

"400" series for 1930

TWIN IGNITION SIX *and* SINGLE SIX MODELS



"400" SERIES FOR 1930

TWIN-IGNITION SIX *and* SINGLE SIX MODELS

It has always been our earnest ambition at Nash to build motor cars so well that anyone who made comparison would find them more desirable.

A year ago, we announced the Nash "400," with features of advanced design which we considered vital to the improvement and increased enjoyment of motoring.

Its record, in the months that followed, was a record of success that far surpassed our most enthusiastic estimate. Sales have exceeded, by tens of thousands of cars, the sales during any similar period of Nash history.

Now we have built a new "400"—THE 1930 NASH "400"—to succeed that first "400," of

which we think and speak with so much pride.

These new series of Nash Motor Cars, in our opinion, are most worthy to carry forward the name Nash and the name "400"—they are brilliant successors to a great success.

Every new feature, and there are many new features, adds something definitely finer to the efficiency and enjoyment of motoring.

These cars cannot fail to inspire pride and deep satisfaction in the hearts of their owners.

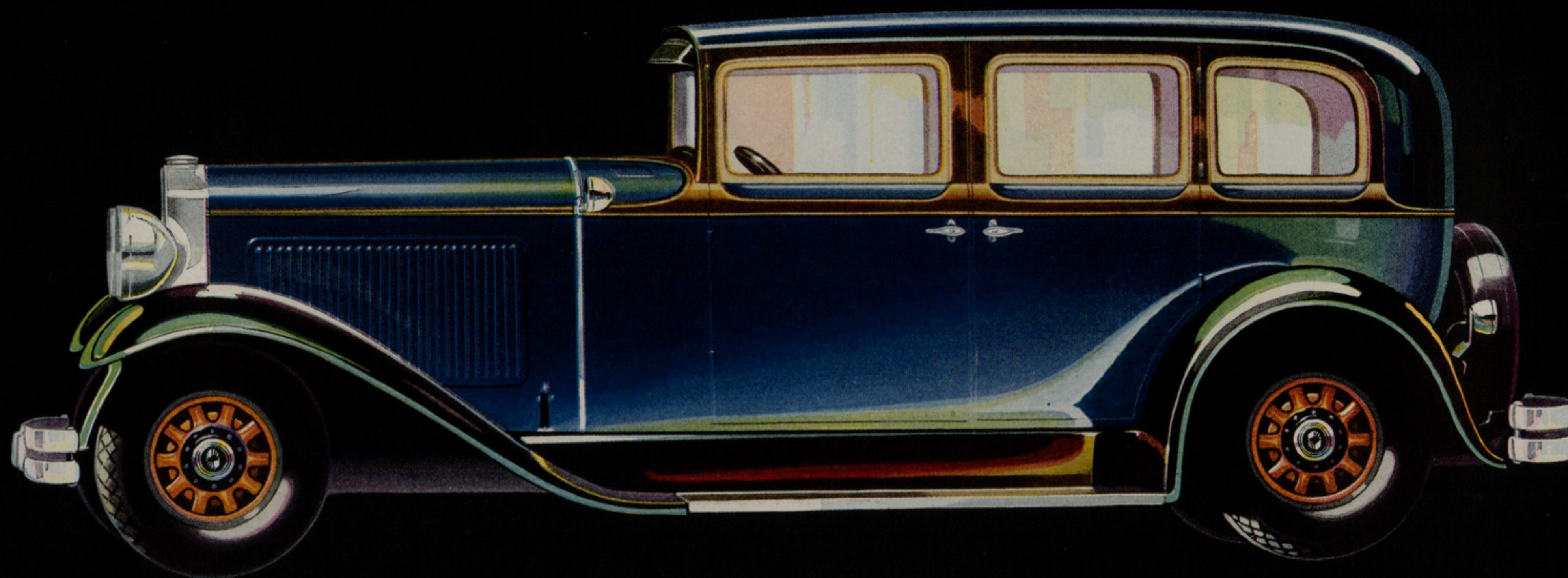
A fine car has been made finer—a great success of 1929 now yields the spotlight to a worthy successor for 1930—a new Nash "400" is ready for the road.

