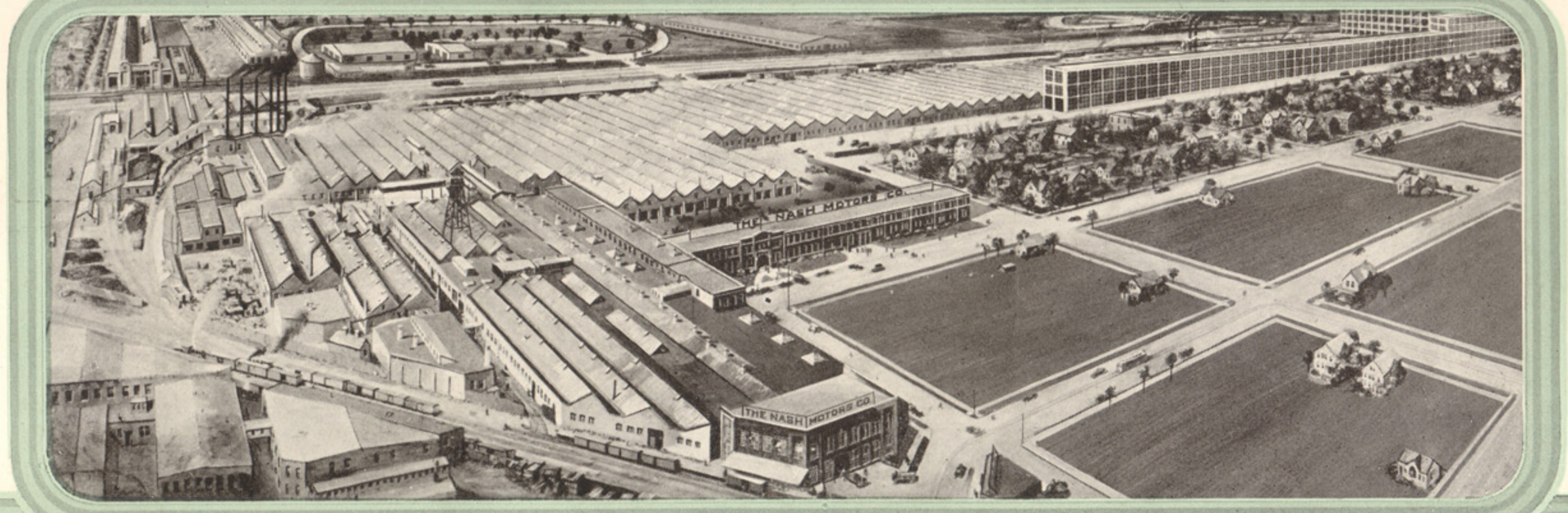
Above is pictured the new type crankcase "breather"—an ingenious device Nash has embodied which prevents crankcase dilution and carries the hot gases, created in the crankcase under the car, preserving the coolness of the front compartment and keeping its air untainted.

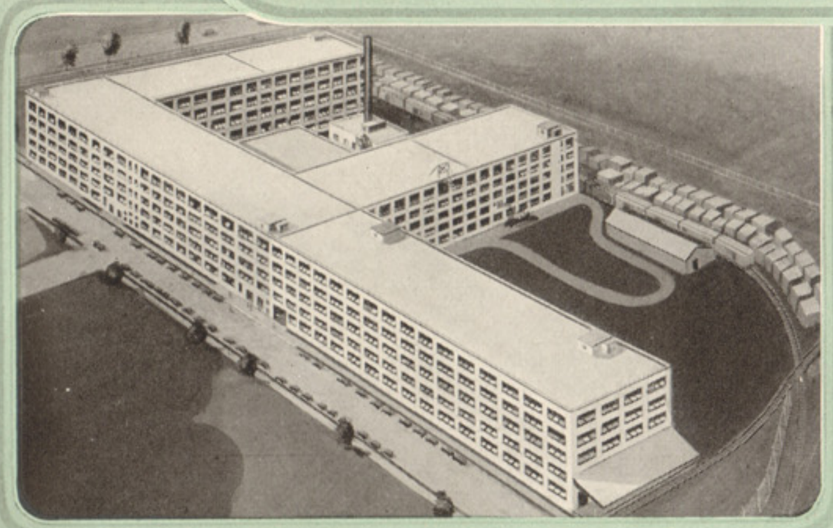
All motor oil is constantly purified, being passed through the oil purifier shown to left. The filtering material consists of a cartridge of felt layers that may be renewed when necessary.

