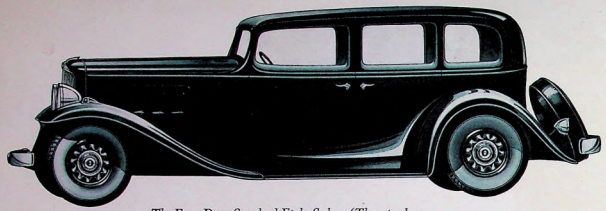
NASH

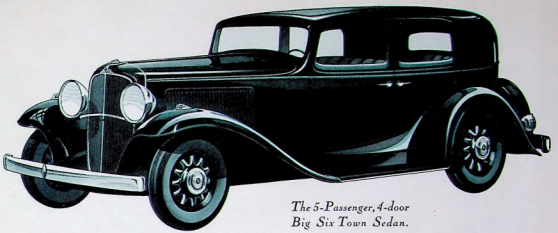
STANDARD EIGHT SERIES

BIG SIX SERIES

for 1933



The Four-Door Standard Eight Sedan. (There is also a companion car to this model in the Big Six series.)



The 5-Passenger, 4-door Big Six Town Sedan.

STANDARD EIGHT SERIES

Nash motor cars enjoy their present high rank in the opinion of the motoring public because of the high standard of quality maintained by The Nash Motors Company.

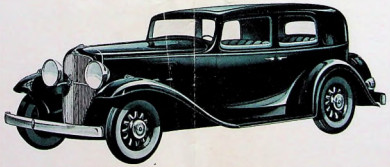
The Nash Standard Eight, at its astonishingly low price, makes it even more apparent that advanced engineering and manufacturing methods produce quality motoring at minimum cost.

The Standard Eight has the characteristic *long* Nash wheelbase which does so much for riding ease and comfort.

It is a big, powerful Eight, with a high ratio of power-to-weight which reveals itself in brilliant speed and acceleration.

Included in the long list of engineering refinements which contribute to the high quality of Standard Eight performance are these: 9-bearing motor with pneumatic-cushion rubber engine mountings. An improved Nash X-dual frame, super-rigid and super-durable. Synchro-shift, silent-second transmission and synchro-shift free wheeling. High-efficiency, cable-controlled brakes, with steel and cast iron, long-life brake drums.

Double-acting shock absorbers are thermostatically and



The Standard Eight Town Sedan—Long, low, Slip-Streamed body with extra-wide seats and arm rests, Beavertail back and fine-car appointments make it the most luxurious Sedan for 5 at the price. This model has a companion car in the Big Six series.

Standard Eight 2-Passenger and 4-Passenger Coupes—A strikingly individual car with 80 horsepower and smart, low, Slip-Stream lines. Large luggage compartment in the big rear deck.

BIG SIX SERIES

The quality of the Nash Big Six is only possible at the Big Six price because it shares with four other groups of Nash cars the exceptional engineering and manufacturing facilities of Nash.

Any engineering refinement developed for one Nash car can be given to others without prohibitive increase in their cost of manufacture.

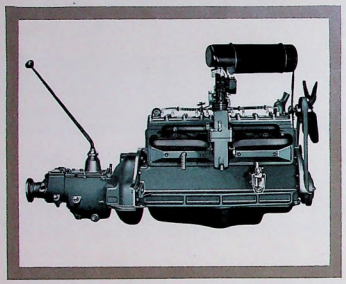
Consequently, in the Nash Big Six of today you will discover such unmistakable excellence of structure and performance as the 7-bearing, high compression motor, with pneumatic-cushion rubber engine mountings and Bohnalite pistons—a smooth, vibrationless, energetic power unit that produces brilliant acceleration and effortless speed.

You will discover a super-rigid Nash X-dual frame—synchro shift transmission with silent second and optional free wheeling—High speed cable-controlled brakes, with long-life, steel-and-iron brake drums—*and* thermostatically and automatically adjusted double-acting shock absorbers.

