

Nash produced a Full Classic[®] Series each year from 1930 through 1934

A total of 18 are owned by CCCA members nationally

Periodically *The Roadrunner* prints an article about American made Full Classics[®]. The most recent articles about Locomobiles, Marmons, McFarlans and Mercers were in the December, 2005 issue.

By Les Jackson

In the early 1930's Nash took a stab at entering the luxury car category with its top of the line offerings.

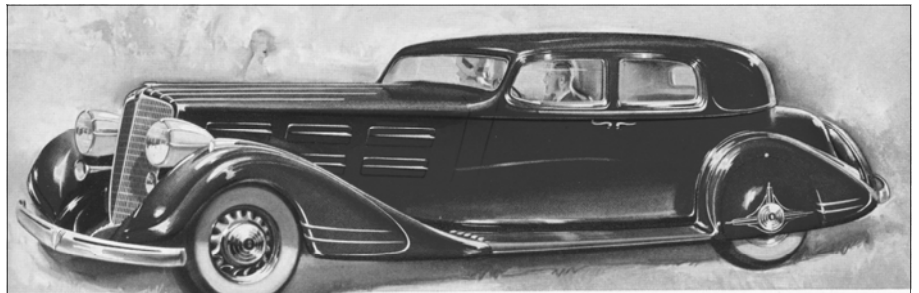
Many years later CCCA included a number of Nash series of cars from 1930 through 1934 in the list of Full Classics[®]. There are only 18 of these listed in the CCCA Handbook as owned by members. (One of those Classic Nashes is a custom bodied 1940 Nash)

The first of the Classics was the 490 series in 1930 which included 11 different body styles. The car had a "twin-ignition" 8 cylinder engine of 298.6 cubic inch displacement and 100 horsepower at 3200 rpm. Compression ratio was 5.25:1 and there

were 9 main bearings. Wheelbases were 124 and 133 inches. This was the first eight cylinder by Nash. Tires were 6.50 x 19.

The 1931 series 890 was nearly identical in appearance to the 1930 Series 490. Nine different models were offered. The engine was almost the same, but horsepower was increased from 100 @ 3200 rpm to 115 @ 3600 rpm.

Nash produced two different sets of series in 1932. In the Full Classics[®] category there were the 990's and the 1090's. The 990's were very similar in design to the 890's from the prior year and used the same



Ambassador Eight FIVE-PASSENGER BROUGHAM . . . 142-INCH WHEELBASE
Rear side wheel shields as illustrated—optional on eight extra cost on any Nash model

The sleek looking 1934 Nash Ambassador Eight 5 passenger brougham on the 142" wheelbase. Nash literature of the period showed artistic models with exaggerated hood length. The only models offered in the 1290 series were 4 door cars of various configurations in standard and deluxe versions.

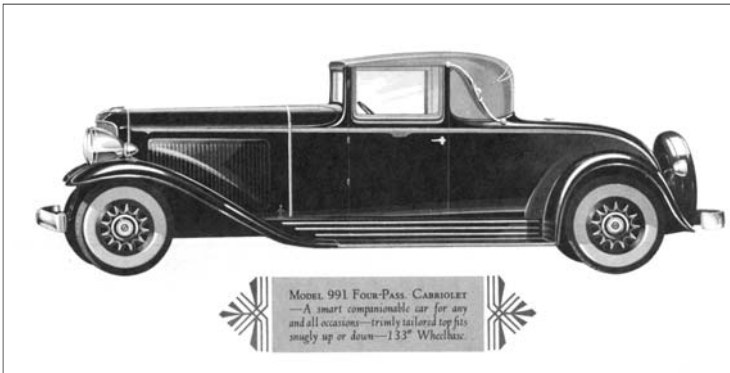
*A*MBASSADOR EIGHT
FIVE PASSENGER CONVERTIBLE SEDAN
133-inch Wheelbase



This is the stylish 1933 Nash Ambassador Eight Series 1190 five passenger convertible sedan on the 133 inch wheelbase. Note the size of the trunk and the spare tire in the back of the car.

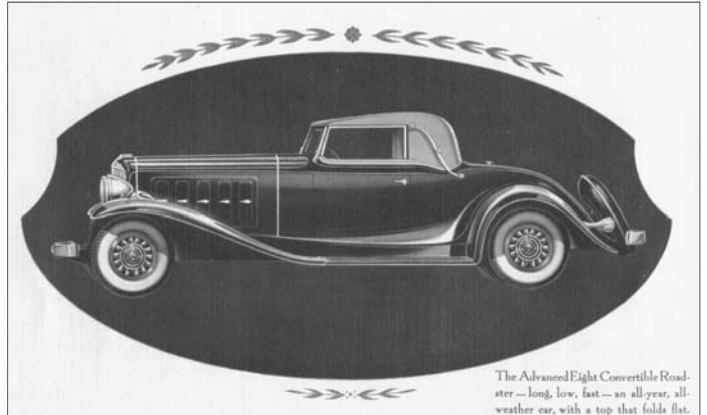
engines. Ten models in the 990 series were offered.

