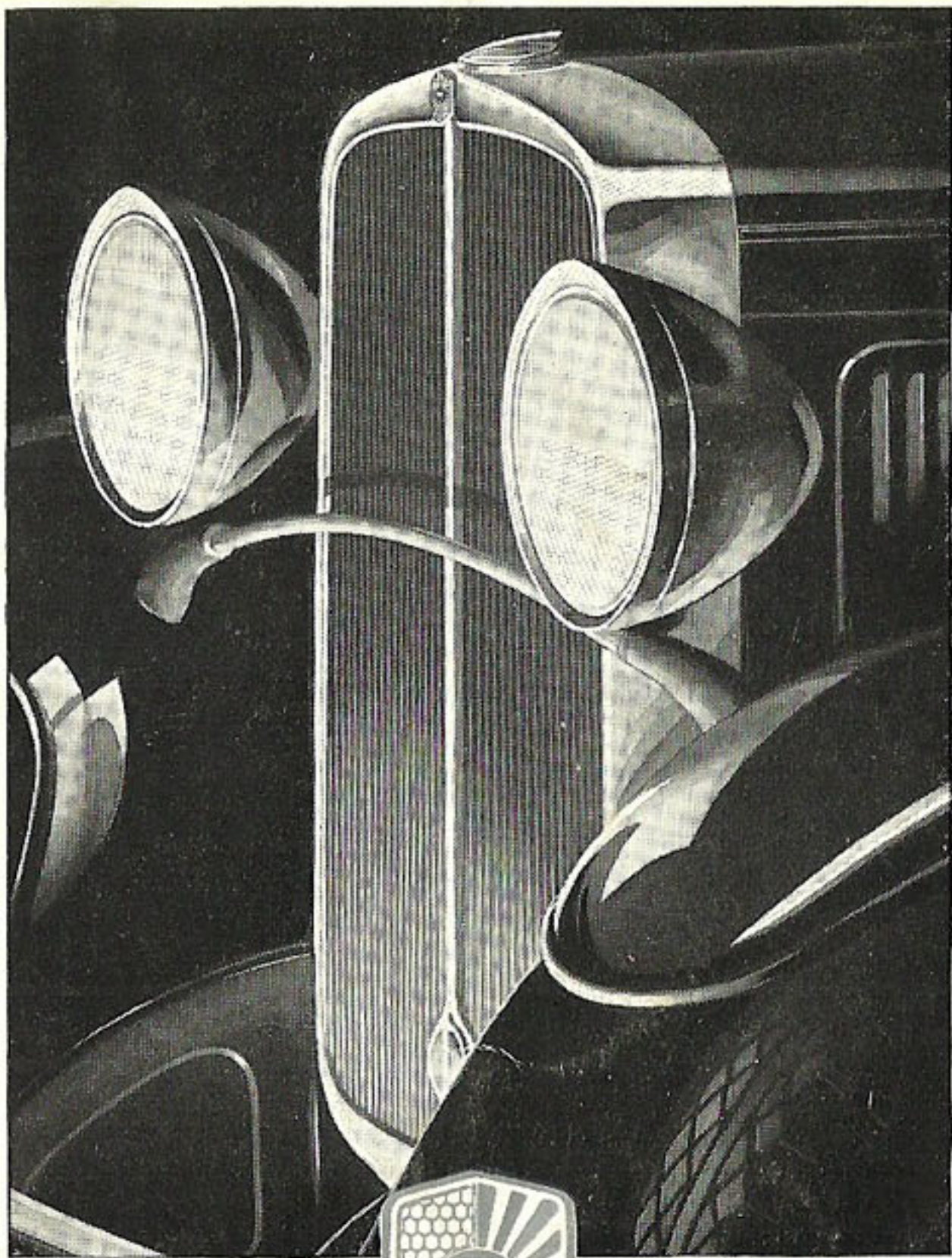


NASH



960 SERIES



NEW LUXURIES OF TRAVEL AT EXTREMELY LOW COST

YOU will find features of luxury in the Nash 960 Series which convey an entirely new idea of what you now have a right to expect when you purchase a car in its price field. This car sets a standard which only the determination to give the last dollar's worth of value can make possible.

The Nash 960 includes a perfected Synchron-Safety-Shift Transmission with Silent Second Spiral gears, making second speed acceleration as quiet as high, affording a new luxury and silence of operation and a new willingness of performance.

In addition the 960 offers sound-proofed bodies, interior metal panel walls, insulated by a special

new Nash process. The chassis is also sound-proofed with insulation throughout, preventing metal-to-metal contact.

The performance of the 960 is rendered rhythmically smooth by a sturdy 7-bearing crankshaft and a specially designed vibration damper.

The most efficient lubrication, saving motor wear, is assured by an oil temperature regulator which maintains the proper oil temperature under all weather conditions.