This low-priced Nash is every inch a Nash—smart in its eye appeal, with the familiar long, low Nash slip-stream

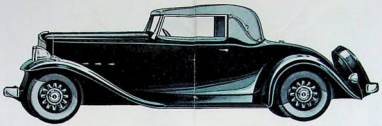
automatically adjusted for maximum ride-comfort in any weather, on any road, with any load.

Today's pocketbook is extending a warm welcome to this remarkable Nash Eight. It is now possible for you to have a full-sized, high-powered Straight Eight of traditional Nash quality and performance at minimum outlay.



Both the Standard Eight and Big Six are powered by high compression motors of characteristic Nash quality and long-life design. Each has the maximum number of main bearings, 9 in the Eight, 7 in the Six, *a Nash engineering principle which has given Nash owners millions of extra miles of engine efficiency.* Other equally important features of performance and long-life in these Nash motors are the *full* force feed oiling to *every* bearing point *and* Bohnalite Aluminum Alloy pistons. Bohnalite saves 62% in weight and increases acceleration without sacrificing any strength. Bohnalite pistons have more than 3 times the life of ordinary cast iron pistons. *(Standard Eight motor pictured above.)*

Comfortable rumble seat is furnished where 4-passenger capacity is desired. These coupes are also available in the Big Six series.



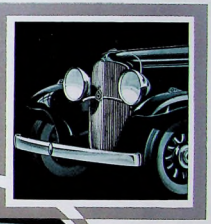
Standard Eight Convertible Roadster—For outdoor, roadster-loving motorists—a car you can drive with real pride. Flat-fold top, folding windshield and long sweeping back with rumble seat indicate the smartness of this long, low model.

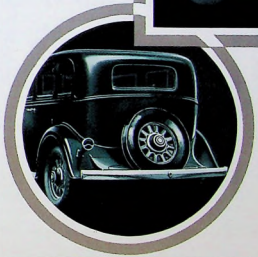
the sound-proofed, composite steel and wood body all of which add so much to the quality, style and comfort of Nash travel.

To aid driving, both the Big Six and the Standard Eight have a smart, modernized grouping of controls, with foot-operated headlamp dimmer. Gear shifting, brake and clutch pedal action are extremely easy and positive.

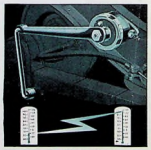
Quality fits itself to the exacting requirements of today's pocketbook, in this charming Nash Big Six!

Pictured at right is the front view of the Standard Eight; and at the top you may see the front view of the Big Six.





The Nash "beavertail" back design, which avoids the retarding action of rear-end vacuum, is a pleasing feature of the beautiful slip-stream bodies.



The new, double action hydraulic shock absorbers adjust themselves automatically to all conditions of road, load, car speed and temperature changes without attention from the driver.

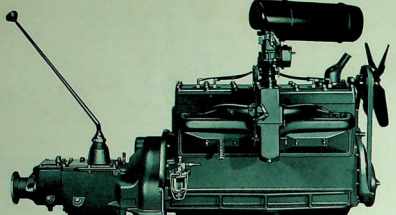
Silent gear selection, silent second, and simplified free wheeling (on free wheeling models), characterize the famous Nash synchro-shift transmissions of the new Eight and Big Six.

The Nash X-Dual—strongest frame in motordom—has been strengthened even more by extending the rear X-member flanges clear through to the middle of the rear kick-up.

Full cable-controlled four-wheel brakes, with new, high efficiency, steel-and-iron brake drums are designed for long-lived braking action; quick cooling, light weight and perfect balance.

SPECIFICATIONS

Nash Big Six "1120" Series and Nash Standard Eight "1130" Series



The Big Six high compression, high turbulence engine develops 75 horsepower and delivers flashing, satisfying performance through all speed ranges. Smooth and quiet in operation and suspended on live rubber at four points—with an additional rubber insulated stabilizer over the transmission, the motor is famous for its smooth power and long-lived efficiency.

Big Six Engine Specifications

ENGINE—6 cylinders, in line; L-head; high compression, high turbulence. 4-point suspension, mounted on rubber, with additional rubber insulated stabilizer over transmission. 3¼" bore. 4⅜" stroke. 217.76 cubic inches piston displacement. N.A.C.C. rating 25.35 horsepower. Develops 75 horsepower at 3200 R. P. M. actual dynamometer brake test.