C. W. Nash

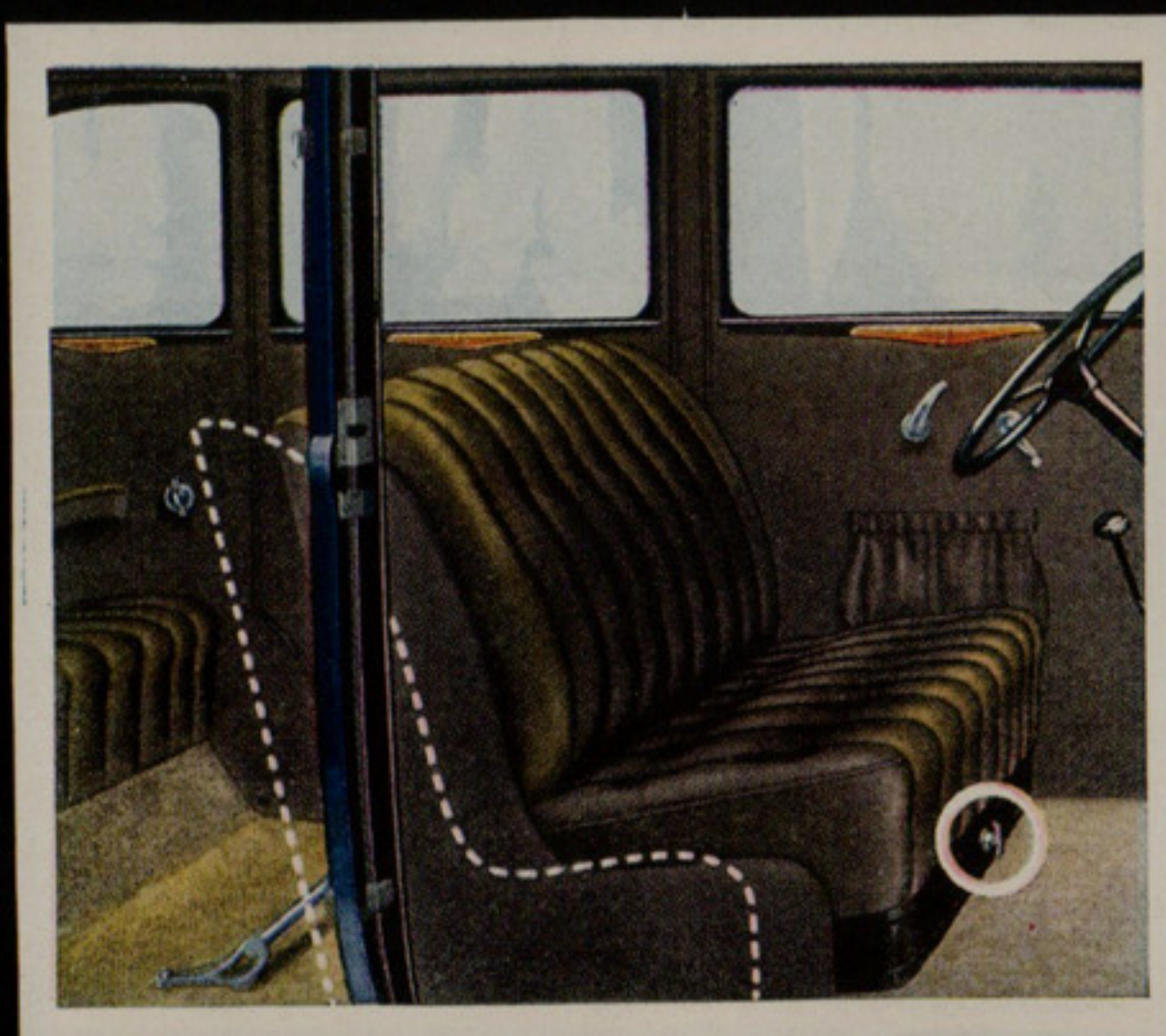




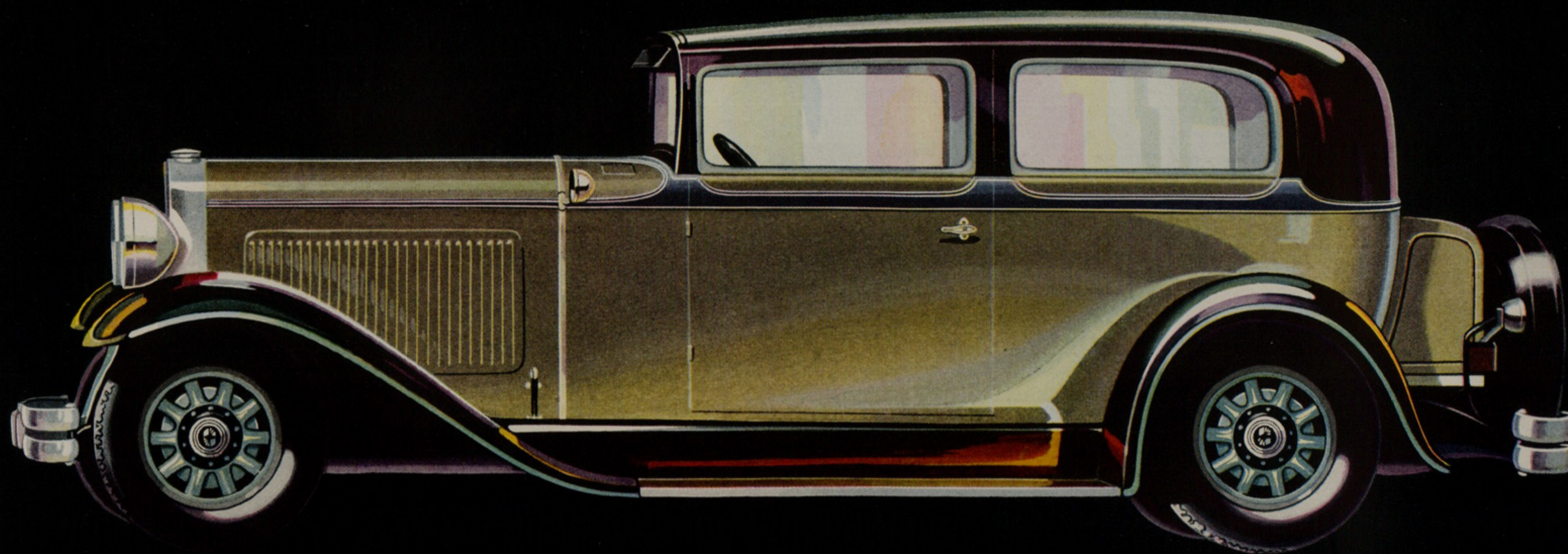
A Worthy Successor to a Great Success - The "400" Series for 1930