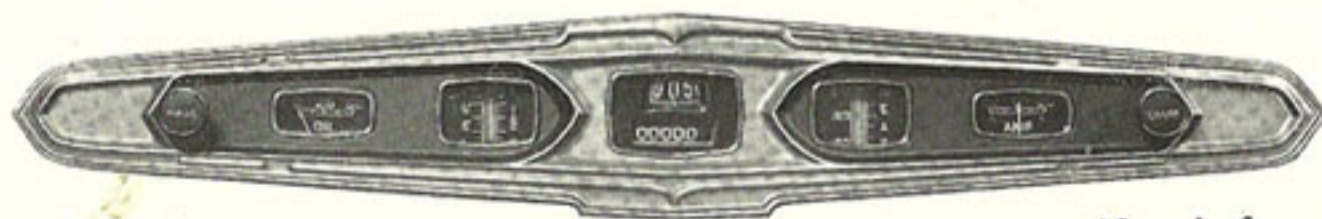
Truly this car is high above its class in value. In beauty, performance, and engineering advancement it provides important new essentials of luxury.

INTERIORS AND APPOINTMENTS

Models of the 960 Series display a luxury of interior dress unusual in cars priced so low. Genuine mohair, with an optional choice of rich, flatweave broadcloth, upholsters the comfortable, form-fitting cushions. The handsomely designed and conveniently placed hardware lends charm to all interiors. Other luxurious

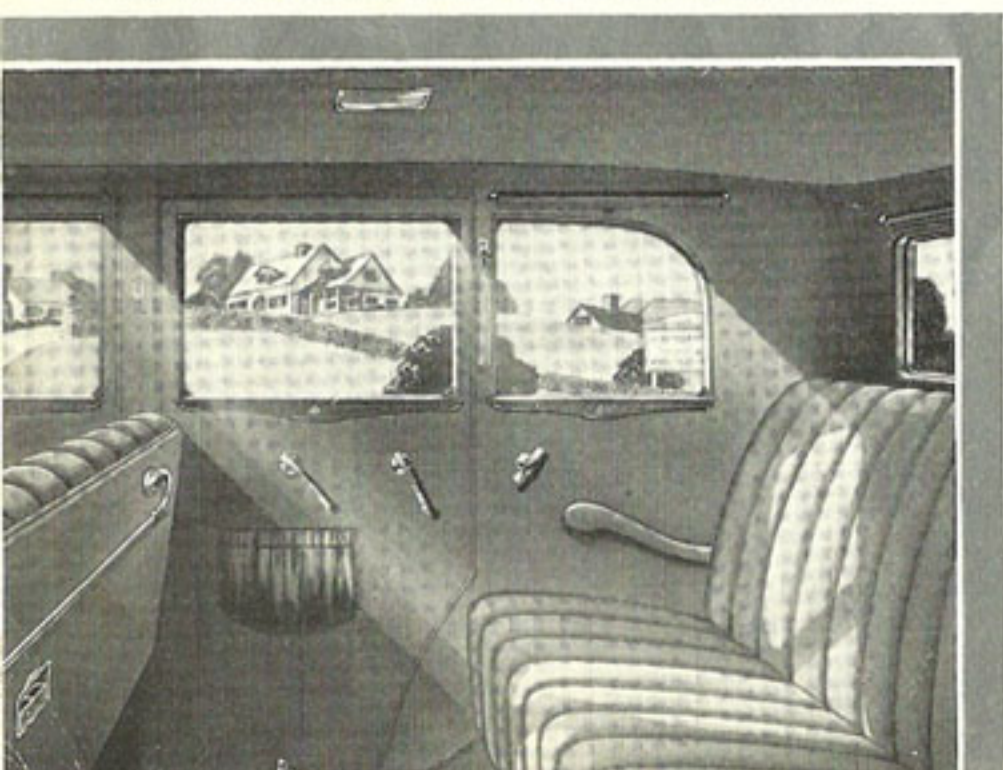
features are the shirred door pockets, foot rail, robe rail, arm rests, dome light, silken curtains and assist cords.

The 960 instrument panel is attractively designed with white figures on ebony dials for distinctive appearance and perfect visibility. Front seats in all closed models are adjustable to suit the driver's convenience.

