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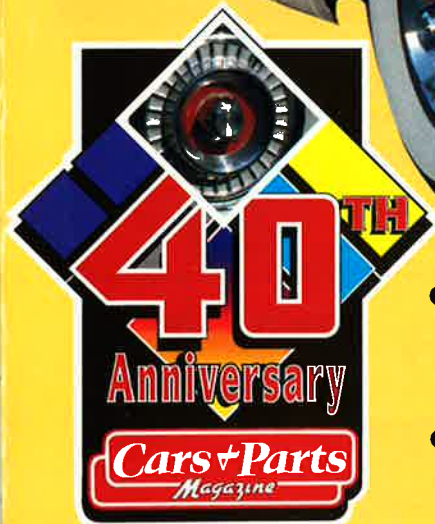


'27 Nash
Advanced
Six
touring



History of
Chrysler

Chrysler's
300-C
convertible
of 1957



- Rear shelf replacement
- Gas tank repair & reseal
- Master cylinder rebuild





'27 Nash Advanced A Six touring



By Dean Shipley

Everybody was talking automobiles." That remark was made by George Stowe in January 1927. Stowe, the president of the Automobile Merchants Assn. of New York, went on to say, "I never before heard at a show so much automobile talk among the visitors. The fine thing about it was that they showed a clear knowledge of the essentials of a good automobile."

The article in *Automobile Topics*, also reported attendees went beyond cursory

examination to "more thorough and intelligent study, and discussion of respective merits predominated in the conversation inside Grand Central Palace."

Despite a deep freeze that January, interest in the cars at the 27th annual New York Auto Show was hot! "Interest in automobiles and the desire of ownership is unabated," the article said. Even a blizzard could not hold down show attendance figures, which "soared" over those

Photos by the author

1. One automotive writer in 1927 said Nash's latest additions to its model line—the Sport Touring, Cabriolet and Coupé—had "swagger." All three models were introduced together in February 1927.

2. The sculptured radiator cap added winged flair to the '27 models. Nash logo was adopted in 1917.

of the 1926 show. Public interest was high in what the writer called "the new stuff."

Nash Motors Co. had "new stuff" to be sure and showed off much of it at this prestigious show. Actually Nash had "opened" its '27 season six months prior to the show in June 1926. (It was not uncommon in those days for an automaker to announce a production year's line as many as six months before the beginning of the calendar year.)

When Nash introduced its "new and improved" 1927 line, it was coming off the best year in its 10-year history. The 1926 model year set a production record with 135,595 units made. Nash Motors Co. continued to do well into the '27 model year and posted figures that made it the second best overall.

By this time, the company, headed by the likable Charles W. "Charlie" Nash, had been built into a going concern, that was, as they used to say, "sound as a dollar." Try 56 million of 'em. Published figures showed the company with assets of more than \$56 million and outstanding debt of around \$2.5 million. One article

calculated his ratio of assets to liabilities to be 14:1, the best in the business (by comparison, Chrysler was about 6 to 1, GM 4 to 1.)

And Nash was making money. In the first quarter of 1927, Nash made a net profit of \$3.9 million. That was off slightly from \$4.1 million for the same period one year earlier. A dividend of one dollar per share of common stock (approximately \$64 per share) was paid to stockholders in April 1927.

Interestingly, quite a number of those stockholders were Nash employees themselves. Rank and file workers, not counting corporate officers or top-level executives, held shares in the Nash Motors Co. that added up to \$17 million.

The fact that the company stood on a granite-like financial foundation and the employees were willing to personally invest in their company, proved a tribute to its leader, Charlie Nash.

At age 64 in 1927, Nash remained committed to his goal of building a car that "leads the world in motor car value." A hearty soul, who would work into his early seventies, he was the product of an up-from-the-bootstraps youth. Though he worked his way out of poverty to become a millionaire, Nash, a former president of General Motors, never forgot his "common man" roots.