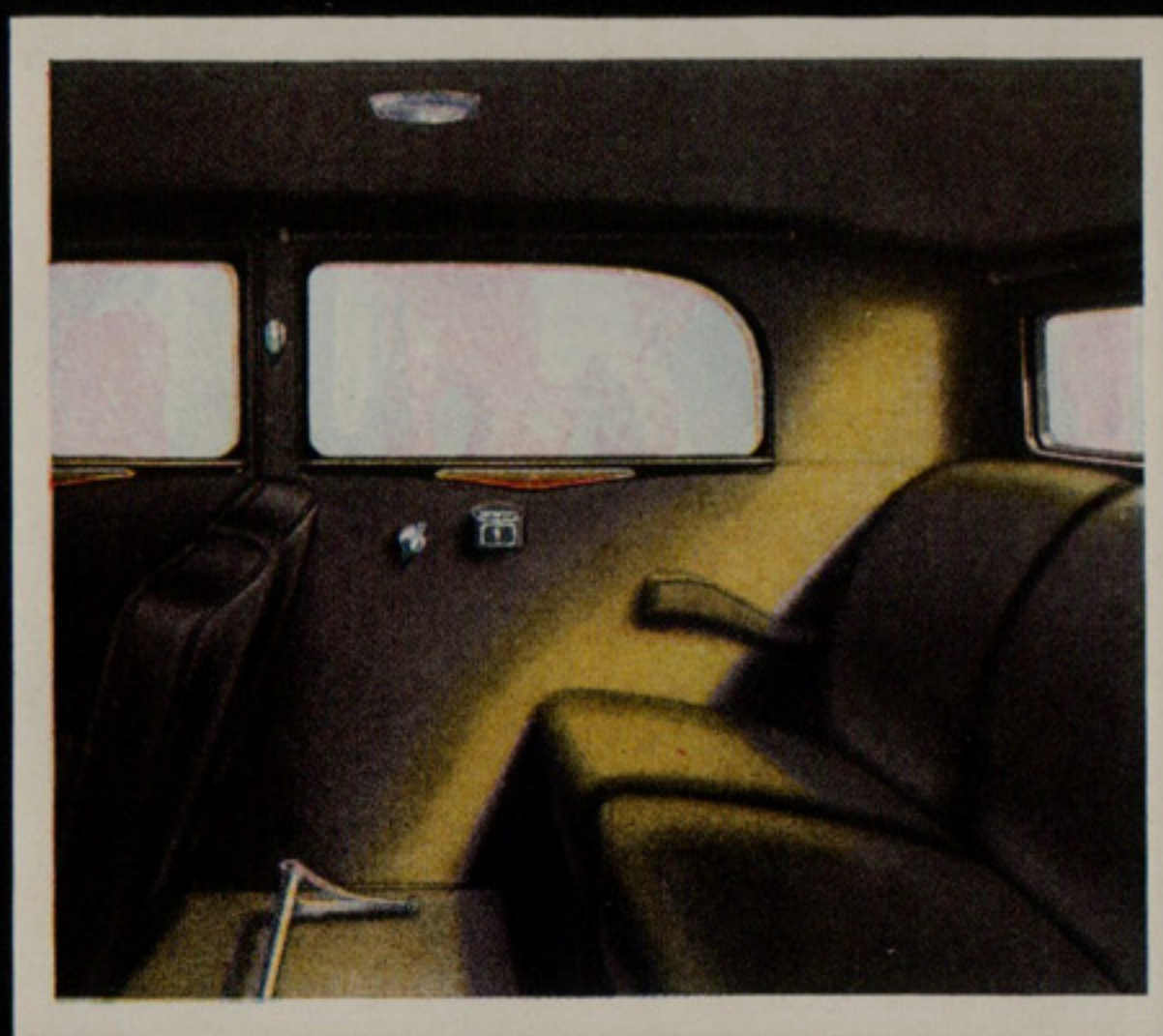
"400"
*Twin Ignition
Six*



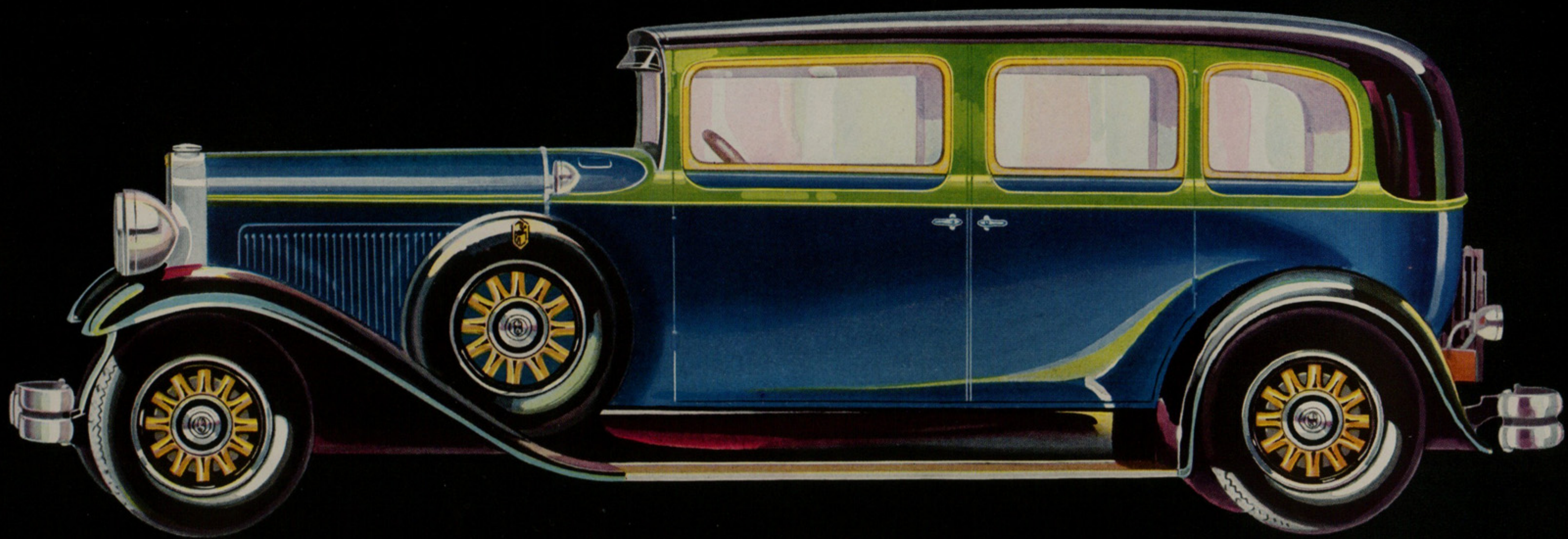
*The
4-Door Sedan
5-Passenger*



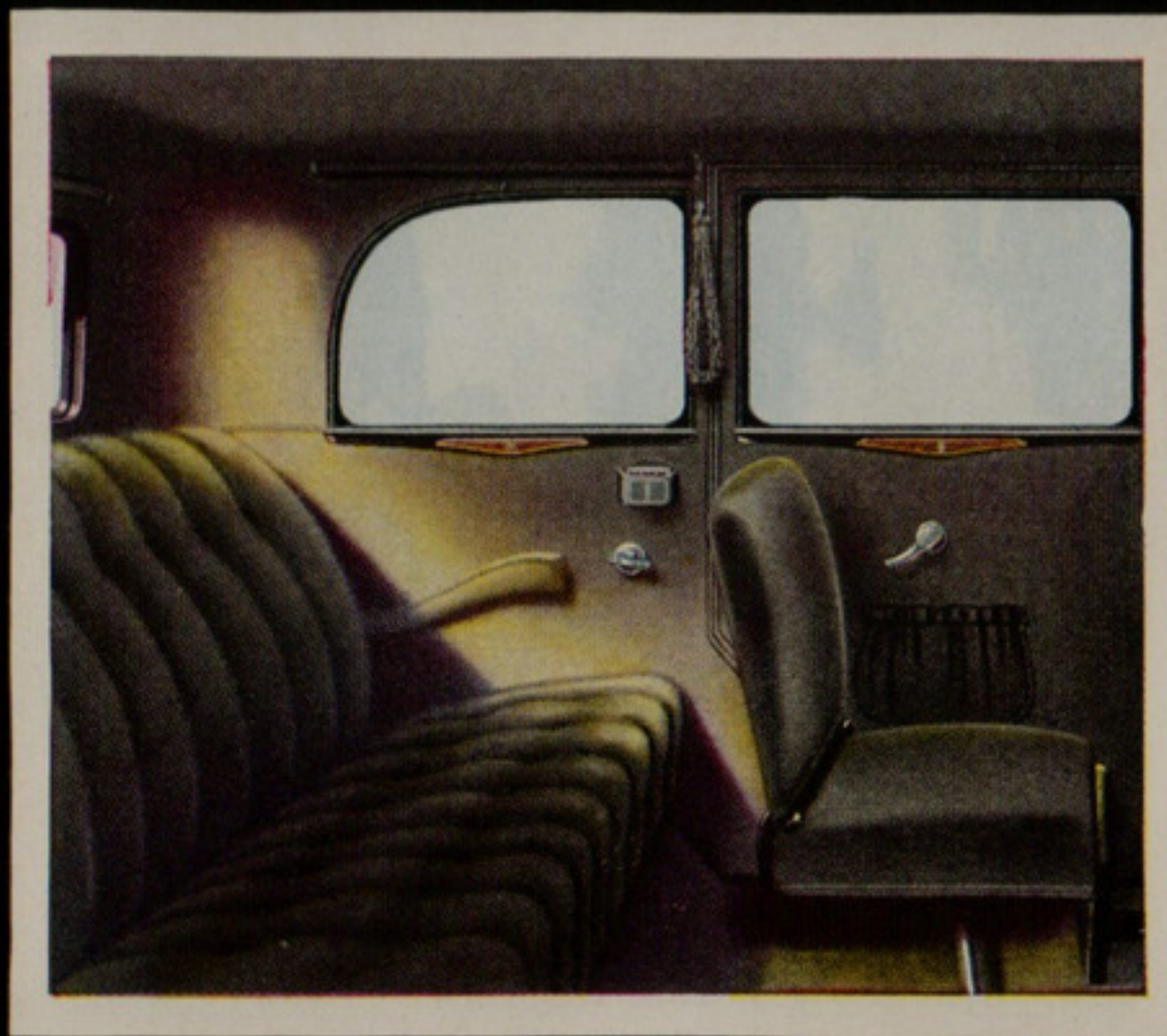
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*Twin