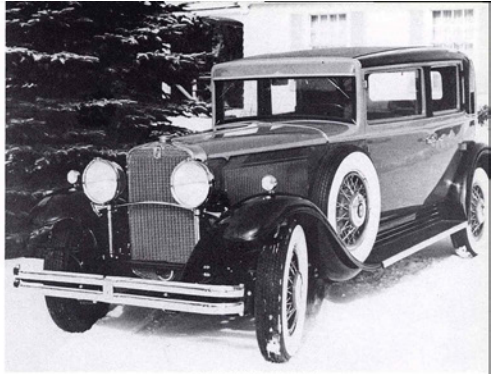


N A S H

The cars in this portfolio boast more cylinders than Charles W. Nash had ever offered before and as many as he would ever consider. The number of cylinders is eight. Charlie Nash was the conservative sort. But his life out-Algered Horatio.

Abandoned by his parents at the age of six and bound out by the district court to work for a Michigan farmer until twenty-one, Charlie ran away at the age of twelve to seek his fortune. He did rather well. By 1912 he was president of General Motors. By 1917 he had his own automobile company in Kenosha, Wisconsin. Because he chose not to run wild during the Roaring Twenties, Charlie Nash was better prepared for the Great Depression and made \$4.8 million in 1931, while other automobile manufacturers lost a lot more.

The billboards announcing the Twin-Ignition Eight read "80 Miles an Hour in 3 Blocks," which perhaps was as conservative a claim for the car as the man who built it. The engine was a nine-main-bearing overhead-valve straight eight of 298.6 cubic inches and 100 hp at 3200 rpm. Exceptionally quiet and smooth, it has been acclaimed as one of the finest in-line eights ever built. The chassis featured Bijur lubrication, automatic thermostatically-controlled radiator shutters, dash button



1931 Nash Series 890 Sedan
Owner: Thomas J. Lester of Deerfield Beach, Florida

starting control and shock absorbers adjustable from the instrument panel. *Motor West* praised the new Nash's styling as possessing "the long, low, powerful profile characteristics of the smartest hand-built custom cars." *Automobile Topics* called the new line "another fulfillment of Charles W. Nash's undeviating ambition to supply at moderate cost automobiles which possess everything in appearance, performance, comfort

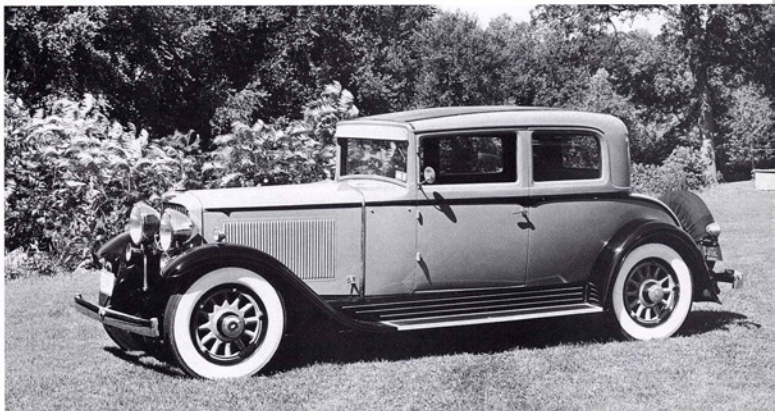
and quality offered by the country's most costly cars." A Twin-Ignition Eight could be bought, fully optioned, in the \$2,000 range.

