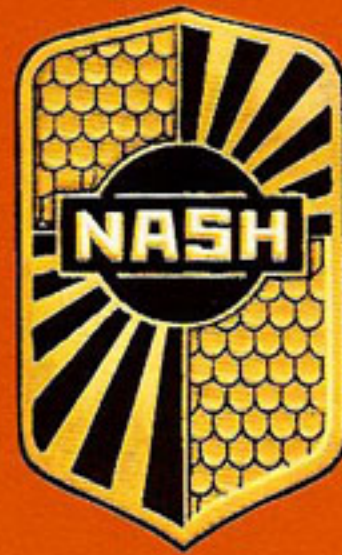


The
"400" series for 1930



SINGLE SIX

Coupe . Cabriolet

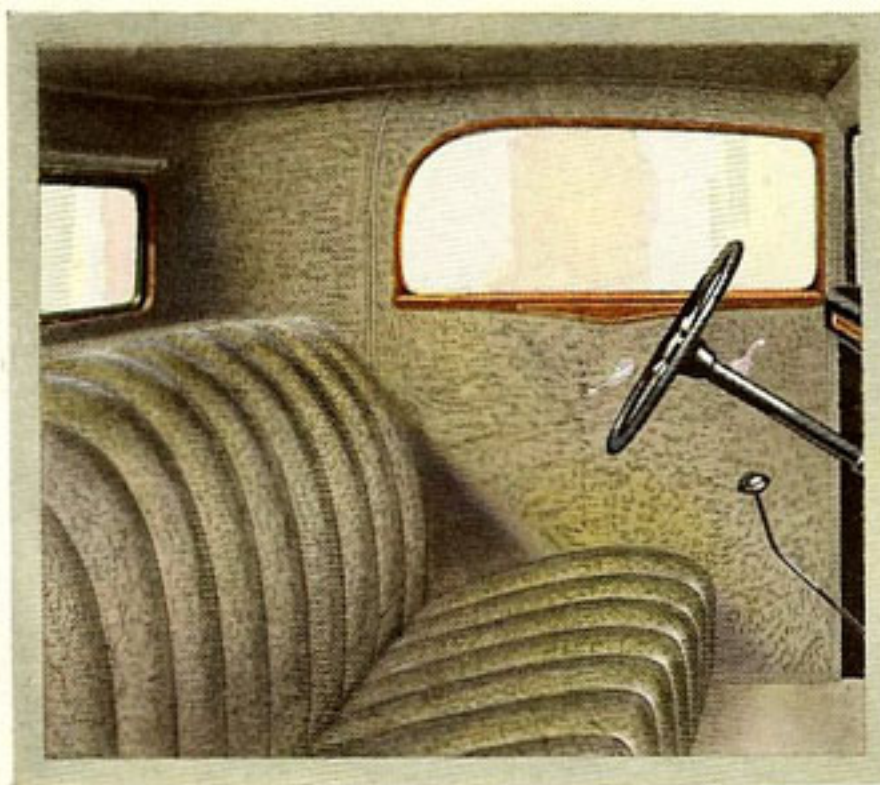


SINGLE SIX COUPE

THE new Nash "400" Single Six for 1930 is a finer expression of the modern motor car mode.

The Single Six is a considerably larger car, longer in wheelbase, in hood and in body.

It is a striking car, with a straight hood line, typical of smart European design, and suggestive of equally smart performance. Its new beltline repeats the body color above the moulding, contrasting it with the tones in both the moulding and the window reveals—a charming origination for 1930, by Nash body artisans.

