

"400" series for 1930

TWIN IGNITION SIX

Coupe · Cabriolet

TWIN-IGNITION SIX COUPE AND CABRIOLET

A NEW YEAR, and from a multiplicity of new motor cars, one car emerges to stand apart in style and performance—the new Twin-Ignition Six by Nash. Nash designers have achieved, in the 1930 Twin-Ignition Six, an air of elegance which only studied care in every detail could accomplish.

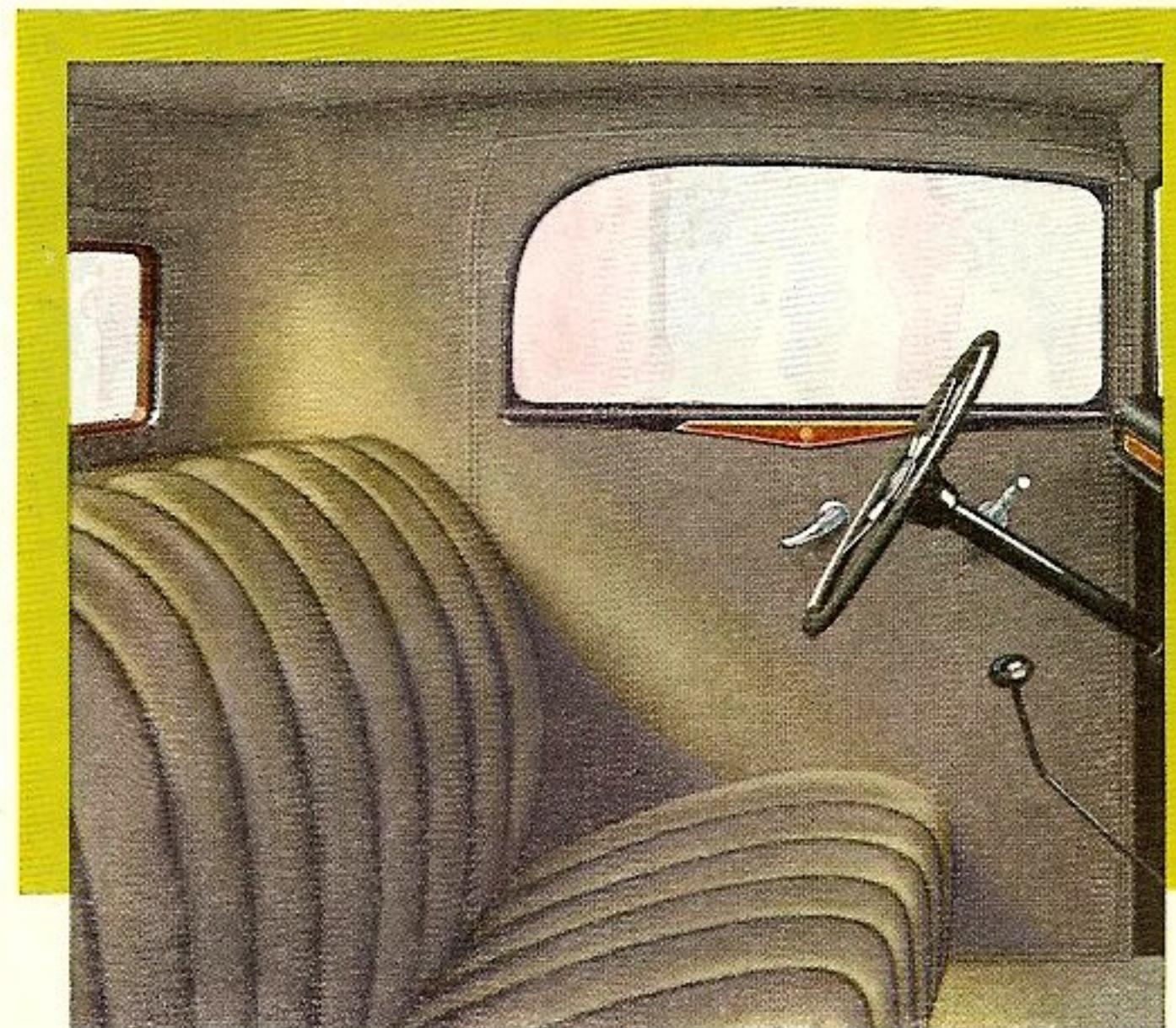
The Coupe and Cabriolet of this new "400" Series of Nash motor cars, illustrated here, show the charm and vivid beauty of this new mode. Poised for action, is the first impression created by the new length of hood and wheelbase, the high radiator line and the smart color contrast in the arrowhead panel on hood top. And by the skillful handling of color at the beltline. The rearward flow of the belt moulding is now emphasized by repeating the body tone between it and the contrasting window reveals—a subtle and very charming detail of Twin-Ignition body artistry. New ebonized built-in automatic radiator shutters, new,

narrow-rim radiator shell, new headlamp standards and stretcher bar, enhance the head-on smartness of these new cars. The new arch to upperstructure sides and top is a Nash style origination which replaces unnecessary bulk with pleasing slenderness and grace.