IGNITION—Single; 6 Aircraft type spark plugs, one to each cylinder. 6-contact distributor with double breaker arm. Single ignition coil with lock on dash.

CRANKSHAFT—Forged steel, integrally counterweighted, 7 main bearings; hollow crankpins; fitted with torsional vibration damper.

MAIN CRANKSHAFT BEARINGS—Steel backed, babbitt lined; 7 in number.

PISTONS—Aluminum alloy with Invar struts to control expansion; 2 compression and 2 oil regulating rings.

CONNECTING RODS—Forged steel with steel caps. Rifle bored for full pressure lubrication direct to piston pins. Connecting rods also drilled for spraying oil onto pressure side of cylinder walls, cams and valve mechanism. Diamond bored upper bronze bushings. Lower bearings steel backed, babbitt lined.

CAMSHAFT—One-piece drop forging; 6 steel backed, babbitt lined bearings. Camshaft driven by silent timing chain.

Standard Eight Engine Specifications

ENGINE—8 cylinders, in line; L-head; high compression, high turbulence. 4-point suspension, mounted on rubber, with additional rubber insulated stabilizer over transmission. 3" bore. 4¼" stroke. 247.4 cubic inches piston displacement. N. A. C. C. rating 28.8 horsepower. Develops 80 horsepower at 3200 R.P.M. actual dynamometer brake test.

IGNITION—Single; 8 Aircraft type spark plugs, one to each cylinder. 8-contact distributor with double breaker arm. Single ignition coil with lock on dash.

CRANKSHAFT—Forged steel, 9 main bearings; hollow crankpins; fitted with torsional vibration damper.

MAIN CRANKSHAFT BEARINGS—Steel backed, babbitt lined; 9 in number.

PISTONS—Aluminum alloy with Invar struts to control expansion; 2 compression and 2 oil regulating rings.

CONNECTING RODS—Forged steel with steel caps. Rifle bored for full pressure lubrication direct to piston pins. Connecting rods also drilled for spraying oil onto pressure side of cylinder walls, cams and valve mechanism. Diamond bored upper bronze bushings. Lower bearings steel backed, babbitt lined.

CAMSHAFT—One-piece drop forging; 6 steel backed, babbitt lined bearings. Camshaft driven by silent timing chain.

Big Six and Standard Eight Engine Features

ENGINE LUBRICATION—Gear type oil pump forces oil under pressure to all crankshaft main, connecting rod and camshaft bearings, piston pins, timing chain and valve tappet oil pockets. Pressure spray from small metered holes in connecting rod bearings, in addition to spray from sides of crankshafts, connecting rod and camshaft bearings, furnishes lubrication to cylinder walls, cams and valve mechanism. Oil filter. Crankcase ventilator. Oil pressure gauge on dash.

COOLING SYSTEM—Water circulated by centrifugal pump. Fin and tube radiator. Thermostatic control of water circulation. 4-blade, belt driven steel fan with self-contained lubricating system. Engine water temperature indicator on dash.

FUEL SYSTEM—Gasoline pump, driven from camshaft. Gasoline strainer. Air cooled gasoline lines. Hydrostatic gasoline gauge on dash.

CARBURETOR—Single downdraft carburetor with automatic accelerating pump and manual starting choke. Intake manifold has thermostatically controlled heater with seasonal adjustment on dash. Air cleaner and intake silencer.

MUFFLERS—Dual exhaust silencers; rubber insulated brackets.

BATTERY—13 plate, 6-8 volt.

STARTER—Bendix automatic engagement with control button on dash.

CLUTCH—Single plate dry disc type—spring cushioned.

TRANSMISSION—Synchro Safety Shift type with silent helical type constantly meshed second speed gears and bronze clutch arrangement for synchronizing gear speeds to provide easy silent shifting. 3 speeds forward, 1 reverse.

FREE WHEELING—Separate cam and roller type with dash control. Standard equipment on Standard Eight. Optional equipment at extra charge on Big Six.