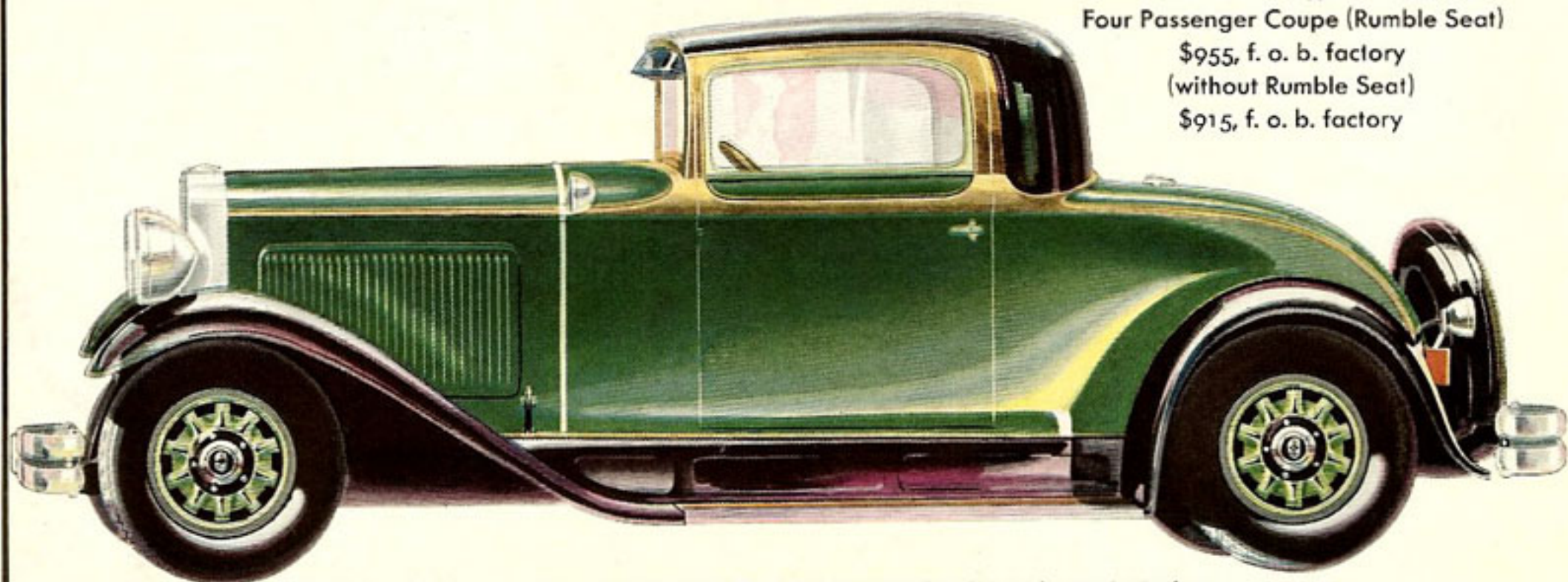


The head-on effect is another achievement in masterly design. Smart, automatic shutters are built into the higher, narrower-rim radiator. Big headlamps and cowl lamps are entirely finished in rich and enduring chromium.

And in the "400" Salon body upperstructure, Nash stylists have forecast the future in body design. Instead of the

straight sides and flat arched roof so commonly seen, the arch is started at the waistline and continues symmetrically to the top. The effect from either front or rear, is to replace unnecessary bulkiness with pleasing slenderness and grace.

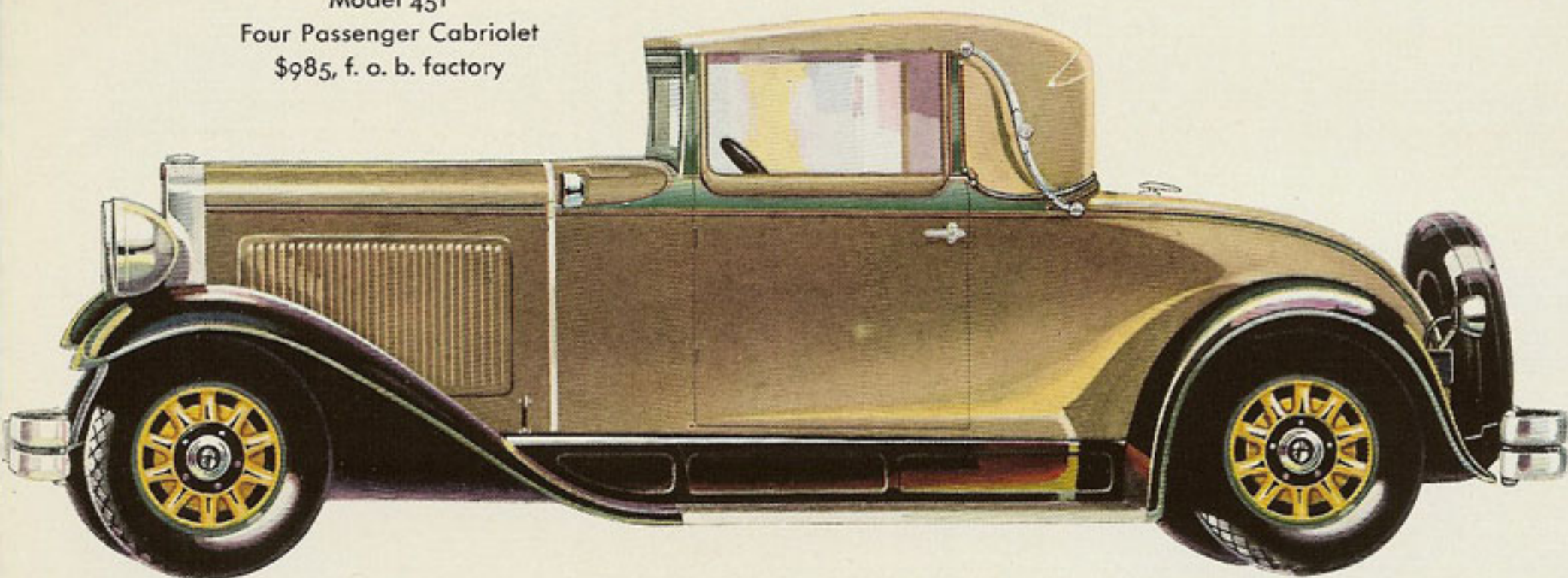
An important and delightful member of the new "400" Single Six ensemble of motor cars is the Coupe for two — or, at slight extra cost, for four with rumble seat instead of baggage compartment. The upholstery is smartly tailored mohair, the new instrument panel is an authentic moderne design, the seat has a new tilt and a new contour to seat its passengers more comfortably. A new fibre insulating shield for inner dash and floor boards, and twin cowl ventilators are unusual features of comfort in this utterly charming personal car.