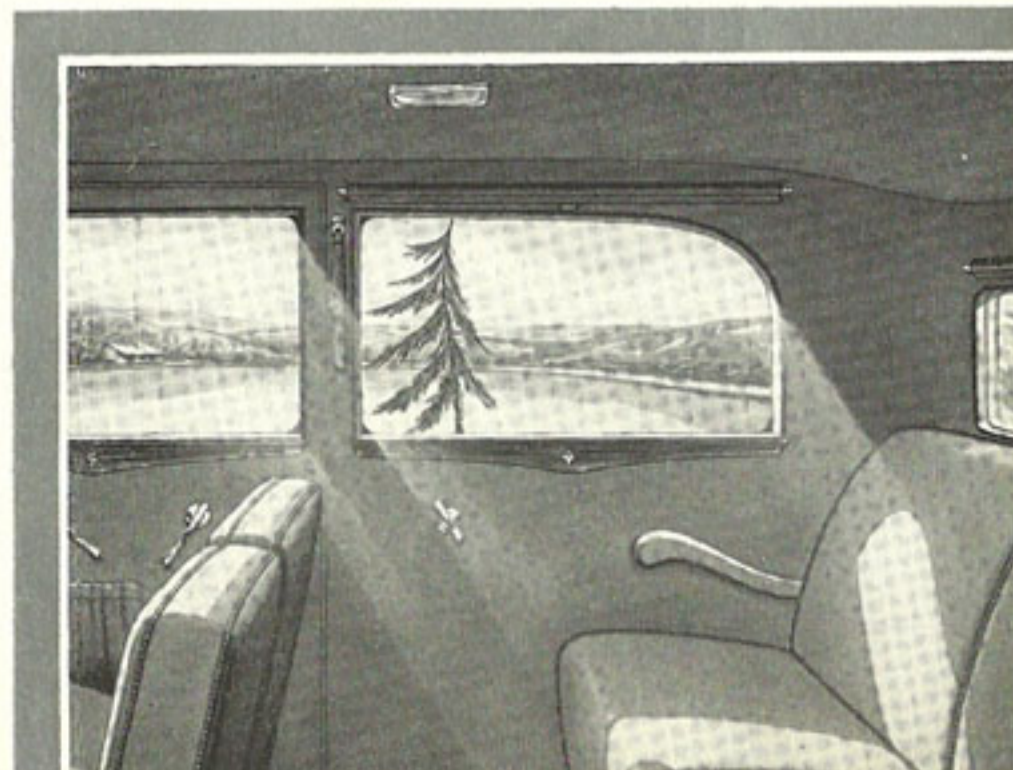


(Below) — the handsome interior of the 4-door Sedan. Finely tailored broadcloth or rich mohair as preferred.

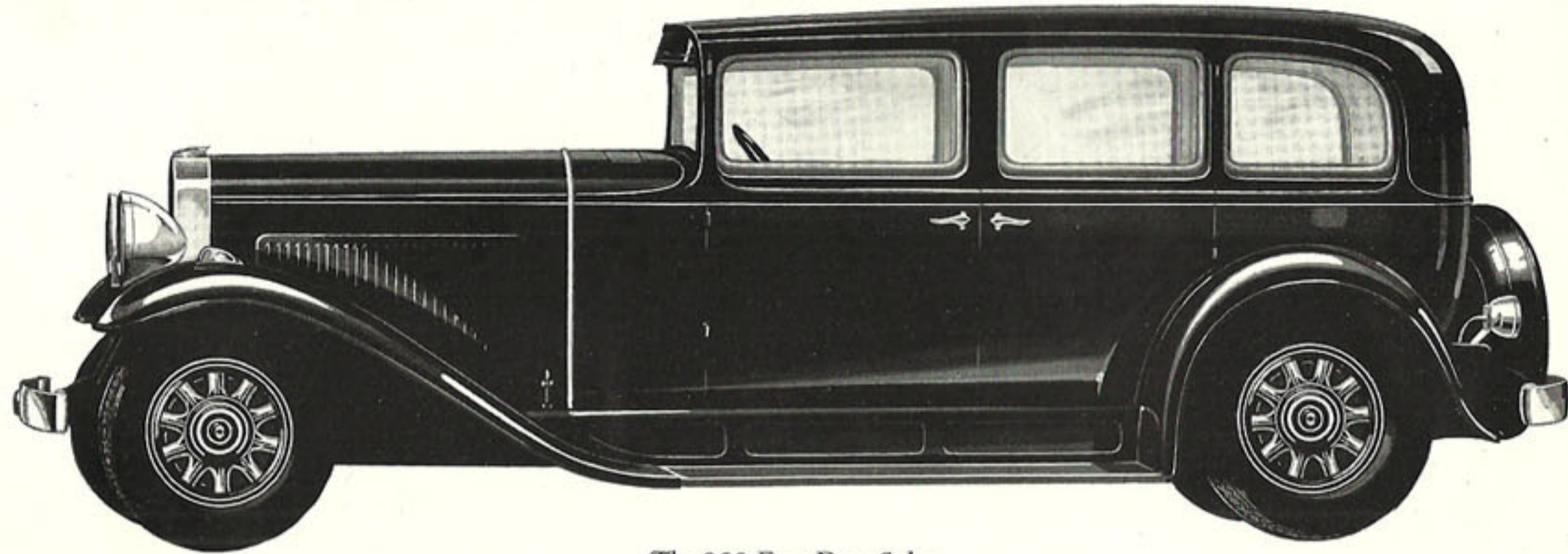
Note the fine appointments and rich upholstery of the 960 series as pictured below in the 2-door Sedan.



(Above) Showing the adjustability of the driver's seat. (Below) The 3-spoke steering wheel, of the same design as that found in much more expensive models, clears the driver's view of the instrument panel.