Ignition
Six*



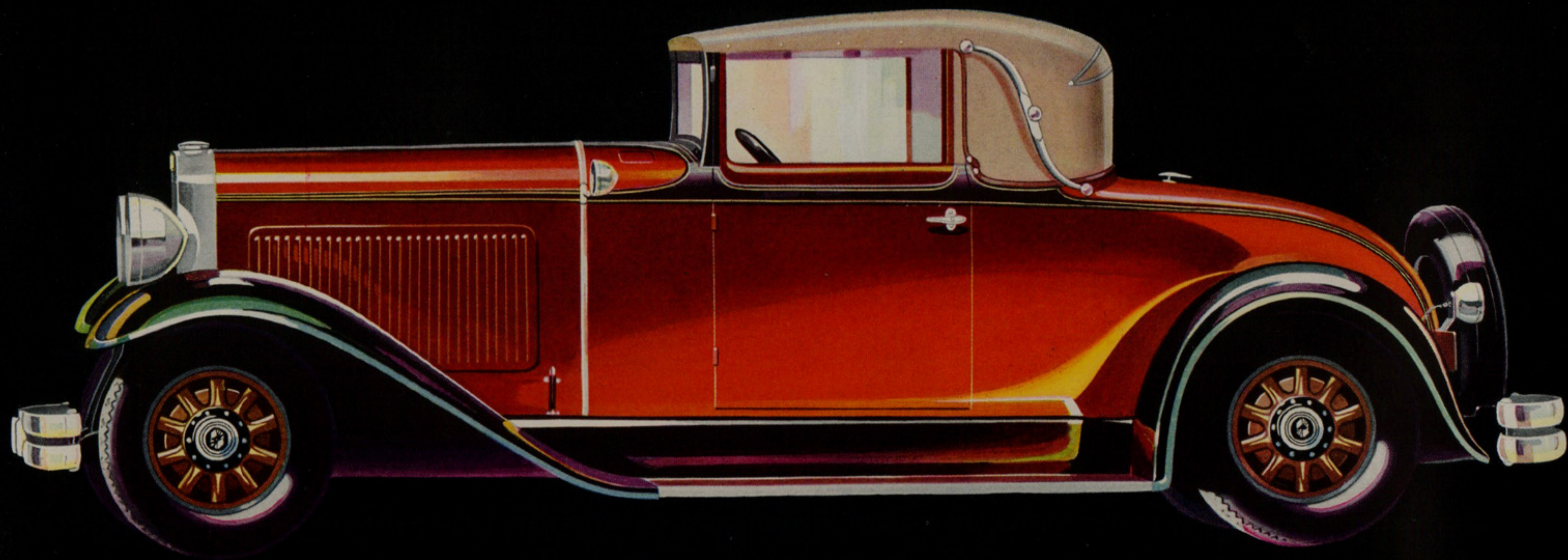
*The
2-Door Sedan
5-Passenger*



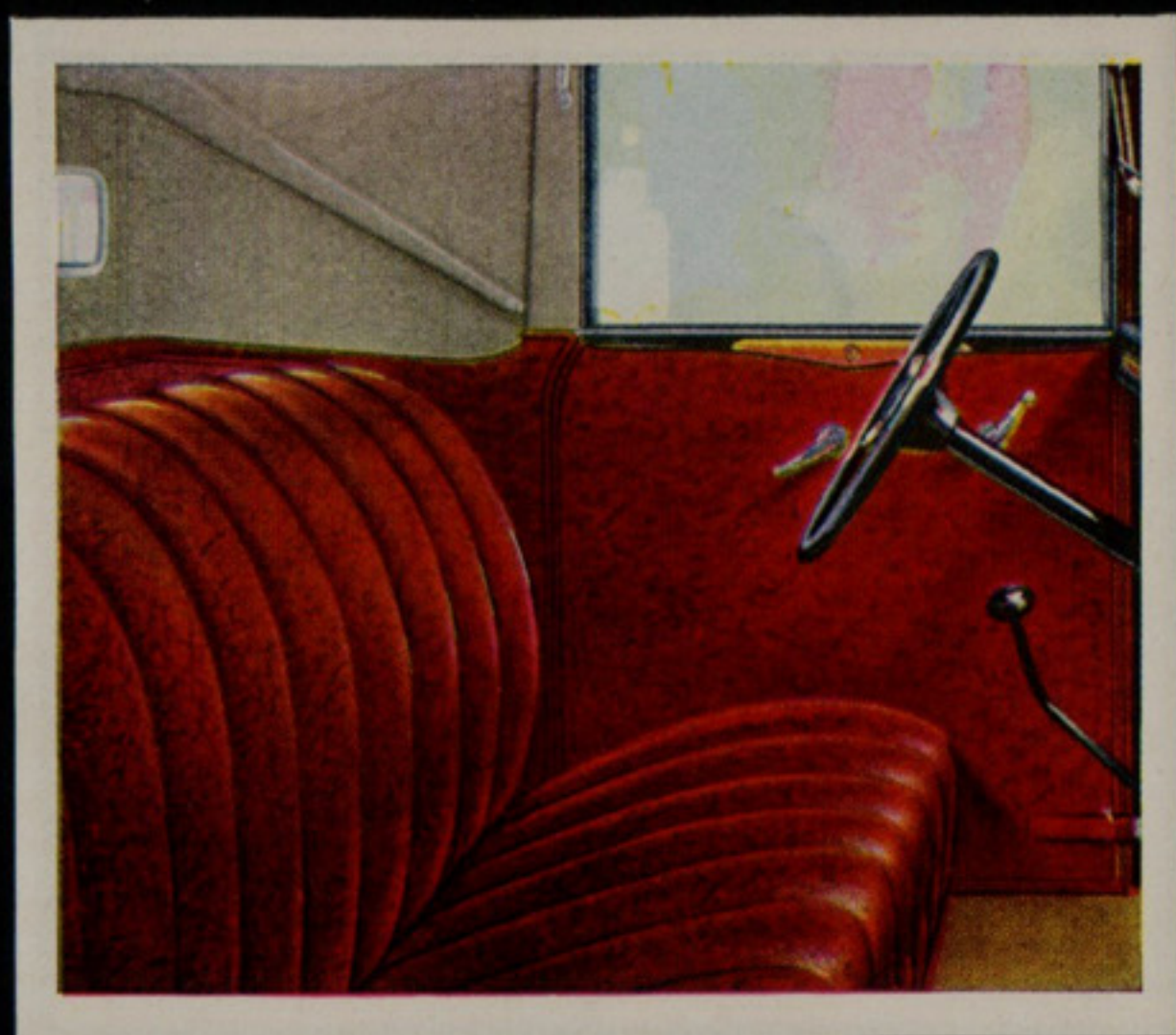
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Six*