Big Six and Standard Eight Chassis Specifications

WHEELBASE—116".

FRAME—Rigid X-Dual low double drop frame with long X-type subframe flanges extending from front cross-member into rear kickup. One straight cross-member at front and two at rear.

DRIVE—Hotchkiss type, drive and torque through rear springs. Large diameter propeller shaft with oil tight steel universal joints at front and rear.

AXLES—Rear: Spiral bevel gear, semi-floating type. Front: Drop forged I-beam Reversed-Elliott type. Timken tapered roller bearings in front wheels and throughout rear axle.

BRAKES—Service brakes—4-wheel internal expanding mechanical single shoe type, cable operated. Composite steel and cast iron brake drums have steel hub flanges and cast iron braking surfaces with reinforcing cooling ribs. Drums 11" in diameter, 1¾" wide. Total area of brake lining 195 square inches. Parking brake acts on all four wheels.

SPRINGS—Alloy steel; semi-elliptic; front springs shackled at front end; self-adjusting threaded type spring shackles; front end of rear spring insulated with durable live rubber bushings, requiring no lubrication or adjustment. Steering road shock eliminator at rear of front spring on steering side. Metal spring covers and threaded type spring shackles have Alemite push gun type grease fittings.

SHOCK ABSORBERS—Gabriel double acting hydraulic with automatic and thermostatic control which provide for road, load, speed or temperature changes; self-aligning rubber cushioned connecting links.

CHASSIS LUBRICATION—Alemite push gun type.

STEERING GEAR—Cam and lever type, mounted in roller and ball bearings. Three-spoke safety steering wheel of one-piece pressed steel, covered with hard rubber.

WHEELS—5 demountable artillery or wire wheels with drop center rims, standard equipment.

TIRES—5.50-17, full balloon.

Big Six and Standard Eight Standard Equipment and Appointments

INSTRUMENTS—Ammeter, combined speedometer and hydrostatic gasoline gauge, oil pressure gauge, and engine water temperature indicator grouped in indirectly illuminated instrument panel.

CONTROLS—Three-spoke safety steering wheel has steel core encased in hard rubber with horn button in center. Coil lock, carburetor throttle, lighting switch, choke and carburetor heat control buttons, and quick opening windshield control lever mounted on dash. Starter and free wheeling control buttons on steering gear post bracket. Rubber covered pads on brake and clutch foot pedals. Rubber covered treadle type accelerator. Headlamp depressed beam control foot button on toe board at left of clutch pedal. Gear shift lever extended forward through center of tce board. Parking brake lever located forward at left of driver.

EQUIPMENT—Automatic windshield wiper. Adjustable inside sunshade. Non-glare rear view mirror. Tool kit. Horn mounted under hood. Double filament bulb chromium-plated headlamps. Parking lights on front fenders. Combined stop and tail light with safety red reflex reflector lens.

Bumpers (front and rear), metal spring covers, spare tire. fabric tire cover and spare wheel lock are regular equipment at small extra charge. Non-shatterable glass in windows, demountable six artillery, six wire, or chromium-plated wheel equipment, metal tire covers, special sizes, front fender wells, trunk rack, trunk, automatic starter, radio, draft deflectors, and other Nash approved accessories available at low extra cost.

BODIES—Nash-Seaman "Slip-Stream" composite hard wood and steel bodies, thoroughly insulated against heat, cold and noise. Non-shatterable glass in windshield. Interior hardware, bright nickel finished. Exterior hardware, chromium-plated. Finger-tip control easy sliding type adjustable driver's seat. Remote control inside safety locking door handles on all doors. Twin ventilators on top of cowl, with operating levers under instrument board. Hoods have concealed catches with remote control handles. Steel, rubber covered running boards. One piece fenders.

MODELS—Big Six and Standard Eight: 5-pass 4-door Sedan; 2-pass Coupe; 4-pass Coupe—rumble seat, and 5-pass. 4-door Town Sedan.

Standard Eight: 4-pass. Convertible Roadster—rumble seat.