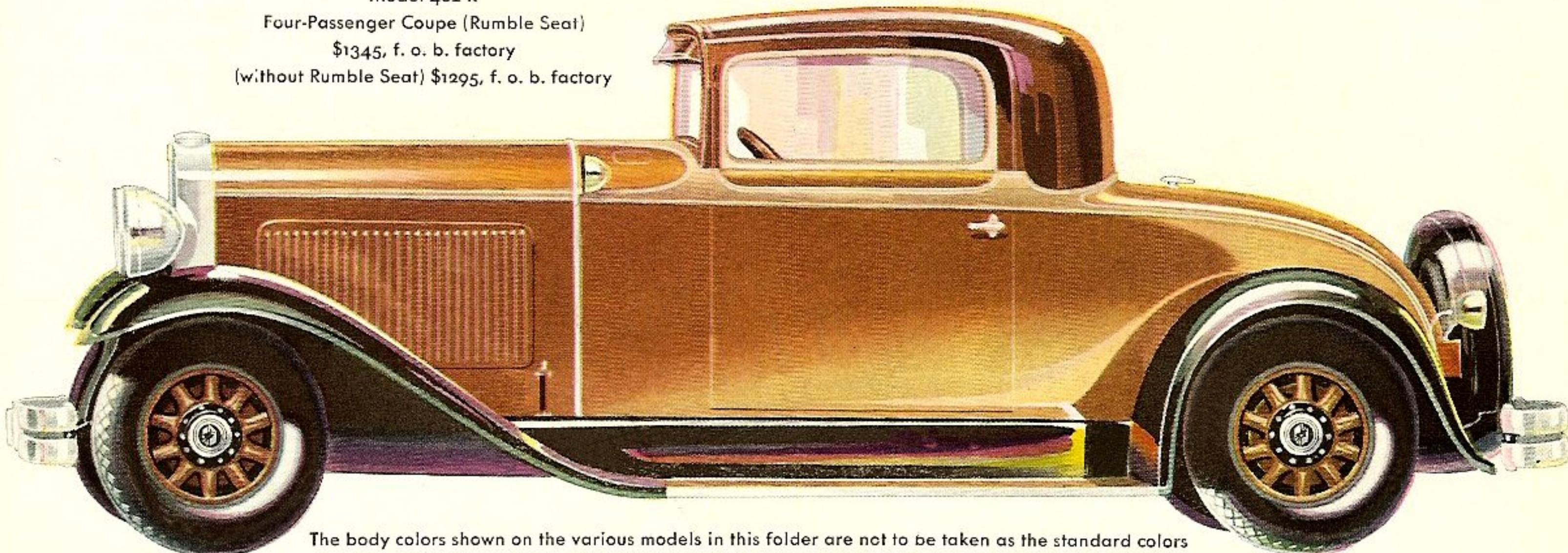
The Twin-Ignition Coupe is upholstered in soft shimmering mohair—the Cabriolet in genuine Spanish leather. The Cabriolet has a commodious rumble seat, with custom lock and handle, and leather for upholstery.

The Twin-Ignition instrument board, interiorware and garnish mouldings are new in design. Their rich patterns, in moderne motifs, inaugurate a new school of motor car interior decoration.

Comfort is stressed in these new cars by new cushions with a more relaxed tilt to seat and back, by twin ventilators on the cowl and by a new thermal-proof fiber shield over inside dash and floor boards, inside the hood, which effectively stops engine heat and fumes.