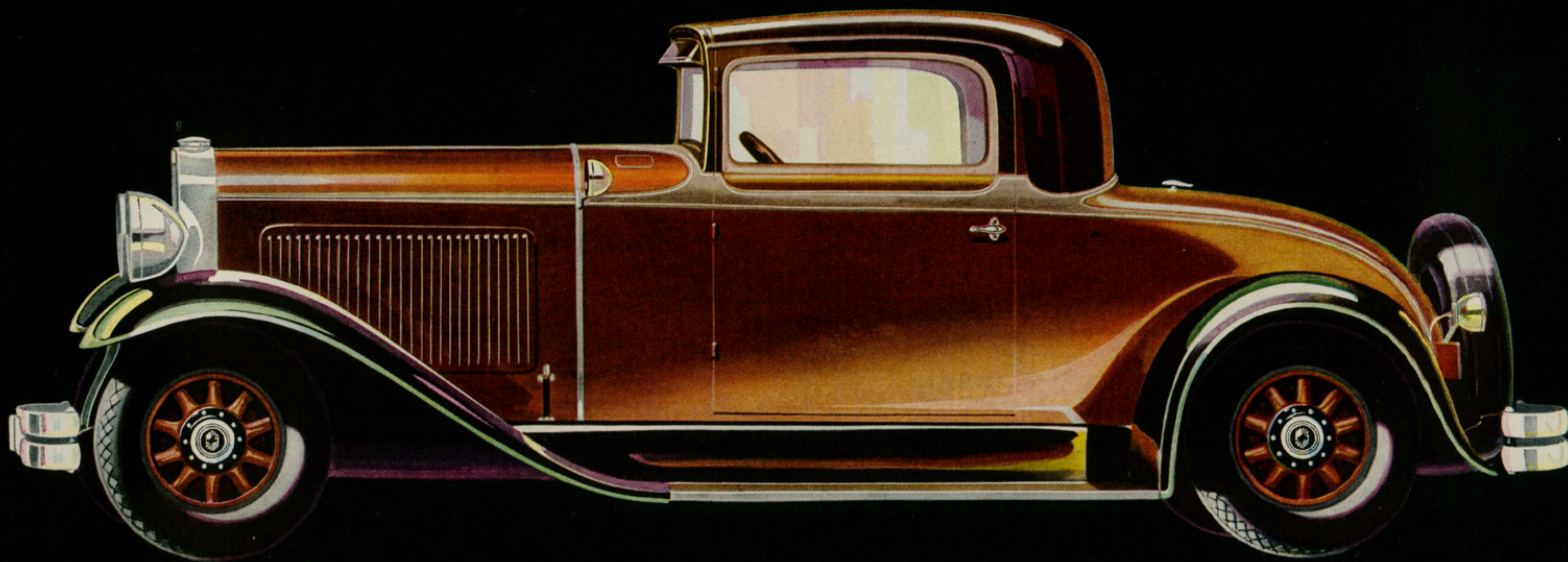
*The
7-Passenger
Sedan*



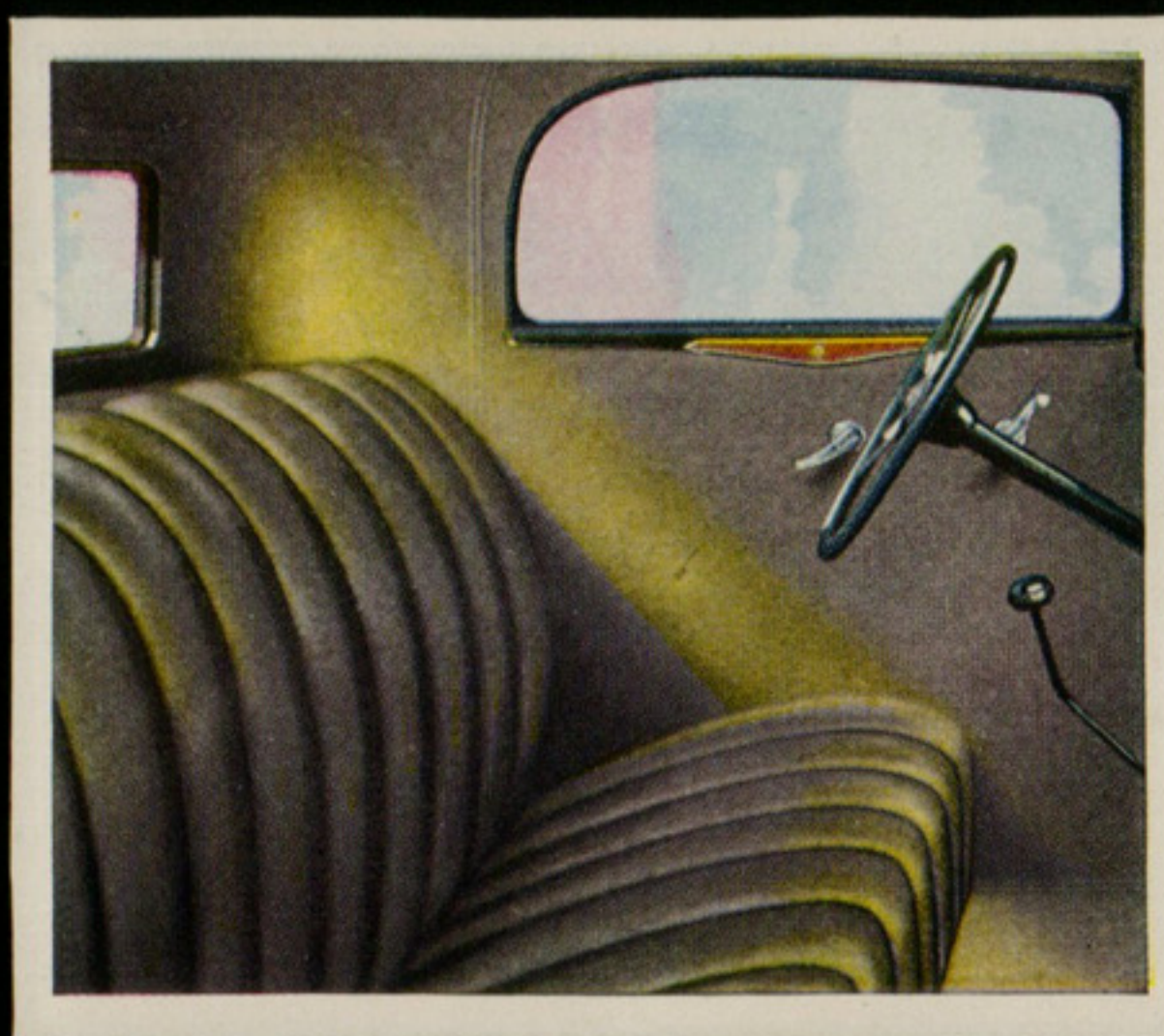
"400"
*Twin Ignition
Six*



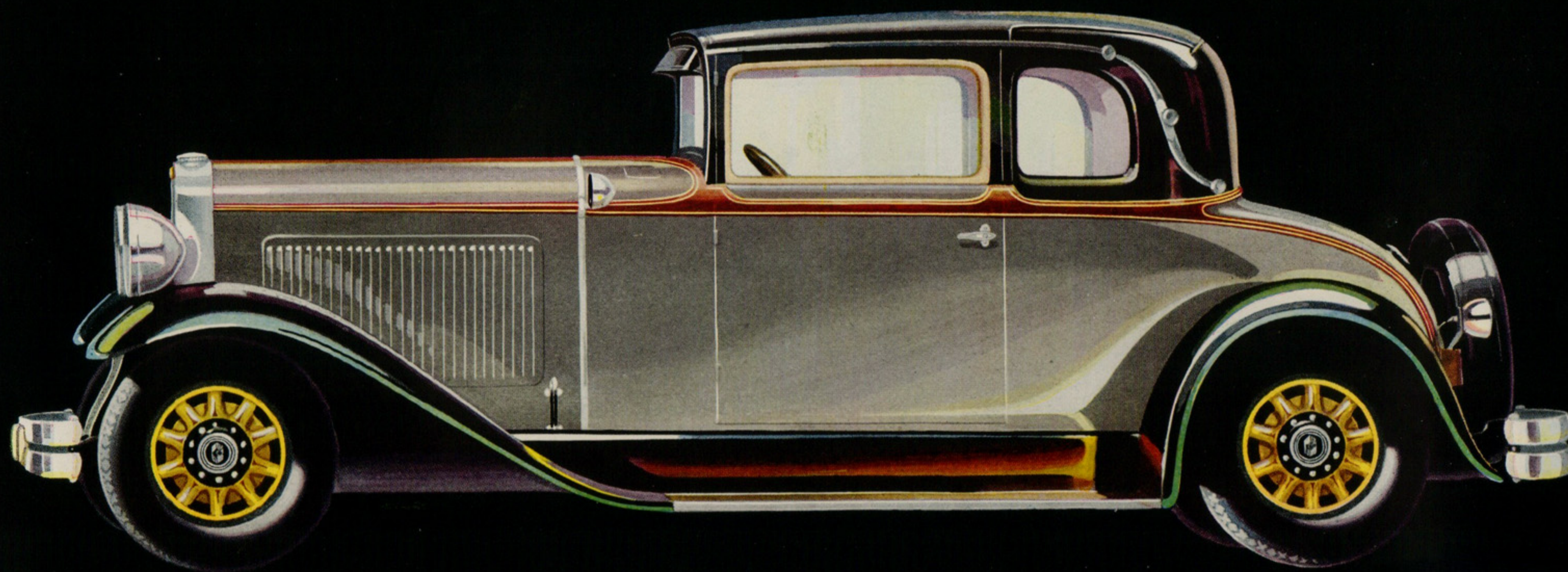
*The
4-Passenger
Cabriolet*



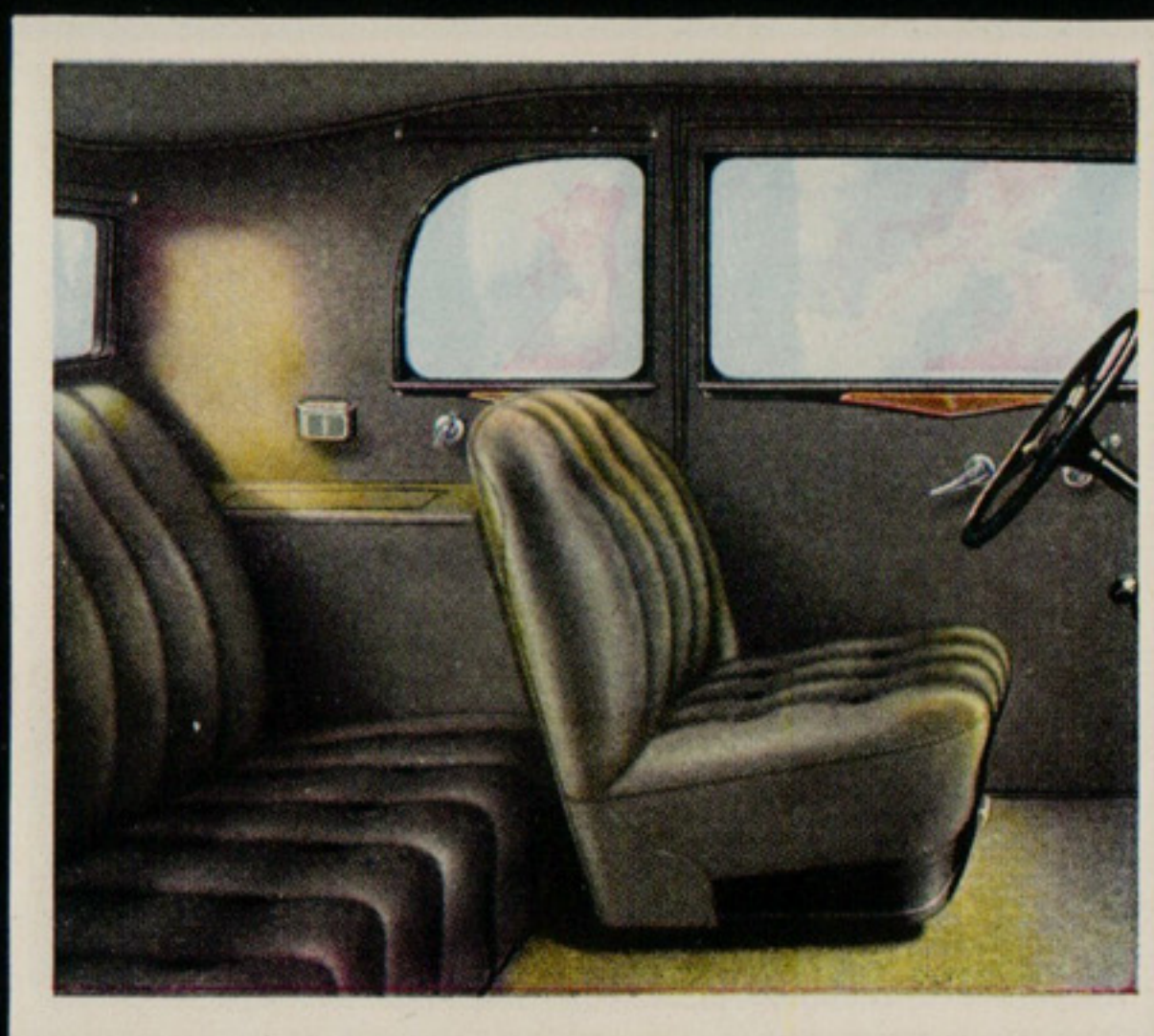
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*Twin Ignition
Six*