"I belong to the common people and I'm proud I do," he said in an interview that appeared in *Automobile Topics*. "I

3. *The Advanced Six Sport Touring exemplified the luxurious, open automobile. The top was made of Burbank cloth, a waterproof, all cloth, tightly woven fabric that proved very durable. Nickel-plated hardware was used throughout the top mechanism.*

4. *Though side curtains could be installed to fend off inclement weather, the touring car was more beautiful than practical. By the late '20s, open cars were being shunned in favor of the more practical closed cars.*



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5. Koziol added brake lights and turn signals to the otherwise stock automobile. He drives it regularly. Yes, there are plenty of rain-free days on which to enjoy this open beauty. When Nash introduced its Advanced Six Sport Touring in the second half of its model year, Nash Sales Manager E.H. McCarty commented that it would be an appropriate choice as a second car for America's then perceived growing trend toward two-car households.



Orange wheels (yes, they're correct) add a startling accent to the beige and black beauty. Wire wheels, five of them, were standard on the Advanced Six Sport Touring, with the fifth one mounted at the rear, as seen here. The 6 x 20 tire size dropped the car's stance to give it a more rakish look.

6. STOP spelled out in the glass lens of the brake light.



honestly treasure the goodwill and the respect and the confidence of the men working with me and for me more than all the money I have ever made. If I didn't have that, if I ever gave them cause to lose it, well, I guess I wouldn't sleep nights."

His sleep was apparently as sound as his company which employed 15,000 men and women in five plants. The combined area of the plants was 240 acres with a floor space of 4,000,000 square feet.

With his people apparently happy and a plant turning out nearly as many cars as ever, Nash had reason to be optimistic about the company's future. He expressed his conservative optimism in interviews during the 1927 model season. In an interview in November of 1926, Nash said that he believed business conditions were conducive to a good year of business for 1927. After citing certain agricultural "setbacks" (a bumper crop of cotton drove prices down and bad weather damaged the wheat), Nash said, "I believe we will emerge from these drawbacks and find ourselves in a rather healthy position." It's interesting

to note that Nash drew his conclusions from agricultural indicators. America at that time was still very much an agrarian society, but the auto and aviation industries would change that eventually.

Nash felt the condition of the auto industry was safe and sound, but would need "a settling down process." But Nash said, "I believe it to be a fact that the automobile business will be done by fewer manufacturing companies in the future than in the past, but that automobiles will be made in larger numbers and that they will be made better each year ...

"There is no question that the automobile industry is passing through the same stage that all great industries have experienced — a settling down process which will leave the total business in the hands of a few factories eminently qualified to remain in business. We have now reached a point where one year of depression would wipe out a great many manufacturers." In less than three short years, Nash's words would prove prophetic as the stock market would

crash and precipitate the worst economic time to ever hit the country. Auto companies would indeed be wiped out, but Nash would survive. In 1927, Nash was satisfied with the company's position

The Nash Advanced Six and its competitors

Make	Model	Price	Pass.
Buick 115-27	4-dr. sedan	\$ 1295	5
Hupmobile, A	Touring	1325	5
Nash	Touring	1330	5
Studebaker Std.	Six Cust. Vic.	1335	4
Hudson	Brougham	1395	4
Nash	2-dr. sedan	1425	5
Velie 60	Club Phaeton	1450	5
Velie 60	Sedan	1450	5
Studebaker	Spec. Six Coach	1480	5
Nash	Touring	1490	7
Flint	B-60 Brougham	1495	5
Davis	92-27 Touring	1495	5
Elcar	8-82 Sedan	1790	5
Nash	Victoria	1790	5
Kissel	6-55 2-dr. Brm. Spec.	1795	5
Rickenbacker	8-80 Sedan	1795	5
Kissel	8-75 Std. Touring	2085	7
Nash	Sedan (Ambassador)	2090	7
Kissel	6-55 4-dr. Brm. Spec.	2095	5
Diana 8	Cab. Roadster	2095	5

Source: *MoTor* Almanac, Jan. 1927

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7. Seats covered in leather, Circassian walnut and a nickel-plated steering column provided sensory delight to driver and passengers in the Advanced Six Sport Touring. The transmission has a lock near the base of the shifter.