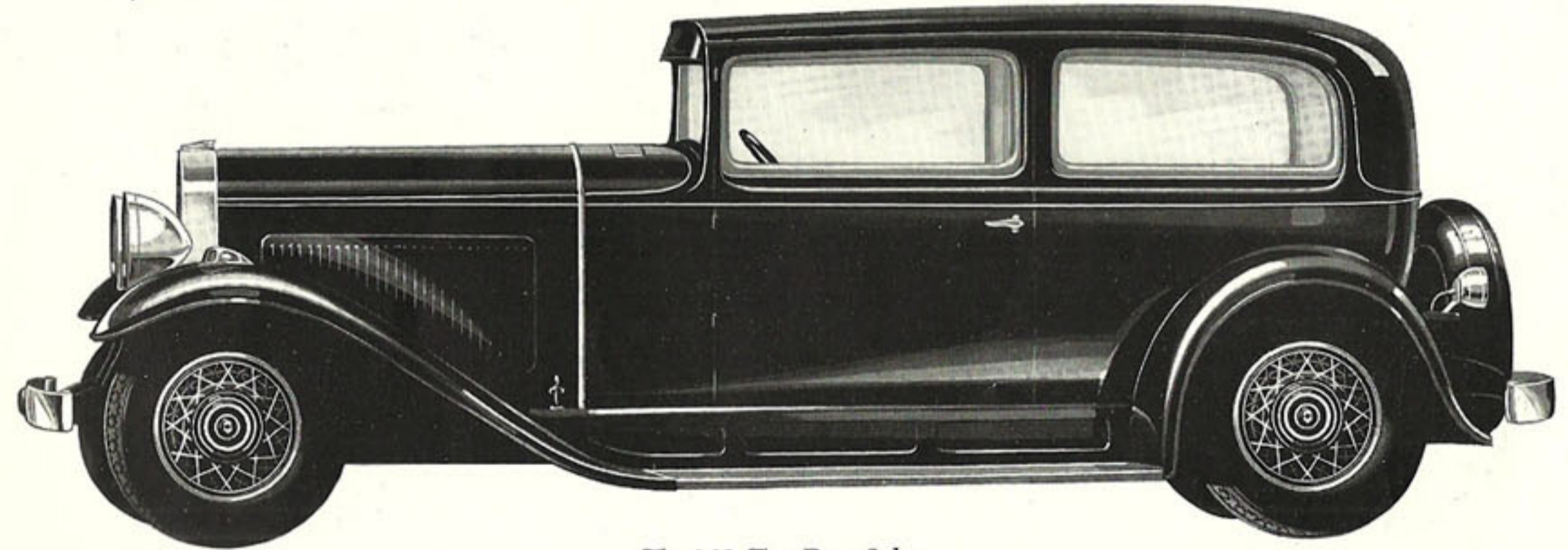


NEW luxuries of travel have been introduced to low-cost motoring by Nash designers in the 960 4-door, 5-passenger Sedan. The finely tailored upholstery is offered in either genuine mohair or handsome broadcloth. Door handles and other items of interior and exterior ware are attractively patterned. Head-lamps are full chromium. Fender lamps are in a moderne bullet-type design. Among the rich fittings, are silk loop assist cords, smoking set placed in the rear of the front seat, robe rail and foot rail, silken finished window curtains, and mouldings of walnut finish.



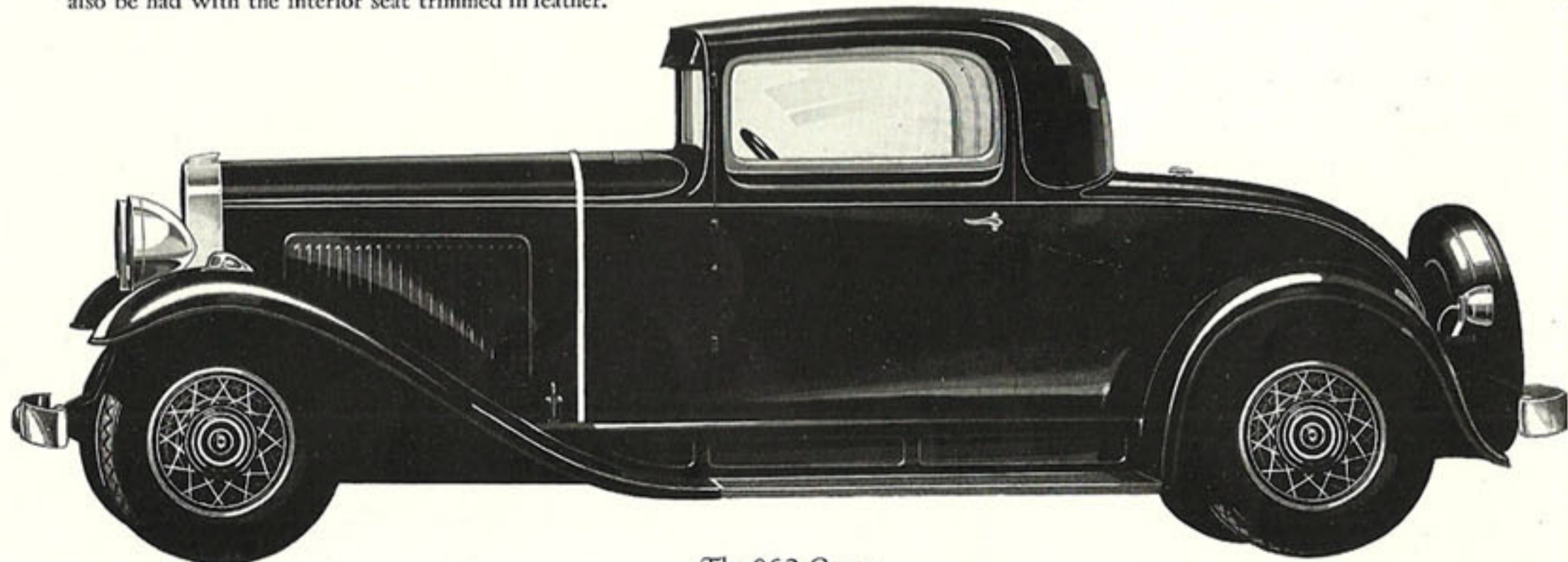
The 960 Four Door Sedan
"SILENCED-ENGINEERING"