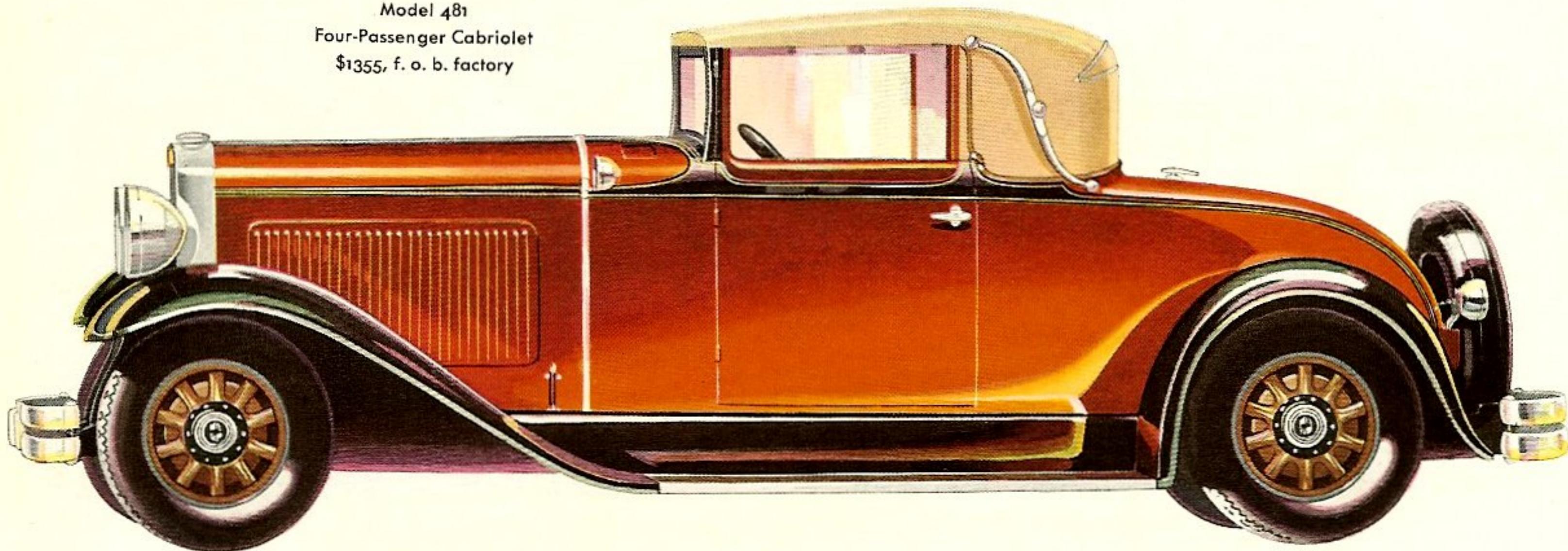


Model 482-R
Four-Passenger Coupe (Rumble Seat)
\$1345, f. o. b. factory
(without Rumble Seat) \$1295, f. o. b. factory



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 481
Four-Passenger Cabriolet
\$1355, f. o. b. factory