8. The Advanced Six models carried full instrumentation in a center-mounted instrument board. The light-colored panel was preferred for the top of the line, while a dark-colored panel was used in the Light Six and Special Six models.

9. The Spartan duo-tone horns came as standard equipment on the Sport Touring; they were mounted on the passenger side, just ahead of the front door.

the industry and felt that the Nash automobile "has never represented a greater value than it does today."

Some of the consolidation Nash talked about in those interviews did take place during that year. For example, Dodge Brothers bought Graham Brothers; General Motors bought Fisher Body; the Chandler and Cleveland motor car companies merged; General Motors also bought Flint Motor Co., Flint, Mich., for \$3,750,000; and the Auburn Automobile Co. bought the Lexington Motor Co. of Connersville, Ind.

Even with the changes taking place around him, Nash felt confident his company would remain a viable player. "So far as the Nash Motors Co. is concerned, I can say advisedly that we were never better prepared to meet competition than at the present time. The new models ... we feel, place Nash dealers about six months head of the competition as it will be at least that long before imitations of these body designs could be produced."

Nash had plenty of new models to offer in 1927. By the time the company concluded its model introductions through May, it would offer the mid-priced buyer an astounding 26 models. These spanned a range that started with the Light Six Five Passenger Touring car at \$865. This line of cars was the former Ajax line that Nash had renamed the year before. A companion sedan was offered at \$995 and eventually a Deluxe Sedan for \$1,085. The company actually provided Nash badges and hubcaps to those Ajax buyers who wanted to scrub the mythological champion's name and go with Nash, a name that had a reputation for quality.

In the middle of the mid-priced cars stood the Special Six models and at the top of Nash's mid-priced quality spectrum was the Advanced Six Series. Many of these cars were built on a 127-inch



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and visor-less fronts. But bodies were more subdued to offer pleasing, innovative coaches without the "Gallic exaggeration," as one reporter put it. He also described the coachwork as pleasing and "a very effective innovation."

The new '27 Ambassador Advanced Six, the top-of-the-line sedan, listed for \$2,090, while the Cavalier's suggested retail price was \$1,695. The Ambassador, a name Nash would use for years, was finished in two shades of blue with gold striping and light blue wire wheels and rode on a wheelbase of 127 inches. The Cavalier was finished similarly, but in two-tone green and was built on a 121-inch wheelbase. Both cars shared fine interior appointments of tufted mohair velvet interior, with the Ambassador's in blue, the Cavalier's in taupe. Circassian walnut trimmed the windows in both vehicles.



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wheelbase, except for some smaller bodied models. The roadster and a five-passenger touring car came on the 121-inch wheelbase. Nash busily brought out models to meet the "special" desires of those customers interested in finer appointments.

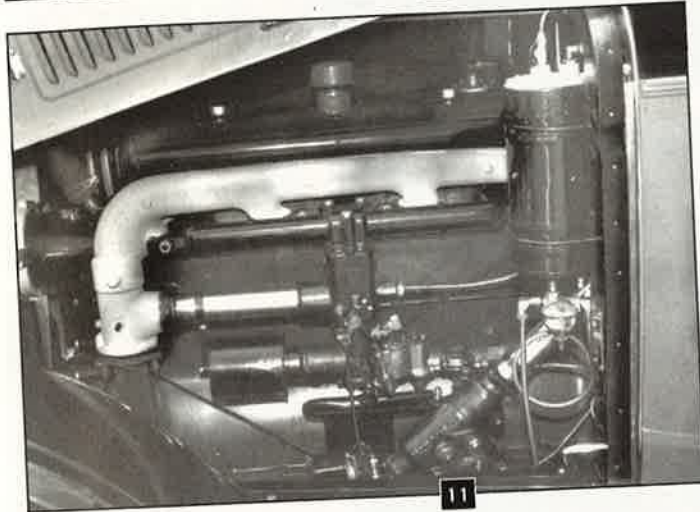
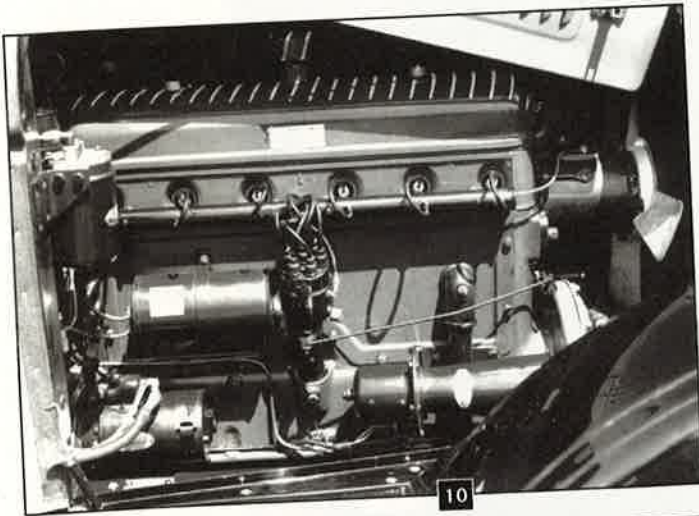
Nash introduced its Ambassador Special Sedan, which was mounted on the Advanced Six platform of 127 inches, at the New York show in January 1927. A Special Six Sedan, the Cavalier, on the 121-inch wheelbase, and a Light Six DeLuxe Sedan were also introduced. Coachwork took inspiration from French carrossiers, with convex-curving backs