ALL seats, including the folding front seat, of this smart 2-door, 4-window Nash Sedan are deeply cushioned. Doors are very wide and provide ready access to the rear seat without disturbing front seat passengers. Like the most expensive Nash cars, these 960 models are equipped with the three-spoke steering wheel, which provides an unobstructed view of the handsome instrument panel with its numerals in white against an ebony field. The upholstery is davenport type, mohair or broadcloth optional, strictly tailored and finished with silk robe braid.



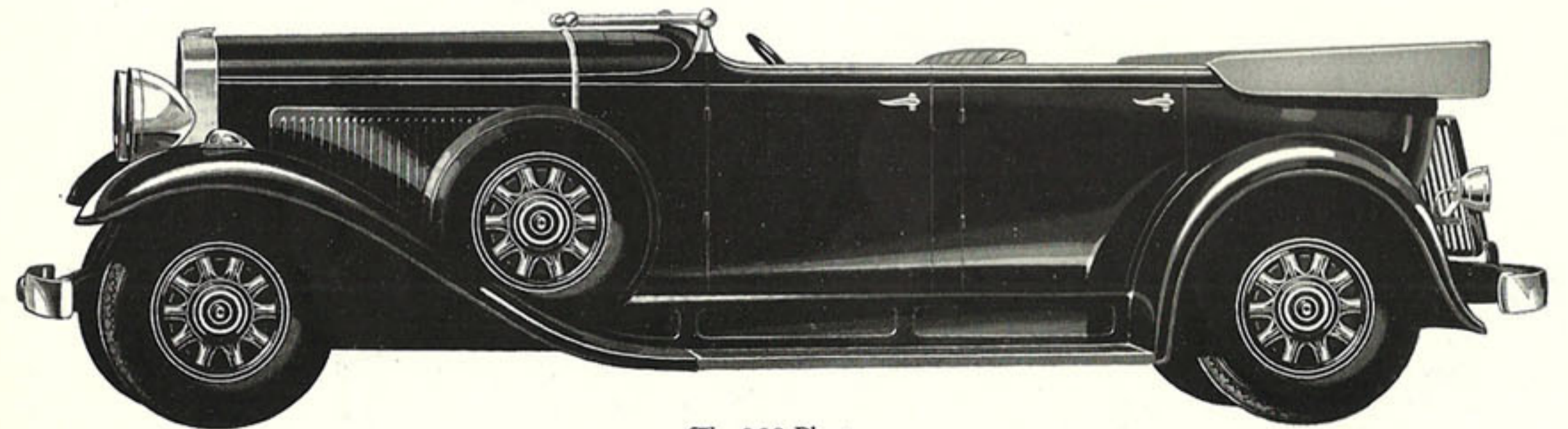
The 963 Two Door Sedan
"SILENCED-ENGINEERING"

THERE is very definite and pleasing difference in the style of a Nash Coupe—the low-slung, low-roofed appearance that Nash designers produce without sacrificing headroom. Here it is in the 962 Coupe—an intimate, personal-use car for pleasure, or business, or both. This Coupe has an instantly adjustable driver's seat—upholstery of rich mohair, or broadcloth—twin cowl ventilators—rear luggage compartment, or, at slight extra cost, a leather upholstered rumble seat. If desired, this Coupe may also be had with the interior seat trimmed in leather.