All Big Six and Standard Eight closed Sedan models are upholstered in cloth or mohair (leather optional at extra charge), have quick opening windshield, rear side arm rests, assist cords, shirred pockets in rear doors, dome light, foot rest, robe cord, back window curtain, smoking sets, and built-in radio aerial.

All Big Six and Standard Eight Coupes are upholstered in cloth or mohair (leather optional at extra charge); have quick opening windshield, dome light, back window curtain, built-in radio aerial, and a locking handle on rear deck compartment door. The 4-passenger Coupes have a leather upholstered rumble seat and an adjustable back window.

The Standard Eight Convertible Roadster is upholstered in leather, has tan folding top (top boot at small extra charge), folding windshield, leather upholstered rumble seat, and a locking handle on rear deck rumble seat compartment door.

The Nash Motors Co. reserves the right to make any changes in specifications or prices without incurring any obligation to have same apply on cars previously sold.

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NASH

STANDARD EIGHT SERIES

BIG SIX SERIES

for 1933

TRUE TO THE NASH QUALITY TRADITION

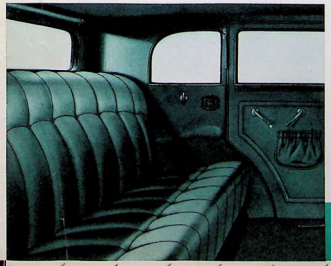
The front compartment is a revelation in driving convenience and comfort. Starter button is on the steering post bracket—also lock button for free wheeling models. Headlight depressed-beam control button is on the floor board.

The interior visor keeps the sun out of the eyes by day, protects the driver from headlight glare by night. Drive with it, and you'll never again drive without it. The visor is typical of the completeness of Nash comfort engineering.

No effort is needed to move the driver's seat to the most comfortable driving position. One finger does it in all coupes and regular sedans, and the seat then remains absolutely rigid. Ease and simplicity of operation are features of this Nash device.

The new Windshield Control lever allows quick and easy adjustment of the windshield in a single movement. A lift of the lever locks the shield in place in the open position. A slight pull of the lever closes and locks the shield.

Even though the Nash Standard Eight and the Nash Big Six are offered at the lowest prices ever established on a Nash Eight and a Nash Six, *their design and manufacture are true to the fine tradition of Nash quality.* ¶ There are five different and distinct groups of Nash cars in all. Each must reflect credit on the others. Each must contribute its quota to that reputation for excellence so honestly earned and so jealously protected. ¶ This is the solid, substantial fact that underlies the character and value of these two low-priced Nash companion cars for 1933. ¶ In these cars, Nash is passing on to the public, and bringing to a broader group of family budgets, the unique economies and efficiency of Nash manufacturing methods. *Plus* those engineering advancements which have proved themselves so strikingly in Nash cars of higher price classifications. ¶ These cars permit you, not only to economize, but to economize luxuriously. ¶ Their luxury is evident, both in their engineering and mechanical fitness (discussed in more detail on the center page of this folder), and in the style, the personality, the all-round engaging charm of these fine cars. ¶ Their appearance is a refreshing relief from the monotony that low price usually entails. They prove that a low-price car can be as smart and luxurious as one of higher price, provided the right designer has it in hand. ¶ Nash, in 1932, brought the slip-stream body, beavertail back and other adaptations of aerodynamic design to the attention and admiration of American motorists. Here is the 1933 version of that rhythm of line and curve which has made Nash one of the most noticeable and notable cars on the street. ¶ Motoring is more enjoyable when your car has something other cars haven't. This satisfaction, Nash offers you, in these newest Nash cars. They meet the demand for quality. They encourage the practice of economy.



In the appointments, accessories and interiors, Nash designers have conferred luxury with a lavish hand. You will like such features as the wide seats; arm rests; handsome fittings; interior sun visor; "quick-action" adjustable front seat; three-spoke, thin-grip rubber-on-steel steering wheel.

The new, quick-vision instrument panel is dominated by the large, oval speedometer with an inset gasoline gauge. About it are grouped the ammeter, oil gauge and heat indicator, with throttle control button, light button, ignition lock, choke and heat control button all located in the most convenient positions.