Subsequent to the introduction of these obviously two fine practical sedans came three of Nash's more playful models. Nash announced in March 1927 it would roll out a Cabriolet on the Special Six chassis and two models on the Advanced Six chassis: a Coupe and a Sport Touring. These were cars, as one writer put it, with "swagger."

When it came to swagger, The Sport Touring outswaggered the rest. *Automobile Topics* spoke expressively about it. "This car has the dashing lines and grace of a roadster, plus the appreciated utility of ample space for extra passengers and extremely smooth roadability." The article also noted the harmonious color scheme — beige body,

Competitors	
Price	Pass.
1295	5
1325	5
1330	5
1335	4
1395	4
1425	5
1450	5
1450	5
1480	5
1490	7
1495	5
1495	5
1790	5
1790	5
1795	5
1795	5
2085	7
2090	7
2095	5
2095	5

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Author's note: Thanks to Glenn Railsback, of Illinois, for providing information on the Seaman-Dunning Corp.

black fenders and orange wire wheels — and other amenities such as the lockable trunk on the back and tonneau locker on the back of the front seat. The selling price was \$1,540.

An article appeared in the May 7, 1927 issue of *Automobile Topics* that touted the appeal of the Nash Sport Touring. It called it "widespread." "Among the latest open 'sport' cars, the Nash Sport Touring is rapidly assuming a place among the leaders in popular favor. It is distinctive because of its number of original features of equipment and appointments" The Sport Touring had upholstery of shark grain leather that was called "distinctive, untufted, smooth in texture and of rugged character."

That was probably just so much hype, because open cars such as the Sport Touring were not as popular as they once were. For all their sharpness and swagger, handsome open cars were not practical. Closed sedans were, however, and their numbers were growing daily.

To handle the increased demands for closed cars, Nash invested heavily in its Seaman body plant, also known as the Seaman-Dunning Co. of Pine Bluff, Ark.

In 1927, the company invested a half million dollars in a new mill that could produce 2,000,000 board feet per month.

Nash reportedly had held interest in Seaman since 1919. It's been said his agreement with the Seaman brothers, Irving and Harold, was merely by handshake. C.A. Dunning was the plant's general manager.

Those stylish bodies could only be enhanced by the fine mechanics Nash built into its automobiles. At the heart of it all was Nash's own overhead valve six cylinder engine with a crankshaft spinning on seven main bearings. This was done to eliminate vibration caused by excess flexing of the crankshaft particularly at high



10. Nash's overhead valve engine of 278-cubic-inch displacement was upgraded in '27 to produce 69 horsepower. With its highly touted seven main bearing crankshaft, it was the epitome of smoothness for a car in the mid-priced range. The engine also featured pressure feed lubrication to the main and connecting rods, and camshaft bearings, as well as the overhead valve mechanism. An oil filter was also used.