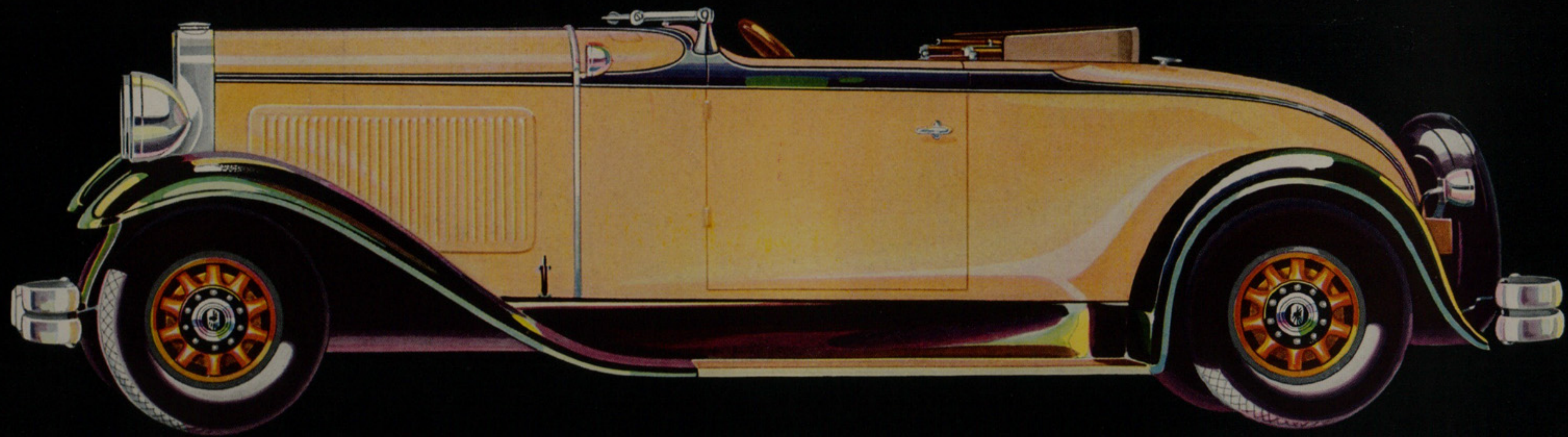
*The
4-Passenger
Coupe'*



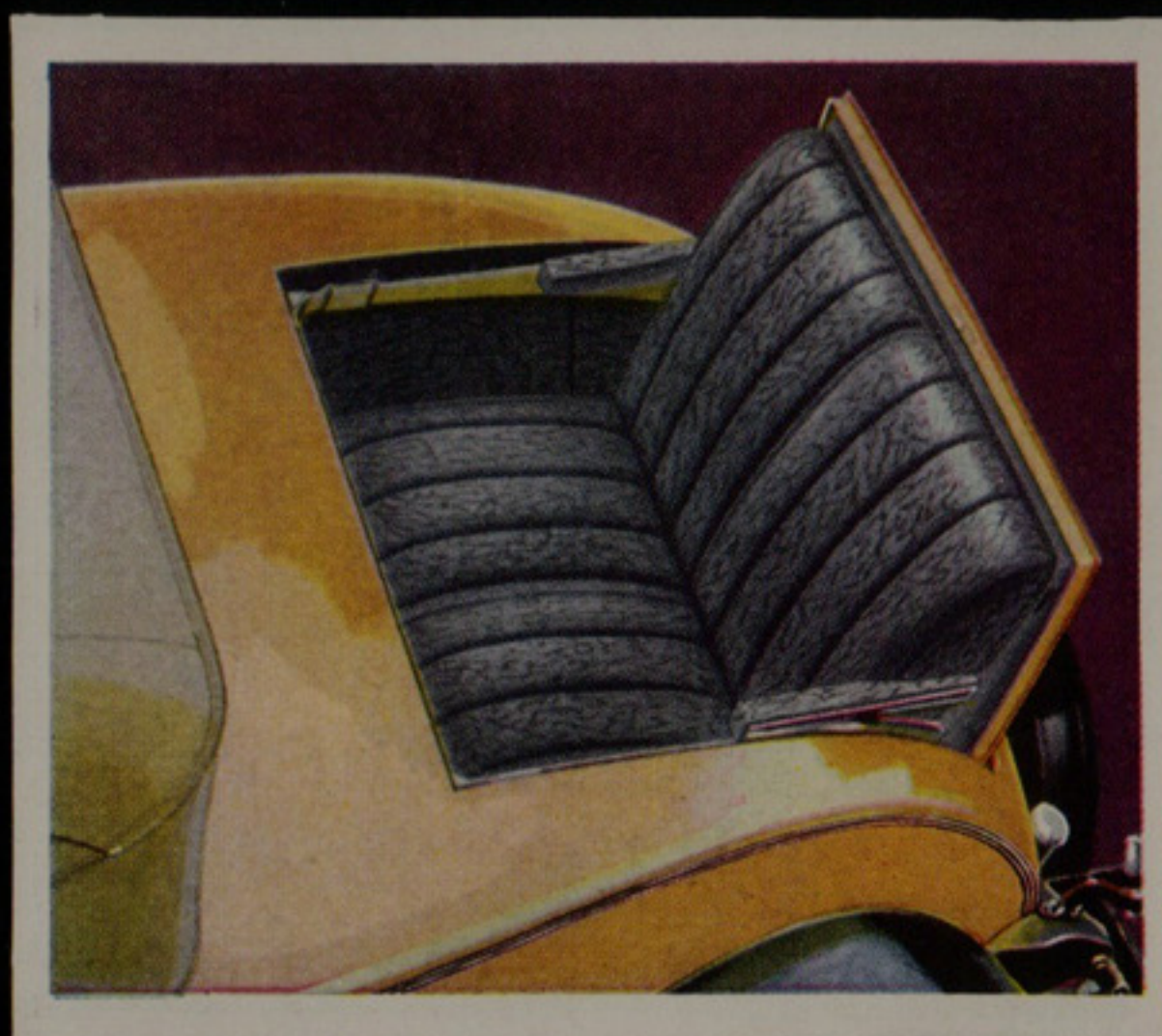
*"400"
Twin Ignition
Six*



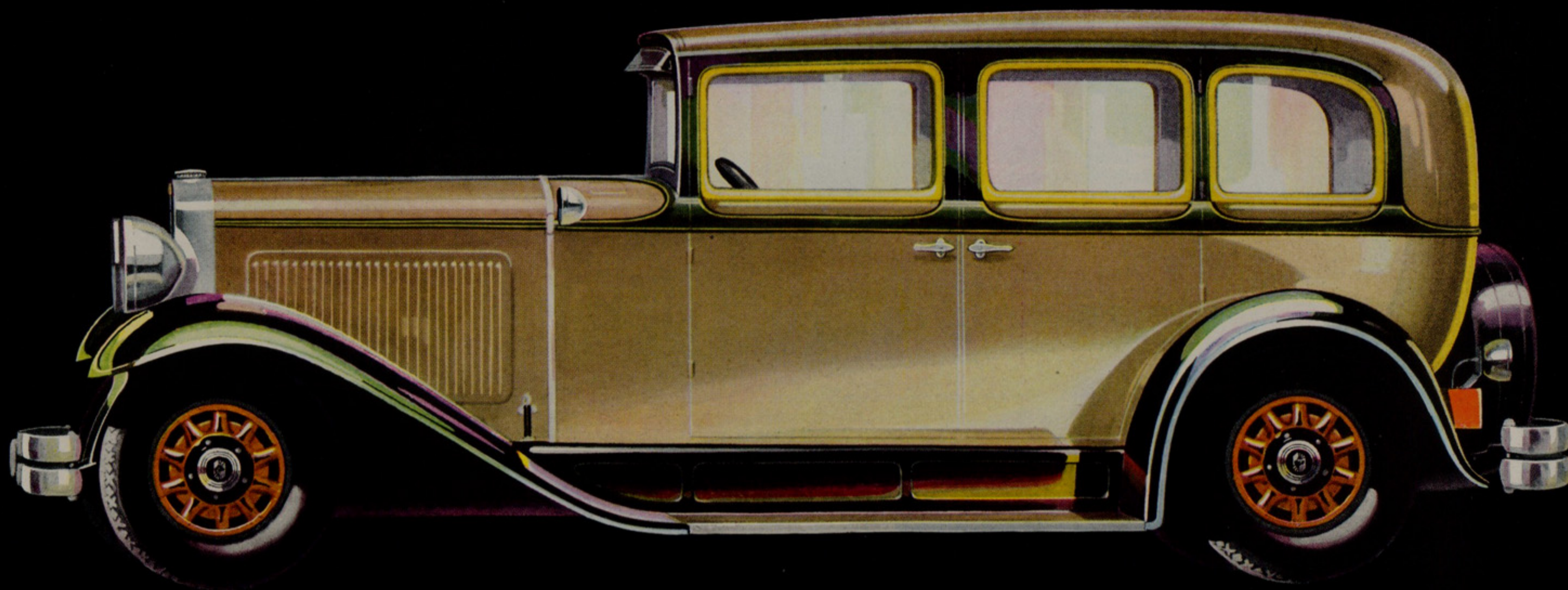
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Victoria*



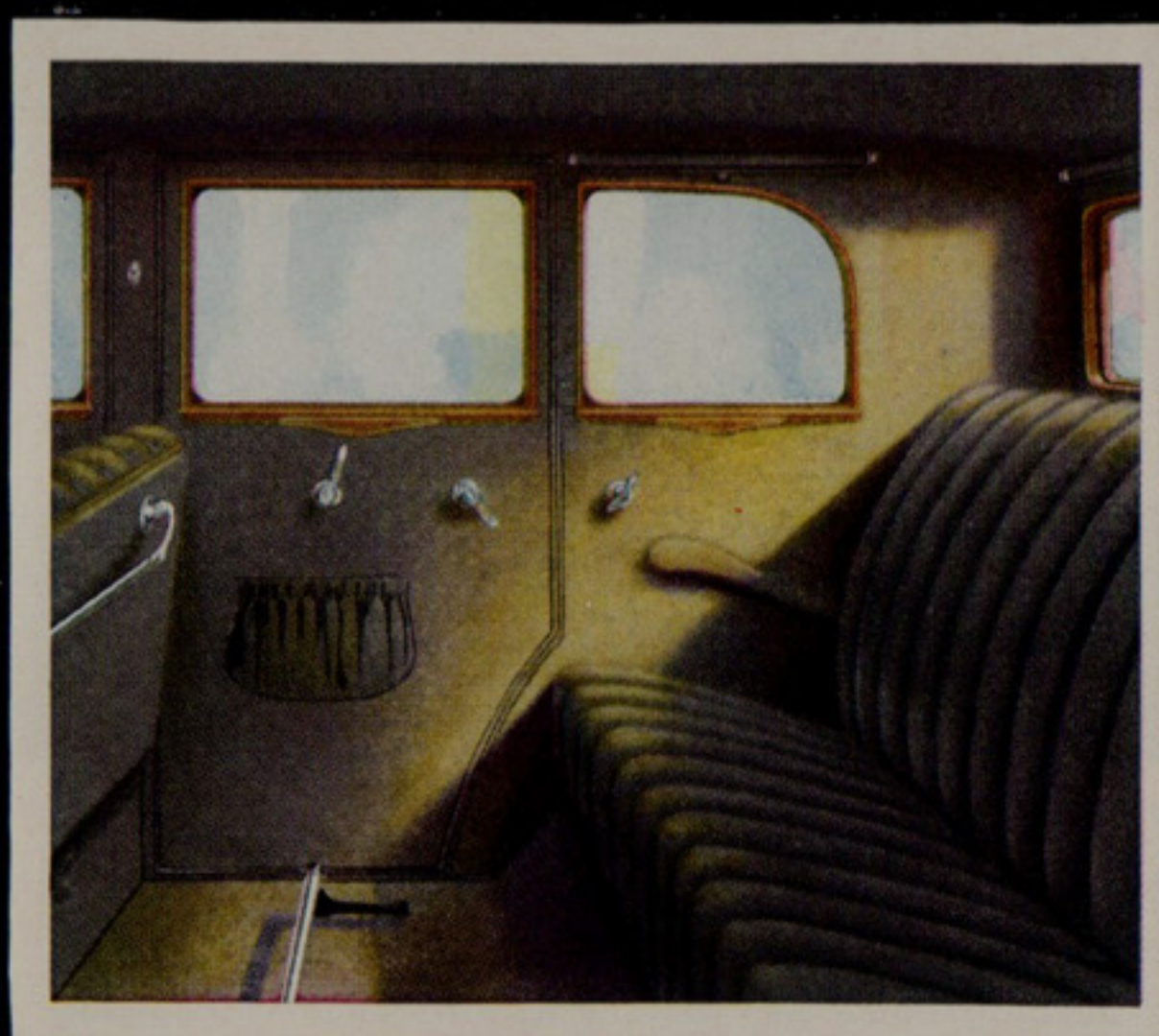
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*Twin Ignition
Six*