The new 1090 series introduced during the year was significantly redesigned and modernized. There were two designations within the series, the Ambassador and the Advanced 8. The Ambassador rode on the larger 142" wheelbase while the Advanced was on the 133" wheelbase. The engine was larger than the 990 and the earlier Nash Classics with a displacement of 322 cubic inches producing 125 horsepower at 3600 rpm. A total of nine models were offered in the 1090 series.



Lee Barthel is the only Arizona Region member with a Full Classic® Nash: a 1932 Series 1090 Victoria coupé. Willard Pike of the region formerly owned a 1932 series 1090 brougham club sedan. (See the October 2002 issue of *The Roadrunner*.)

The early 1932 series 990 Nash 4 passenger cabriolet with rumple seat is on the 133" wheelbase. Contrast it with the 1932 series 1090 which came out later in 1932, shown to the right.



The later 1932 model 1090 series Nash Advanced 8 convertible roadster is shown here. Note the lines are much smoother than those of the earlier 990 series cabriolet above left.

Tires were 7.00 x 18.

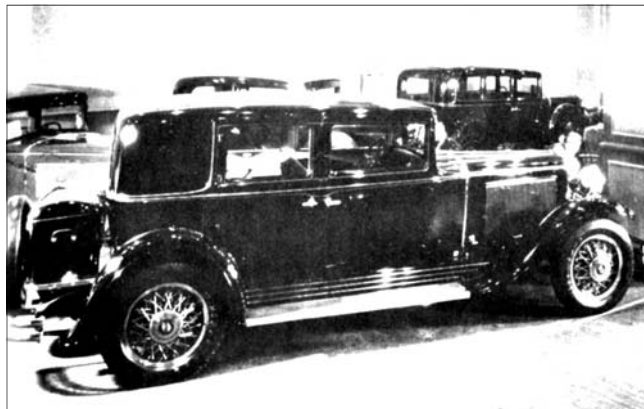
The next year, 1933, the depression was really taking hold of the country's economy and the 1190 Full Classic® Nashes were a similar design to the prior year with the same motor.



Nash commissioned Count Alexis de Sakhnoffsky to design the 1934 cars including the Full Classic® 1290 series which offered six different models in the 133" and 142" wheelbases. Tires were 7.00 x 17. The engines were the same as those from the 1090 and the

1190 series.

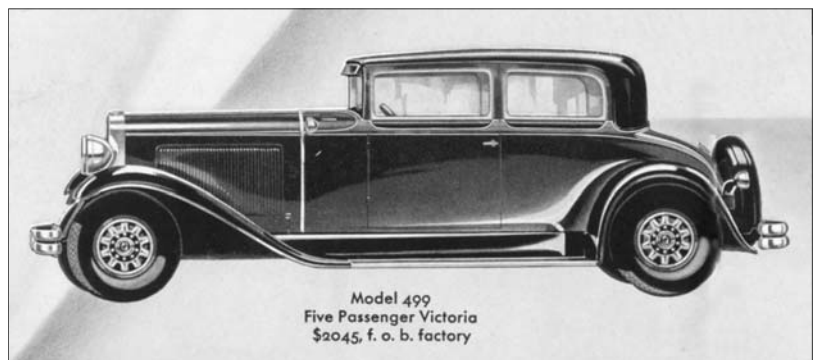
Nash was actually one of the relatively more successful car makers during this period, but it was mainly because of the sales of the lesser non-classic models.



The 1931 five passenger Ambassador sedan was photographed at an auto show. This model is the 897 (890 series) and sold for \$1,825 new.

Factory prices and weights of Classic Nashes (typically the 4 door sedan for the series):

- 1930: \$1795; 4000 pounds
- 1931: \$1565; 4000 pounds
- 1932 (series 990): \$1595; 4000 pounds
- (1090 Advanced 8): \$1595; 4350 pounds
- (1090 Ambassador 8): \$1855; 4510 pounds.
- 1933: \$1595, 4510 pounds.
- 1934: \$1475; 4330 pounds.



In 1930 the Full Classic® Nash was the 490 series. This is one is the Model 499, a 5 passenger Victoria which sold for \$2,045 new. The cheapest 490 series car was the 2 door sedan at \$1,675 and the most expensive was the 7 passenger limousine at \$2,385.