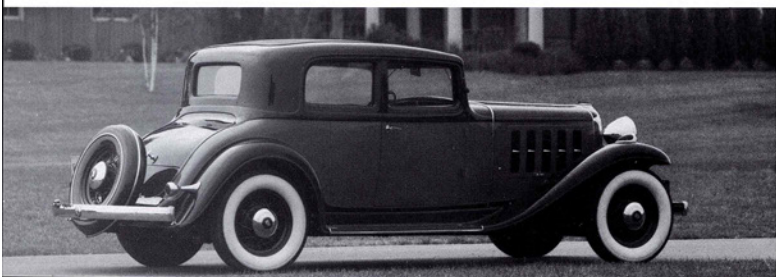
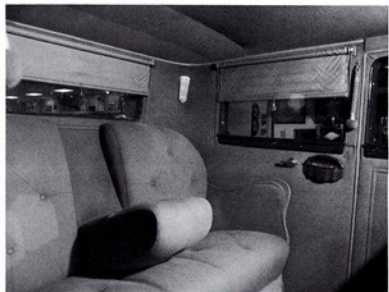
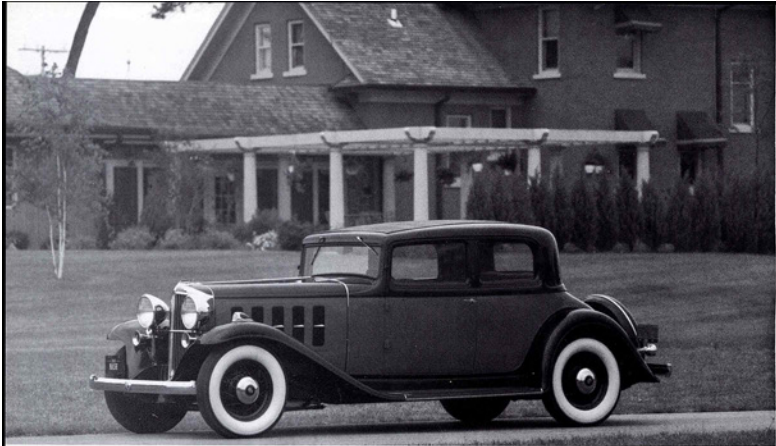
Those assessments from the thirties are echoed by Twin-Ignition Eight owners today. "Probably the all-time 'under-dog' Classic," says Bob Cosgrove. "The cars were virtually hand-built in small numbers (3,900); the quality of workmanship and materials is equal to its Classic

1932 Nash Series 999 Victoria

Owner: Robert J. Cosgrove of Islip, New York

Photo: K. Karger

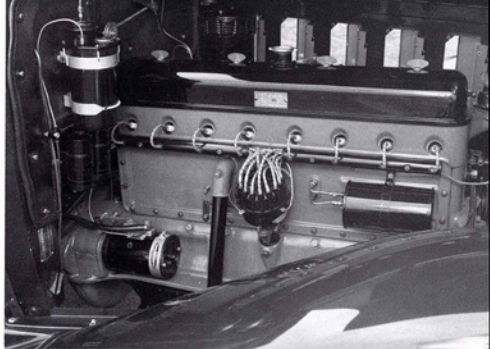




contemporaries. Thirty-six of them were used in Chicago by the police to chase gangsters. This was a powerful car the government could afford. Only six of the 990 series are known to exist; mine is the only Victoria." And it is an original car.

Ray Miller's '32 Advanced 1099 Victoria has been restored but retains its original upholstery, and its odometer shows an original 11,400 miles. This car's more sweeping fender line and its quasi beaver-tail rear, together with the lack of a sun visor among other details, identify it as a second series model introduced in March of 1932. Introduced with the second series was a new 142-inch chassis (the longest ever offered by Nash) to augment the Twin-Ignition Eight's usual 133-inch wheelbase.

Tom Lester's Ambassador 1193 Convertible Sedan is one of only two known extant and is, he says, "often mistaken for a Duesenberg." Appearances deceive, but Tom is not the only enthusiast today who refers to the big Classic Nash as "Kenosha's Duesie." One suspects Charlie Nash would have liked that.



Above and page opposite:
1932 Nash Series 1099 Advanced Victoria
Owner: S. Ray Miller, Jr. of Elkhart, Indiana

1933 Nash Series 1193 Ambassador Convertible Sedan
Owner: Thomas J. Lester of Deerfield Beach, Florida