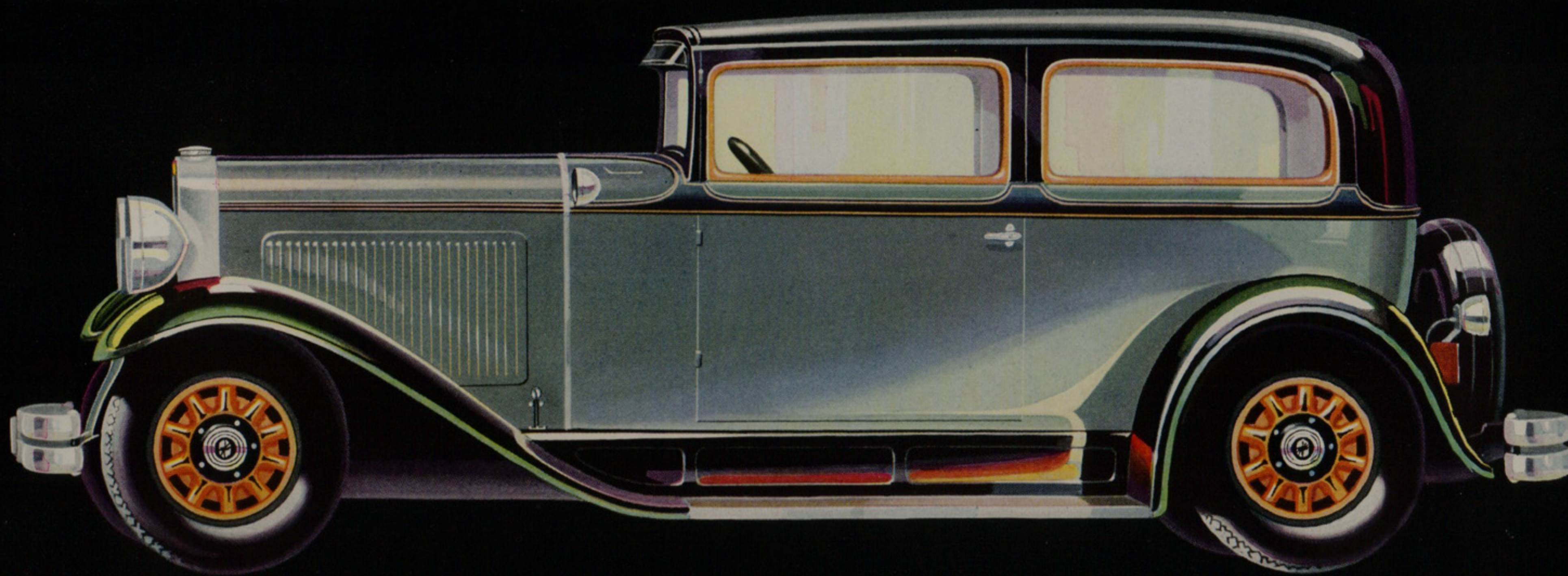
*The
4-Passenger
Roadster*



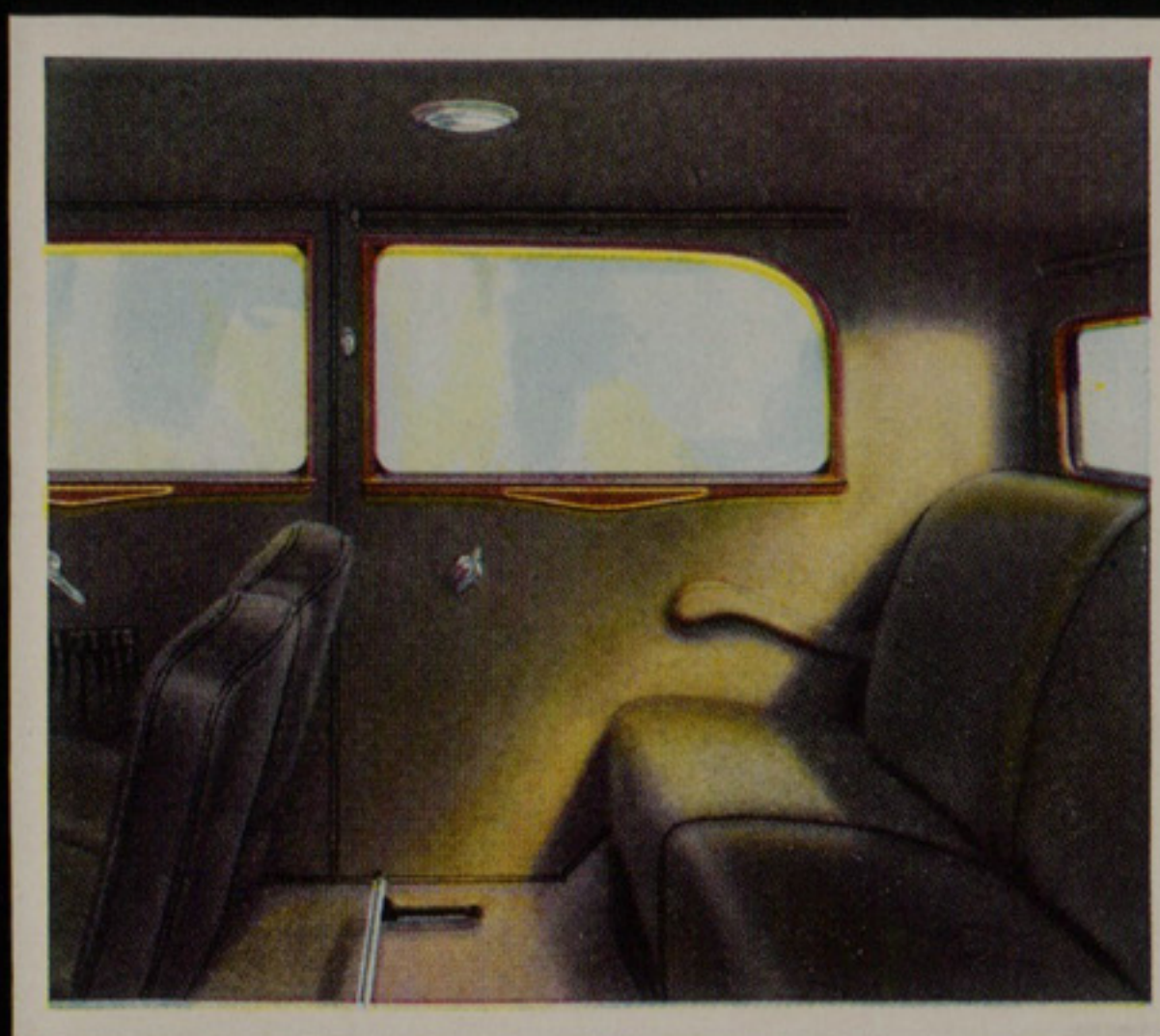
"400"
*Single Six
Series*



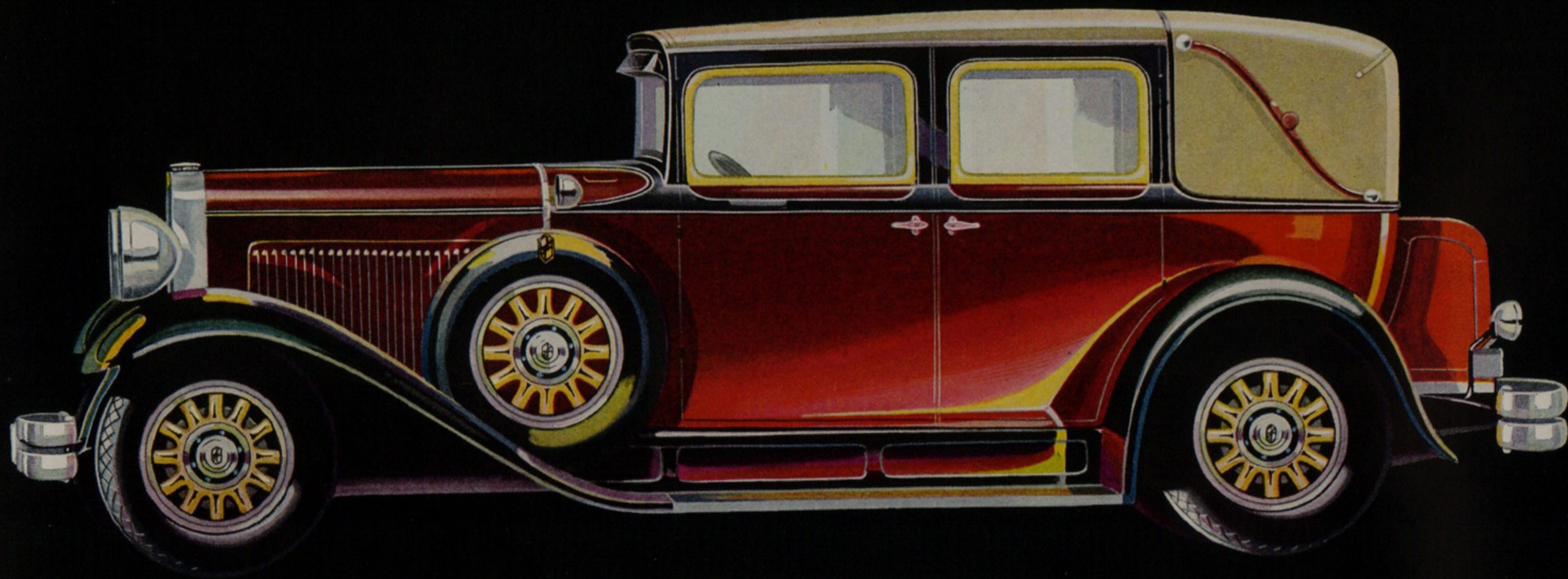