11. The Advanced Six models used an updraft vacuum feed Marvel carburetor of Nash design. The Special Six and Light Six models used Carter carbs.

12. Nash had four-wheel brakes with internal expanding in front and external contracting in the rear. The Nash had a solid front axle with leaf springs bolted thereto.

13. A set of tools, standard on the Advanced Six Sport Touring, was stored in the driver's door.

14. The trunk, one of the first built-in exterior trunks in the industry, was also standard issue. It was securable and opened from the side—for good reason. When the top was folded down, it rested on the nickel-plated prop fastened to the top of the trunk. The side door gave trunk access with the top in the folded position.

speeds. In its advertisement copy that was called "crankshaft whip."

Nash also "whipped up" the power output of the 278.4-cid overhead valve six to 69 hp, from 60 in the '26 version. The engine was mounted on rubber mounts in an effort to insulate the rest of

the car from noise and vibration as a result of the engine's operation. Nash was one of several manufacturers, Chrysler and Stearns to name two, to use the rubber engine mounts.

Nash touted its "Straight Line Drive" and said "power flows directly from

engine to the rear axle in a straight line" that allowed for "powerful pickup at low speeds."

Nash had four-wheel mechanical brakes. On the front were internal expanding while in the rear were external contracting.

The Kenosha, Wis.-based firm offered its 26 models for 1927 without raising prices above the '26 levels.

Nash built 122,632 cars for the '27 season, 10 percent of which were exported to overseas markets. (Some of those exports were shipped to Norway and Sweden for use as taxis — Nashes were chosen for their dependability in harsh climates.) Total production reflected a drop of 10 percent from the '26 model year, which, at 135,595 cars, set a record. But Nash's numbers followed an industry-wide trend for '27, which was off 10 percent overall from the 1926 figures (3.8 million produced in '26 vs. 2.9 million in '27 for the industry). Nash did rebound in '28, when it turned out 138,170 cars, a company record that would stand until 1950.

Standard Equipment for Advanced Six 5-Passenger Sport Touring Car

- Genuine brown shark-grain leather upholstery; seat springs designed specially for exceptional riding comfort
- Genuine Burbank top; natural wood bows; nickeled fittings and individually tailored boot
- Curtains individually tailored; when not in use carried neatly in door pockets
- Genuine walnut steering wheel, walnut finish instrument board with indirect lighting — all instruments in single panel under glass, including hydrostatic gasoline gauge and motor heat indicator
- Double-beam headlamps controlled from steering wheel
- Auxiliary inbuilt trunk located directly back of front seat; has lock and key
- Large highly finished steel trunk at rear which is an inbuilt feature of the body. Opens conveniently at right side; has lock and key
- Adjustable robe strap
- Rear vision mirror
- Automatic windshield wiper
- Distinctive two-tone horn
- Aluminum kick plates
- Transmission lock
- Flush type cowl ventilator
- Foot rest
- Rubber inlaid running boards
- New longer nickeled parking brake lever and steering column
- Felt-lined rubber mat for front compartment; carpeted rear compartment
- Polished aluminum guard bars on top of trunk
- Rubber pedal pads
- Tools carried in left front door compartment under lock and key; extra pocket at each side of tonneau
- Five wire wheels as standard equipment

Source: Dealer sales literature

SPECIFICATIONS 1927 NASH ADVANCED SIX SPORT TOURING

GENERAL DATA

Body style: 4-door touring
Passenger capacity: 5
Base price: \$1,540 f.o.b. factory
Price as equipped: \$1,750
Options: Federal bumpers, bumperettes, spare tire

BASIC SPECIFICATIONS

Wheelbase: 127"
Length: 190"
Width: 74"
Height: 70"
Weight: 3,500 lbs.
Ground clearance: 8.25"

INTERIOR

Headroom: 35.5"
Legroom (front): 43.5"
Hip room: 62.6"
Shoulder room: 56.9"