Model 452-R
Four Passenger Coupe (Rumble Seat)
\$955, f. o. b. factory
(without Rumble Seat)
\$915, f. o. b. factory

The body colors shown on the various models in this folder are not to be taken as the standard colors selected for 1930. The Nash Motors Company reserves the option of making frequent color changes

Model 451
Four Passenger Cabriolet
\$985, f. o. b. factory



SINGLE SIX CABRIOLET

AND in performance the Single Six is even more surpassing.

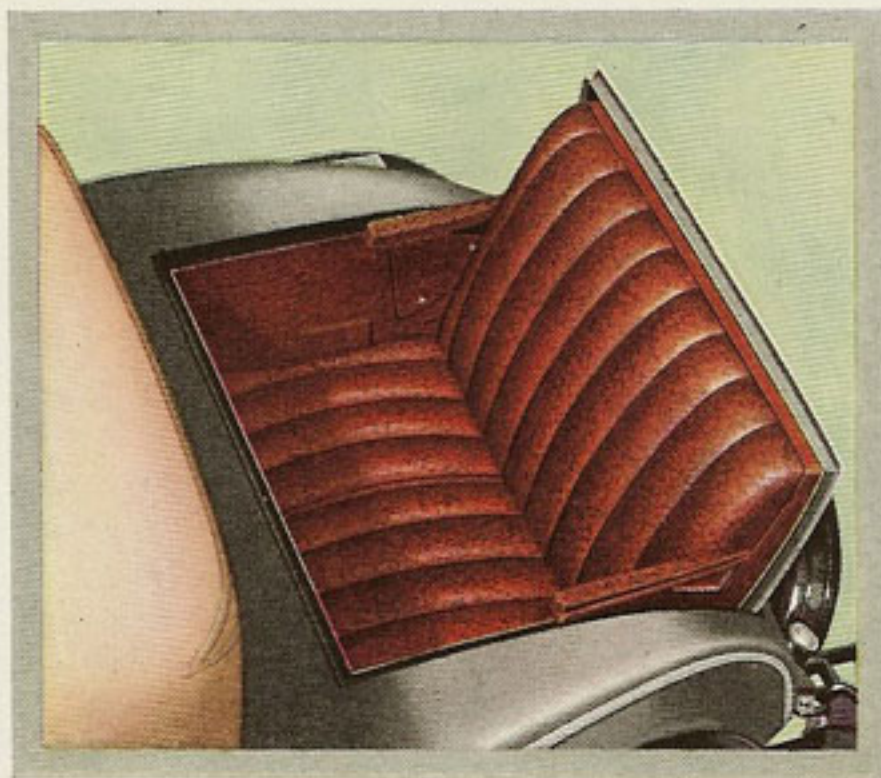
The new high compression, 7-bearing motor is larger and more powerful, with increased displacement, larger valves and improved Invar Strut, aluminum alloy pistons. It is smoother—with a new, completely machined, hollow-crankpin crankshaft plus a vibration damper. Its improved fuelization gains power, saves gasoline. Now, a fuel pump instead of the old-fashioned vacuum tank, and an improved carburetor design, for even more vigorous starting and acceleration.

Automatic built-in radiator shutters are absolutely new to the Single Six price field, and so is chassis lubrication of the completely automatic type found in this great new car.

Another feature of Single Six performance which sets it apart, is a remarkable new, fully-enclosed, internal

expanding, self energizing 4-wheel braking system. The turn of the wheels, forward or backward, tightens the brakes when pedal pressure is applied.

The Single Six double drop frame has been strengthened and is exceptionally wide at the rear, for wider seats and more comfortable seating. Riding is also easier, with hydraulic shock absorbers, built to the frame, as standard equipment. The starting control is now on the instrument panel, for more convenient operation, instead of on the floor.