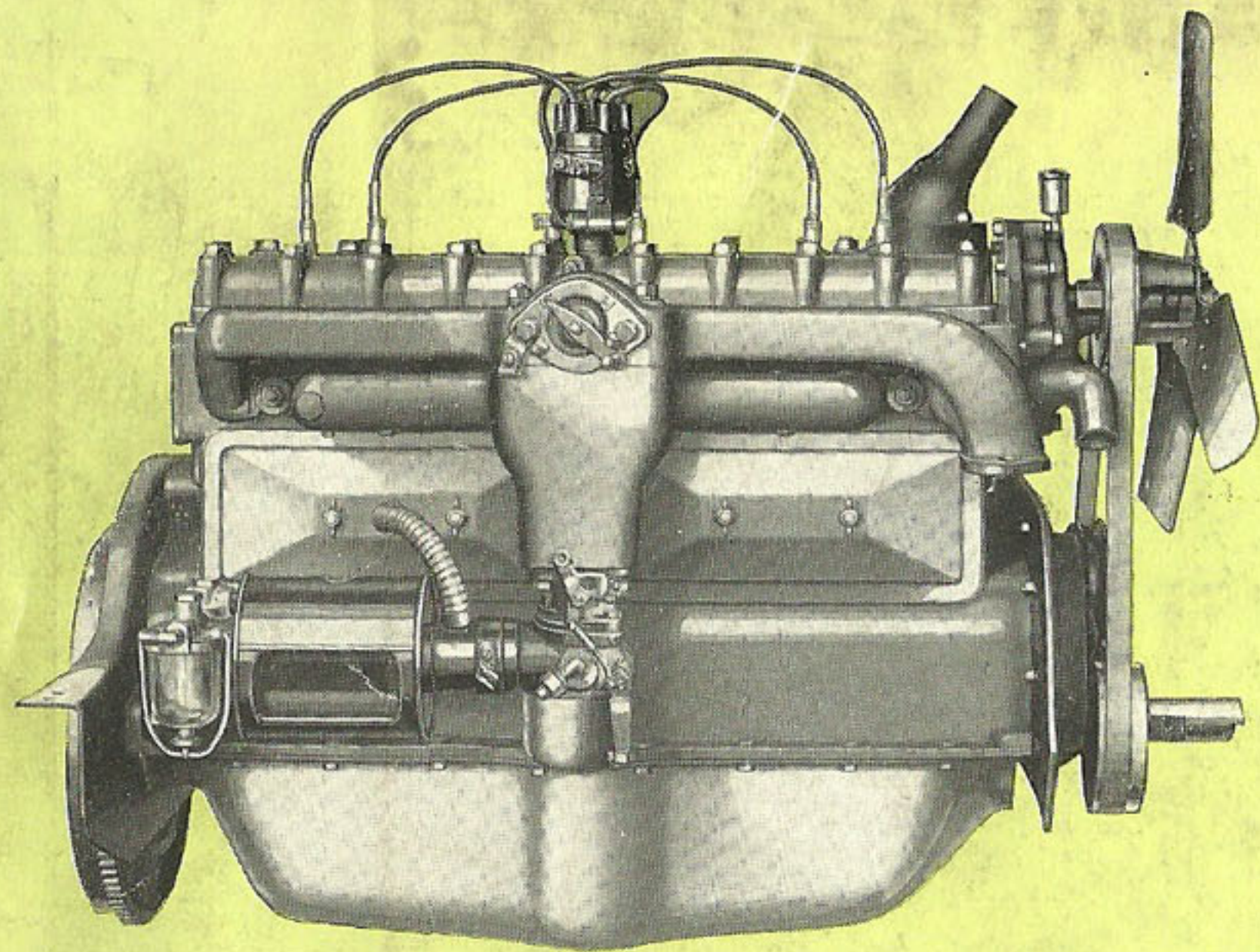


The 962 Coupe
"SILENCED-ENGINEERING"

FOR outdoor life one car adequately and delightfully meets every motoring requirement—the handsome Phaeton on the Nash 960 series chassis—powered and designed to match the performance of much more expensive cars. It is finished with a trim, Burbank top which folds flatly and very compactly, permitting unobstructed vision. The upholstery is genuine leather and the windshield is of the very smart folding type. As shown here, the Phaeton is equipped with two side-mounted, demountable, wood wheels and grid trunk rack. These are furnished at slight extra cost.



The 968 Phaeton
"SILENCED-ENGINEERING"

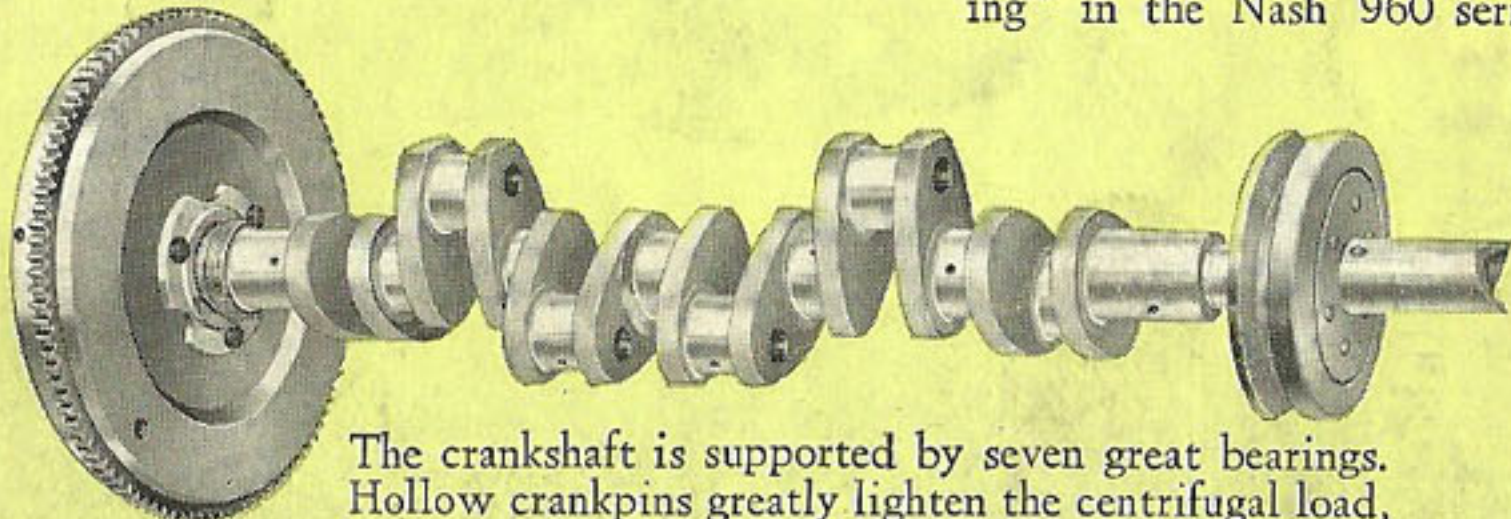
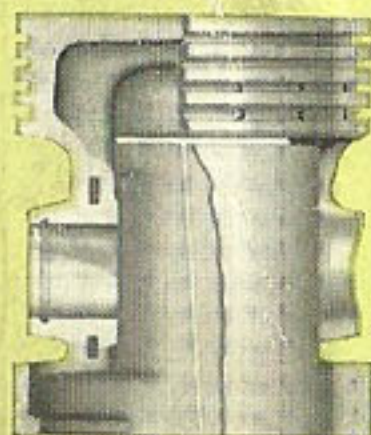