ENGINE

Type: Inline 6 cyl.
Displacement: 278.4 cu. in.
HP @ RPM: 69 @ 2,500 rpm
Taxable HP: 28.36
Compression ratio: 4.6:1
Bore x stroke: 3.43" x 5"
Induction system: Single carburetor, Marvel U4S, 1.25" venturi, special Nash design

Ignition system: 6 volt

Fuel: Regular
Exhaust: Single
Valve configuration: Overhead
Main bearings: 7

TRANSMISSION

Type: 3-speed manual
Ratios:
1st — 3.25
2nd — 1.82
3rd — 1.00
Reverse — 4.83
Clutch: Borg & Beck, single plate, 11"

DIFFERENTIAL

Type: Semi-floating, spiral bevel gears
Ratio: 4.5:1

SUSPENSION

Front: Rigid I-beam axle, semi-elliptical leaf springs, 39.5 x 2"
Rear: Rigid axle, coil springs

FRAME

Type: Channel section with 5 crossmembers, reinforced side rails

STEERING

Type: Gemmer worm & roller, Marles type
Ratio: 17.5 gear; 19.7 overall
Turning radius: 25'

BRAKES

Front: Internal expanding band type
Rear: External contracting drum diameter front and rear: 16"
Effective swept area: 126 sq. in., front; 222 sq. in., rear

TIRES

Size: 6.00 x 20
Type: Full balloon, combination tread all around

CAPACITIES

Cooling system: 22 qts.
Gasoline tank: 15.5 gals.
Engine oil: 8 qts.

CALCULATED DATA

HP/CID: 25
LBS/HP: 50.72
LBS/CID: 12.59

Nash also experienced a slight drop (2.8 percent) in earnings from '26 to '27. But Nash was making plenty of money. In fact, it topped *Motor's* list of earnings reports for both years. The "number" for Nash in '27 was \$22.67 million; for '26, \$23.34 million.

The 1927 Nash Advanced Six Sport Touring car illustrated here has been in the same family since it was new. The car's 70-year odyssey began in Washington, D.C., where it was purchased new by Horace Caffi from Wallace Motors. The Nash would be the only car Caffi, a bricklayer, would ever own. After 40 years in the Caffi family, the car was passed to his nephew and present owner, John Koziol of Bellevue, Wash.

Always maintained as roadworthy (the windshield bore a D.C. mechanical inspection sticker from 1968), Koziol drove it to meets, with the intention of eventually restoring it.

The restoration had to be postponed as Koziol's career promotions literally moved him and his family back and forth across the country several times from Maryland to the state of Washington. Finally settling in the latter by 1982, Koziol commenced restoration. It would be a 10-year labor of love of what is believed to be the only remaining '27 Nash Advanced Six Sport Touring.

The car was completely disassembled and restored, piece by piece, in Koziol's basement. Les Culver, a retired supervisory mechanic with a special affection for Nash, assisted Koziol. Culver not only helped with mechanical projects, such as the engine, transmission and brakes, but

also gave encouragement to Koziol over the long haul.

The restoration of the Seaman body proved to be the most difficult task. Sections of the body, with its compound curves, had dry rotted. Numerous pieces had to be carefully rebuilt with new ash lumber. The steel panels had survived better than the wood and needed only minor restoration. They were painted with fresh Sahara beige paint with contrasting black. Fenders were painted black and the wire wheels painted orange as per the original color scheme. During disassembly, Koziol found some original paint on the car that had remained covered since it was new, so he was able to obtain a paint that matched the original shade perfectly. He also found a color chip from the period that corroborated the color. The car was painted by Harold Christianson of Redmond, Wash.

Wood work and mechanical work were performed by Koziol and Culver. Fresh, tan, "nutmeg" leather upholstery, Burbank top and side curtains, and the carpeting were done by Paul Reichlin of Cedardale Upholstery, Mt. Vernon, Wash.

This award-winning Sport Touring Nash is no trailer queen. Koziol drives it regularly to shows and on tours in the Washington-Oregon area. It has plenty of power and for a car 70 years old, remains very roadworthy. The joy of driving the big open air Nash only magnifies the satisfaction of the completion of the 10-year restoration.