The "400" Single Six Cabriolet, illustrated above, combines closed car comfort with open car style. It embodies the ideas of the younger set of their car's appearance and what it should be able to do. But there is no age limit on the popularity of this Nash type. It gains more friends every year as more people discover how easy it is to raise and lower the top—how completely open it is when used as an open car—how comfortably enclosed it is when the weather calls for the top up.

"400" SERIES FOR 1930

Specifications—Nash Single Six

MOTOR—6 Cylinders; L head, high compression, high turbulence. 4 point suspension, mounted in rubber. $3\frac{1}{8}$ " bore. $4\frac{3}{8}$ " stroke.

PISTONS—Aluminum alloy with slotted skirts, fitted with Invar struts; 2 compression and 2 oil regulating rings.

CONNECTING RODS—Drop forged steel, double heat treated. Rifle bored for force feed lubrication direct to piston pins.

CAMSHAFT—One piece drop forging; 6 bearings.

MAIN BEARINGS—Bronze backed, babbitt lined; 7 in number. Bearing caps mortised into cylinder block.

CRANKSHAFT—Forged steel, 7 main bearings; machined all over; hollow crankpins; fitted with torsional vibration damper.

MOTOR LUBRICATION—Forced feed to main, connecting rod, camshaft bearings, and piston pins. Positive feed to timing case. Oil filter.

COOLING SYSTEM—Fin and tube radiator. Automatic radiator shutters with thermostatic control. 3-blade pressed steel fan. Water circulated by centrifugal pump.

FUEL SYSTEM—Gasoline pump—positive feed, operated from camshaft. Gasoline strainer.

CARBURETOR—Multiple jet type with adjustable heat control. Air cleaner, crankcase ventilator.

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

BRAKES—Service brakes—4-wheel internal expanding mechanical type, cable and rod operated. Parking brake acts on all four wheels.

DRIVE—Hotchkiss type, drive and torque through rear springs.

CHASSIS LUBRICATION—All points requiring frequent attention are lubricated by an automatic centralized system.

SPRINGS—Alloy steel; semi-elliptic; self adjusting spring shackles.

STEERING GEAR—Cam and lever type.

TIRES—29 x 5.00, full balloon.

WHEELBASE AND MODELS—5-pass. 4-door Sedan, 4-pass. Cabriolet, 2-pass. Coupe, 4-pass. Coupe—rumble seat, 5-pass. 2-door Sedan, 5-pass. Landulet, 4-pass. Roadster—rumble seat, 5-pass. 4-door De Luxe Sedan, 5-pass. Touring; all models $114\frac{1}{4}$ " wheelbase.

"400" SERIES FOR 1930

Nash Single Six—Standard Equipment and Appointments

All Single Six models feature the following Standard Equipment and Appointments:

Lovejoy single acting hydraulic shock absorbers, automatic centralized chassis lubricating system, automatic thermostatically controlled radiator shutters, oil filter, gasoline pump and strainer, air cleaner, crankcase ventilator and self-adjusting spring shackles.

Three-spoke steering wheel with steel core encased in hard rubber; carburetor throttle and lighting switch are mounted on steering wheel with horn button in center. Engine heat indicator, hydrostatic gasoline gauge, speedometer, oil pressure gauge, ammeter, starter button, carburetor heat control button and choke button conveniently mounted on directly lighted walnut finished instrument board. Coincidental ignition and transmission lock mounted on steering column bracket. Twin ventilators on top of cowl with operating levers directly underneath instrument board. Automatic windshield wiper, non-glare rear view mirror. Chromium-plated head lamps and standards, cowl lamps and combined stop and tail light. Cowl lamps have reflectors and lenses similar to the head lamps. Remote control door handles. Hardware, silver finished inside, chromium plated outside. One piece fenders.

All Sedan models are upholstered in mohair with the ex-

ception of the two-door Sedan which is upholstered in velour; and have adjustable driver's seat, ball-bearing crank operated windshield, shirred pockets in rear doors, arm rests, dome light, foot rest. Robe rail in 4-door Sedan. De Luxe and Landulet Sedans are equipped with a built-in rear trunk, and have a chromium-plated head lamp cross bar.

All Coupes are upholstered in mohair, with leather optional, have adjustable driver's seat, ball-bearing crank operated windshield, compartment back of driver's seat and lock type door handle on the rear deck door. The Coupe with rumble seat has an adjustable rear window.

The Cabriolet is upholstered in leather, has a folding top, and a compartment back of the driver's seat. The windshield has slotted tilt arms with wing nuts on sides; lock type door handle on the rear deck rumble seat door.

The Roadster is upholstered in leather, has a folding windshield and folding top with boot, side curtains that open with the doors, large pockets in doors, and a lock type door handle on the rear deck rumble seat door.

The Touring car is upholstered in leather, has a folding windshield, folding top with boot, and side curtains that open with doors. The doors have large pockets and there is a foot rest and robe rail in the rear tonneau.