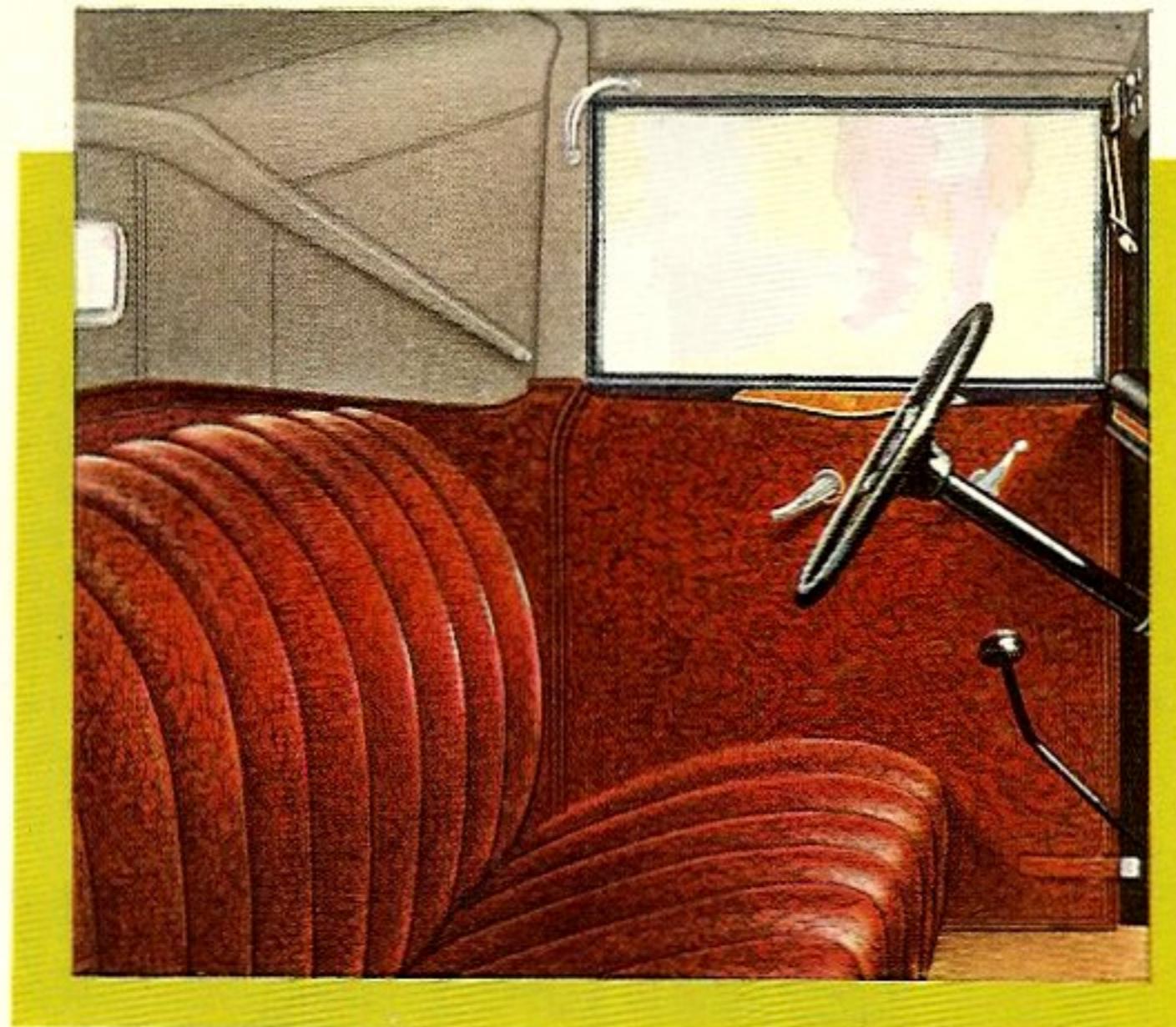
REFRESHINGLY NEW, DECIDEDLY FINER

THESE new Twin-Ignition Sixes are the kind of cars which will be chosen for their charm of manner and performance, by people who base their opinions on strict comparison.

The Nash Twin-Ignition, high compression, valve-in-head motor for 1930 is larger and more powerful. Valves are larger, for more efficient fuelization. The pistons are aluminum alloy with an improved Invar Strut construction. A new and highly developed, positive action fuel pump replaces the vacuum tank.

The Twin-Ignition Six crankshaft has seven bearings and a torsional vibration damper—to make its power flow smooth, effortless, vibrationless. It has hollow crankpins, to reduce centrifugal load and aid its smart acceleration.

Twin-Ignition Six brakes are another high spot in Nash engineering achievement. Their simplicity is amazing—their action smooth, silent, effortless. Fully enclosed, internal-expanding and self-energizing, car momentum, forward or back, serves to apply them with minimum



foot pressure. The parking brake lever is now under the cowl, in handy reach but out of the way, and applies the brakes at four wheels instead of two.

Twin-Ignition Six springs are another noteworthy feature. They are individually designed for the size and weight of each model, and are inclosed in sectional steel spring covers with a rust-resisting inner fabric. The original lubrication lasts for the life of

the car. And the steel cover also serves as a spring clip—holding the spring leaves in their original alignment and efficiency.

The new radiator shutters improve starting and warming-up efficiency. Increased radiator area and water jacket capacity improve cooling. A new, hand-operated starter button on the instrument board adds convenience to starting.

A new steering mechanism provides easier, more accurate control. Bijur Centralized Chassis Lubrication oils chassis bearings at the pressure of a pedal. And new, double-action, Lovejoy hydraulic shock absorbers, mounted directly to the frame, greatly improve riding comfort.

"400" SERIES FOR 1930

Specifications—Twin-Ignition Six

MOTOR—6 Cylinders; valve in head; high compression. 4-point suspension, mounted in rubber. $3\frac{3}{8}$ " bore. $4\frac{1}{2}$ " stroke.

IGNITION—Twin; 12 Aircraft-type spark plugs.

PISTONS—Aluminum alloy with slotted skirts, fitted with Invar struts; 3 compression and one oil regulating ring.

CONNECTING RODS—Drop forged steel, double heat treated.

CAMSHAFT—One piece drop forging; 4 bearings.

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

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

MOTOR LUBRICATION—Forced feed to main, connecting rod, camshaft bearings, and valve rocker arm shaft. Positive feed to timing case. Oil filter.