SILENCED-ENGINEERING

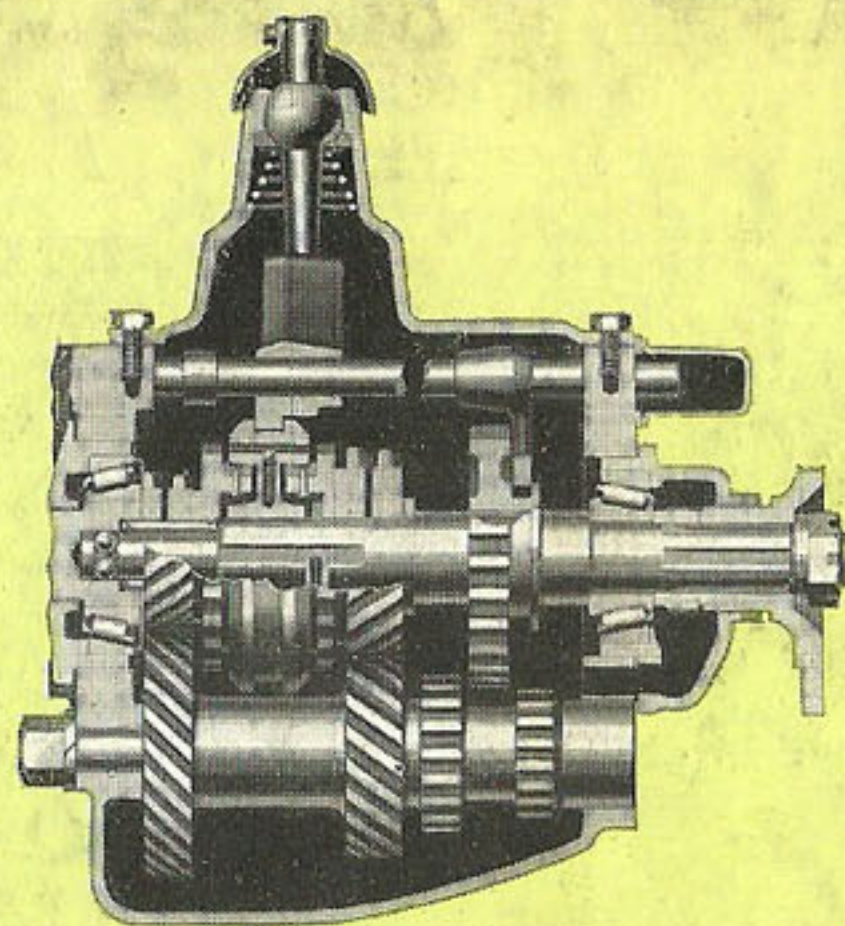
Power, speed and smoothness characterize the performance of the Nash 960 motor. Advanced engineering features include high compression, high turbulence "L" head combustion chambers; 7-bearing crankshaft with vibration damper, fuel pump, oil temperature regulator and air cleaner.



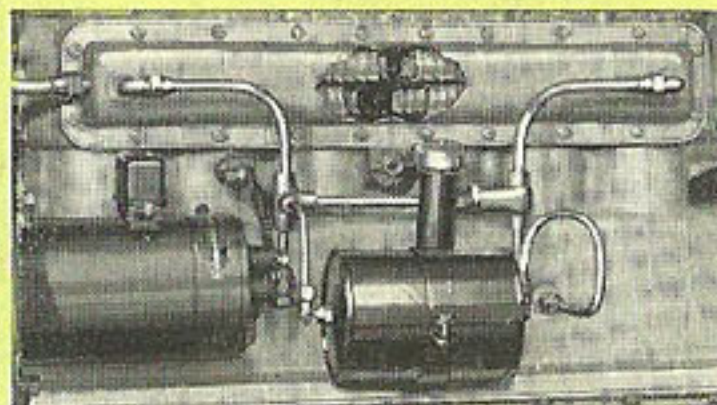
Connecting rods are rifle bored for full pressure lubrication direct to piston pins. Rod assemblies are painstakingly and correctly coordinated with the weight of the aluminum alloy pistons.