To prevent sediment and water from interfering with carburetor efficiency a gasoline filter, shown to right, has been placed just ahead of the carburetor. The placing of the filter is of particular significance as any scale that may have formed in the piping system is completely prevented from entering the carburetor.

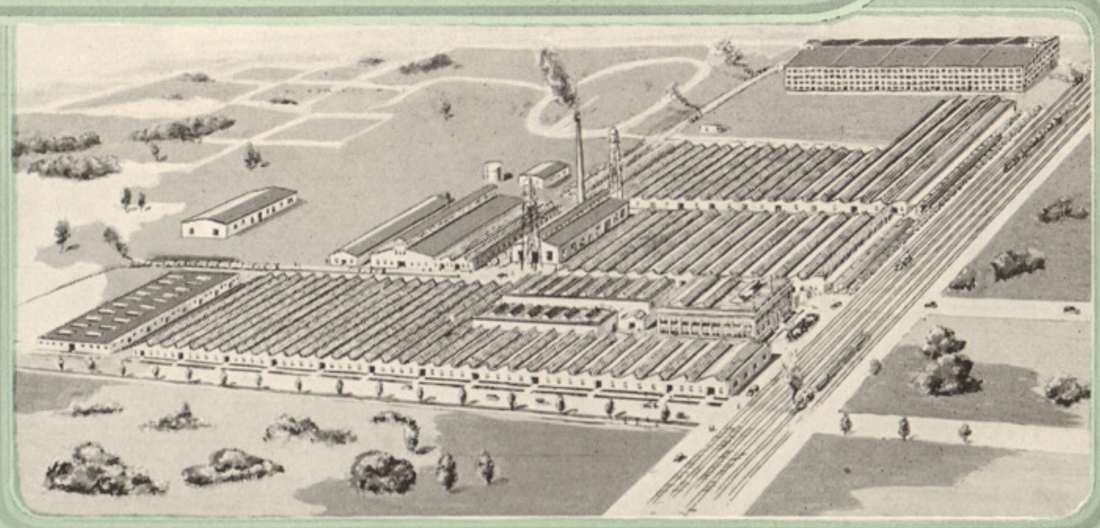


NASH FACTORIES

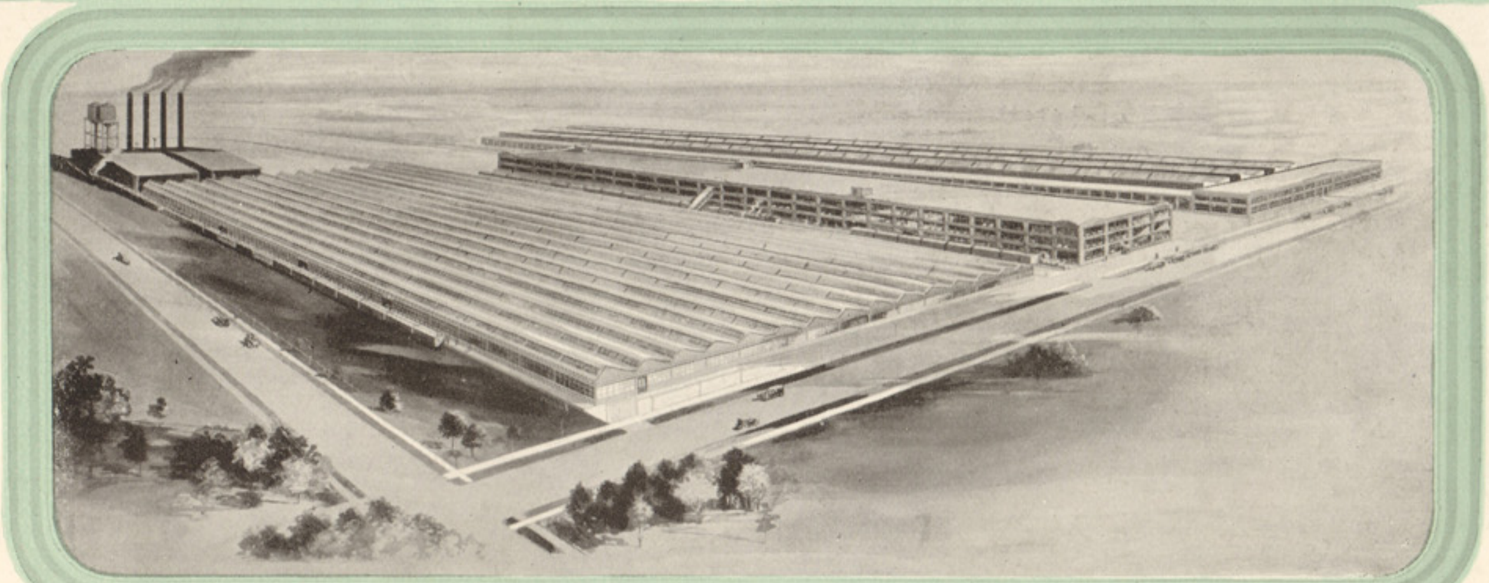




The far-flung boundaries of the Nash factory at Kenosha, Wisconsin, encompass 101 acres of ground with the roofed portion covering 1,634-660 sq. ft. of floor space. Here Nash cars are built practically in their entirety by a force of over 5000 men.



The immense Seaman Body Plant pictured above is located in Milwaukee and devotes 13 acres, 832,000 sq. ft. of floor space and 5000 men to the exclusive production of Nash enclosed bodies. One-half interest is vested in The Nash Motors Company.



The Light Six plant at Racine, Wisconsin, occupies a ground area of 54 acres and the floor space actually under roof measures 700,000 square feet. This organization embraces 1500 men.

At Milwaukee, Wisconsin, the Nash factory extends over 57 acres with 630,000 sq. ft. of floor space, devoted to the various departments of production. And the organization embraces 2500 highly trained mechanics.