COOLING SYSTEM—Fin and tube radiator. Automatic radiator shutters with thermostatic control. 4-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 automatic and manual heat control. Air cleaner, crankcase ventilator.

FRAME—Double drop type, extra deep channels; 6 cross members, 5 tubular, on 118" wheelbase chassis; 7 cross members, 6 tubular, on 128 $\frac{1}{4}$ " wheelbase chassis.

BRAKES—Service brakes—4-wheel internal expanding mechanical type, cable 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 the Bijur centralized system.

SPRINGS—Alloy steel; semi-elliptic; all metal covers.

STEERING GEAR—Worm and roller type.

TIRES—29 x 5.50, full balloon on 118" wheelbase, and 31 x 6.00, full balloon on 128 $\frac{1}{4}$ " wheelbase models.

WHEELBASES AND MODELS—5-pass. 4-door Sedan, 4-pass. Cabriolet, 2-pass. Coupe, 4-pass. Coupe—rumble seat, 5-pass. 2-door Sedan, 4-pass. Roadster, and 4-pass. Victoria on 118" wheelbase; 7-pass. 4-door Sedan, 7-pass. Touring, and 5-pass. Tonneau Cowl Touring on 128 $\frac{1}{4}$ " wheelbase.

"400" SERIES FOR 1930

Nash Twin-Ignition Six—Standard Equipment and Appointments

All Twin-Ignition Six models feature the following Standard Equipment and Appointments:

Lovejoy double acting hydraulic shock absorbers, Bijur centralized chassis lubricating system, automatic thermostatically controlled radiator shutters, all metal spring covers, oil filter, gasoline pump with strainer, air cleaner and crankcase ventilator.

Four-spoke steering wheel with steel core encased in hard rubber; carburetor throttle, spark control lever and lighting switch finished in nickel and mounted on steering wheel with horn button in center. Engine heat indicator, hydrostatic gasoline gauge, speedometer, oil pressure gauge and ammeter, grouped in indirectly illuminated satin silver finished instrument panel mounted on instrument board. Starter button, choke button, coincidental ignition and transmission lock and carburetor heat control lever within easy reach on instrument board. Twin ventilators on top of cowl with operating levers directly underneath instrument board. Rubber covered pads on brake and clutch foot pedals. Nickel-plated gear shift lever with hard rubber ball mounted forward on center of toe board. Nickel-plated and black japan finished parking brake lever conveniently located at left of driver. Rubber covered aluminum pedal type accelerator. Twin automatic windshield wipers. Non-glare rear view mirror. Chromium plated head lamps and standards, cowl lamps and combined stop and tail lights. Cowl lamps have reflectors and lenses similar to head lamps. Remote control door handles. Hardware, satin silver finished inside, chromium plated outside. One piece fenders.

All Sedan models are upholstered in mohair, and have adjustable driver's seat, ball-bearing crank operated windshield, rear side arm rests, shirred pockets in rear doors, dome light, foot rest and vanity and smoking sets. The two-door Sedan has built-in rear trunk. All four-door Sedans

have robe rail on back of front seat. The seven-passenger Sedan has mohair or broadcloth upholstery optional, and two folding auxiliary seats in rear tonneau.

The Coupes are upholstered in mohair and have adjustable driver's seat, ball-bearing crank operated windshield, dome light, compartment back of driver's seat, a lock-type door handle on rear deck door, and a golf bag compartment door on right hand side with lock. The Coupe with rumble seat has an adjustable rear window.

The Victoria is upholstered in mohair, has adjustable driver's seat, folding auxiliary seat, ball-bearing crank operated windshield, dome light, baggage compartment back of driver's seat, and a lock-type door handle on rear deck door.

The Cabriolet is upholstered in leather and has folding top, windshield has side tilt arms with wing nuts, compartment at the back of driver's seat, lock-type door handle on rear deck rumble seat door, and golf bag compartment door on right hand side with lock.

The Roadster is upholstered in leather, has folding windshield, folding top with side curtains and top boot, large pockets in doors, lock-type door handle on rear deck rumble seat door and golf bag compartment door on right hand side with lock.

The De Luxe five-passenger Touring car is upholstered in leather, with folding windshield, folding top with top boot and side curtains that open with doors. It also has a second cowl with folding windshield in rear tonneau. The doors have large pockets, there is a large package compartment in back of front seat, rear seat side arm rests, foot rest in rear tonneau.

The seven-passenger Touring car is upholstered in leather and has folding windshield, folding top with top boot and side curtains that open with doors; two folding auxiliary seats, large pockets in doors, robe rail on back of front seat, and foot rest in rear tonneau.