The crankshaft is supported by seven great bearings. Hollow crankpins greatly lighten the centrifugal load, resulting in extremely smooth performance.

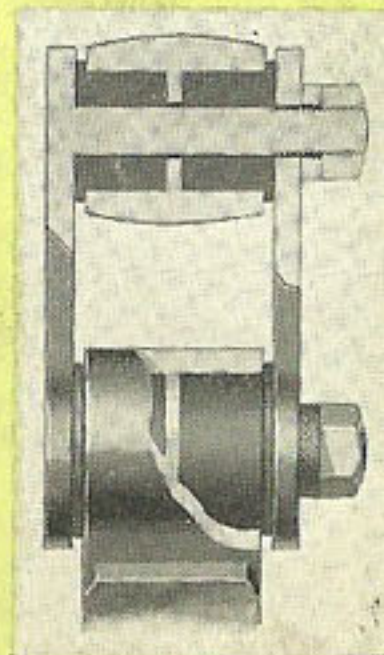


Smooth and silent, easy shifting at all speeds, characterizes the Synchro-Safety-Shift transmission with second speed as quiet as high.



The Nash developed oil temperature regulator governs temperature of engine oil and insures efficient lubrication.

The rubber bushed spring shackles shown on the right are a feature of "silenced-engineering" in the Nash 960 series.



SPECIFICATIONS

NASH "960" SERIES

MOTOR—6 cylinders, in line; L head, high compression, high turbulence. 4 point suspension, mounted on rubber. $3\frac{1}{8}$ " bore. $4\frac{3}{8}$ " stroke. 201.3 cubic inches piston displacement. N. A. C. C. rating 23.4, develops 65 horsepower at 3200 R. P. M.

IGNITION—Single; 6 Aircraft-type spark plugs, one to each cylinder. 6-contact distributor. Single coil. Coincidental lock.

PISTONS—Aluminum alloy with Invar struts. 2 compression and 2 oil regulating rings.

CONNECTING RODS—Forged steel. 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 tappet mechanism.

CRANKSHAFT—Forged steel; 7 main bearings, bronze backed, babbitt lined; hollow crankpins; fitted with torsional vibration damper.

CAMSHAFT—One piece forging; 6 bearings.

MOTOR LUBRICATION—Gear type oil pump forces oil under pressure to crankshaft, connecting rod and camshaft bearings, piston pins and timing gears. Pressure spray from small metered holes in connecting rod bearings, in addition to spray from sides of crankshaft, connecting rod and camshaft bearings, furnishes lubrication to cylinder walls, cams and valve tappet mechanism. Oil temperature regulator. 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. 3-blade belt driven pressed steel fan, with self-contained lubricating system. Engine heat indicator on dash.

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

CARBURETOR—Multiple jet type with automatic accelerating pump, adjustable heat control and manual starting choke. Air cleaner.

BATTERY—11 plate, 6-8 volt. Ammeter on dash.

STARTER—Bendix automatic engagement with control button on dash.

CLUTCH—Single plate dry disc type—rubber cushioned.

TRANSMISSION—Synchro Safety Shift type; silent helical type constantly meshed

second speed gears with arrangement for synchronizing gear speeds to provide easy silent shifting. Standard shift, 3 speeds forward, 1 reverse.

FRAME—Double drop type, extra deep channels; 5 cross members.

AXLES—Front: drop forged I-beam Reverse-Elliott type. Rear: semi-floating type, spiral bevel gears. Timken tapered roller bearings.

DRIVE—Hotchkiss type.

BRAKES—Service brakes—4-wheel internal expanding mechanical type, cable and rod operated. Brake drums 12" in diameter, $1\frac{3}{4}$ " wide. Total area of brake lining 214 square inches. Parking brake acts on all four wheels.

SPRINGS—Alloy steel; semi-elliptic; front springs shackled at front; all spring shackles rubber insulated with durable live rubber bushings, requiring no lubrication or adjustment.

SHOCK ABSORBERS—Lovejoy hydraulic.

CHASSIS LUBRICATION—Alemite.

STEERING GEAR—Cam and lever type, mounted on roller and ball bearings. 3-spoke safety steering wheel of one piece pressed steel covered with hard rubber. Coincidental lock.

TIRES—5.00-19, full balloon.

BODIES—Nash-Seaman composite hard wood and steel framed bodies thoroughly insulated against heat, cold and noise. Adjustable driver's seat, sedans and coupes. Interior hardware, bright nickel finished; exterior hardware, chromium plated. Remote control door handles. One-piece fenders.

EQUIPMENT—Twin cowl ventilators. Speedometer. Automatic windshield wiper. Rear view mirror. Tool kit. Chromium-plated head lamps, fender parking lights, and combined stop and tail light with safety red reflex reflector lens.

Bumpers (front and rear), spare tire, tire cover and tire lock, (optional demountable wood, wire or disc wheel equipment, special tires, front fender wells and trunk rack available) at slight extra charge.

WHEELBASE AND MODELS—5-pass. 4-door Sedan, 2-pass. Coupe, 4-pass. Coupe—rumble seat, 5-pass. 2-door Sedan, 5-pass. Sport Phaeton. All models 114" wheelbase.

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.