SPECIFICATIONS

ADVANCED SIX

MOTOR—Six-cylinder en bloc, high speed, high efficiency; valve-in-head type; unit power plant; improved shape of combustion chamber.

CYLINDERS—Bore, 3 7/16 inches; stroke, 5 inches.

PISTONS—Extremely light; four rings; piston pins, 15/16 inch in diameter.

VALVES—Overhead, push-rods on right side.

CONNECTING RODS—Selected drop-forged steel; double heat-treated; caps fastened by two chrome nickel steel bolts; bearings, 2¼ x 1½ inches.

CAMSHAFT—One-piece drop forging; 1½ inches in diameter. Gear driven; tappets, mushroom type.

MAIN BEARINGS—Babbitt, bronze backed; 7 in number; diameter and length—front, 2⅜ x 2 11/16 inches; center, 2⅜ x 2 inches; rear, 2⅜ x 2 11/16 inches. Bearings No. 2, 3, 5 and 6 are 2⅜ x 1 3/16 inches. The extra size of these bearings is a very important factor in the long life of the motor.

CRANKSHAFT—Selected forging steel, double heat treated. This crankshaft is 2⅜ inches in diameter, mounted on seven large bearings, which provides great strength, smoothness and absence of vibration at any speed. It is drilled for force feed to all seven bearings.

LUBRICATION—Oil pump, driven by spiral gears from camshaft. Force feed to main bearings, connecting rod bearings, camshaft bearings and overhead valve mechanism. Oil capacity, 2 gallons. Alemite chassis lubrication. Oil filter to remove dirt and sediment.

COOLING SYSTEM—Water forced by centrifugal pump; four-blade aluminum fan. Tubular radiator, large capacity. Thermostat control.

CARBURETOR—Exhaust gas jacketed with heat control, inter-connected with carburetor throttle. Heat regulator on instrument board. Air cleaner to remove dirt from air before entering carburetor. Gasoline filter to clean gas before entering carburetor.

IGNITION—Battery and Delco distributor.

STARTING AND LIGHTING—Two unit Delco system.

CLUTCH—Single plate dry disc, special asbestos friction material. Improved type. 11 inch diameter.

TRANSMISSION—In unit with motor.

BRAKES—Service brakes on all four wheels. External contracting on rear wheels; internal expanding on front wheels; surface extra large; drum diameter, 16 inches; width, 2 inches front, 2½ inches rear; readily adjustable, fully equalized. Four-wheel brakes standard equipment on all models.

PARKING BRAKE—External contracting shoe type, diameter, 7½ inches; width, 3½ inches; drum mounted on extended transmission shaft.

STEERING GEAR—Fully adjustable. Worm and sector type. Low ratio to facilitate steering with balloon tires.

FRONT AXLE—Drop-forged steel I-beam; reversed Elliott type.

REAR AXLE—Semi-floating type, malleable iron center with extra strong alloy steel tubular ends. Differential readily accessible by removing rear cover.

DRIVE—Hotchkiss type; drive and torque through rear springs. No radius rods. Drive from transmission shaft to rear axle through two universal joints and 10 splined light weight tubular shaft.

SPRINGS—Front and rear, semi-elliptic; front, 39½ x 2 inches, rear, 56½ x 2¼ inches; underslung on rear axle.

FRAME—Channel-pressed steel—extra deep, very rigid, yet very light in weight. Provided with 5 cross members, three of tubular type.

GASOLINE TANK—Carried in rear; capacity, 15½ gallons.

WHEELBASE—Five Passenger Touring and Roadster, 121 inches; Seven Passenger Touring, 127 inches. Five Passenger Sedan, 121 inches, Five Passenger Four-Door Sedan, 121 inches. Seven Passenger Sedan, Four-Door Coupe and Victoria, 127 inches.

TIRES—Full balloon tires standard equipment. Rib tread front; combination tread rear. Size, 33 x 6.00.

MODELS—Five Passenger Touring, Seven Passenger Touring, Roadster with rumble seat, Five Passenger Sedan, Five Passenger Four-Door Sedan, Seven Passenger Sedan, Four-Door Coupe and Victoria.

STANDARD EQUIPMENT—The standard equipment on all models includes barrel type double filament head lamps, cowl parking lamps, stop and tail lamp, electric horn, carrier with extra wheel, jack, complete set of tools carried in compartment in left front door on open cars; cowl ventilator flush type, transmission lock, automatic windshield wiper, rear view mirror, aluminum kick plates on running board apron. The oil gauge, gasoline gauge and ammeter, speedometer and electric clock are combined in one panel internally lighted. Oil purifier. Gasoline filter. Air cleaner. Thermostatic control of motor temperature. Ornamental radiator cap. The Four-Door Coupe has in addition to standard equipment, trunk, and nickel guard bars. Roadster has guard bars. Four-Door Coupe and Seven Passenger Sedan have Pom Poms, vanity case, smoking set, electric cigar lighter, reading lamps, heater, dome light, arm rests, and window curtains. Victoria has combination vanity case and smoking set with cigar lighter. The Five Passenger Four-Door Sedan and Two-Door Sedan have dome light and window curtains. Five disc wheels standard on all models.

In addition to the Advanced Six Series, and in turn more modest in size and price, Nash offers the Special Six Series and the Light Six Series.

Produced in U. S. A.