*The
5-Passenger
Sedan*



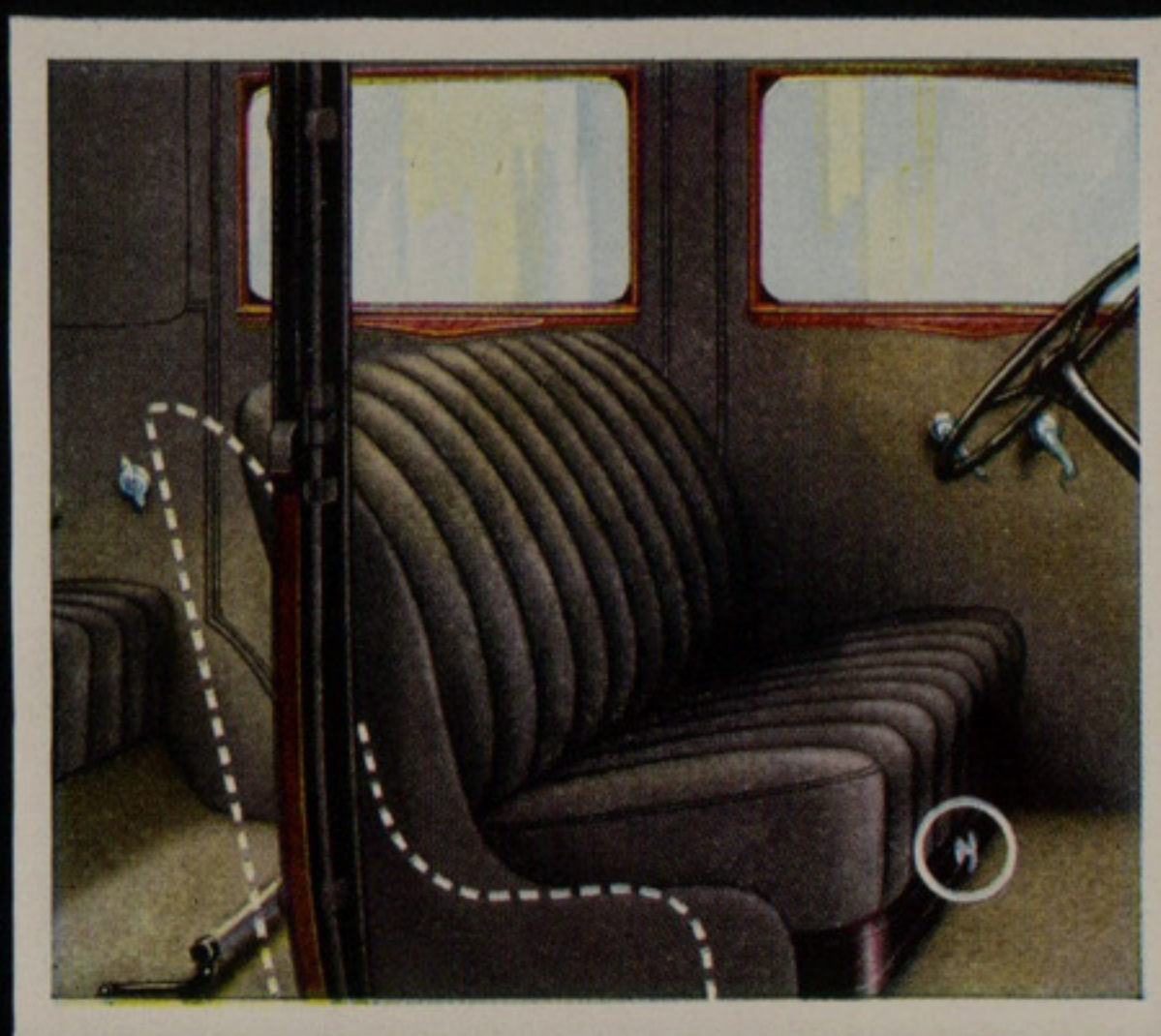
"400"
*Single Six
Series*



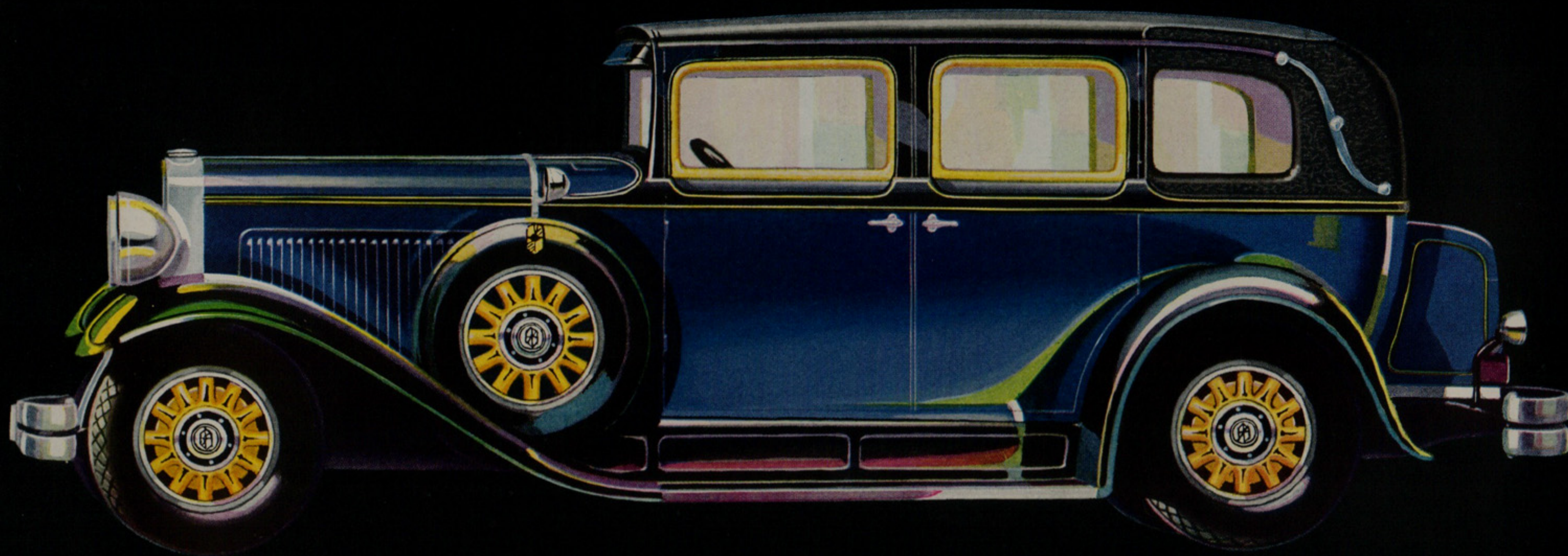
*The
2-Door Sedan
5-Passenger*



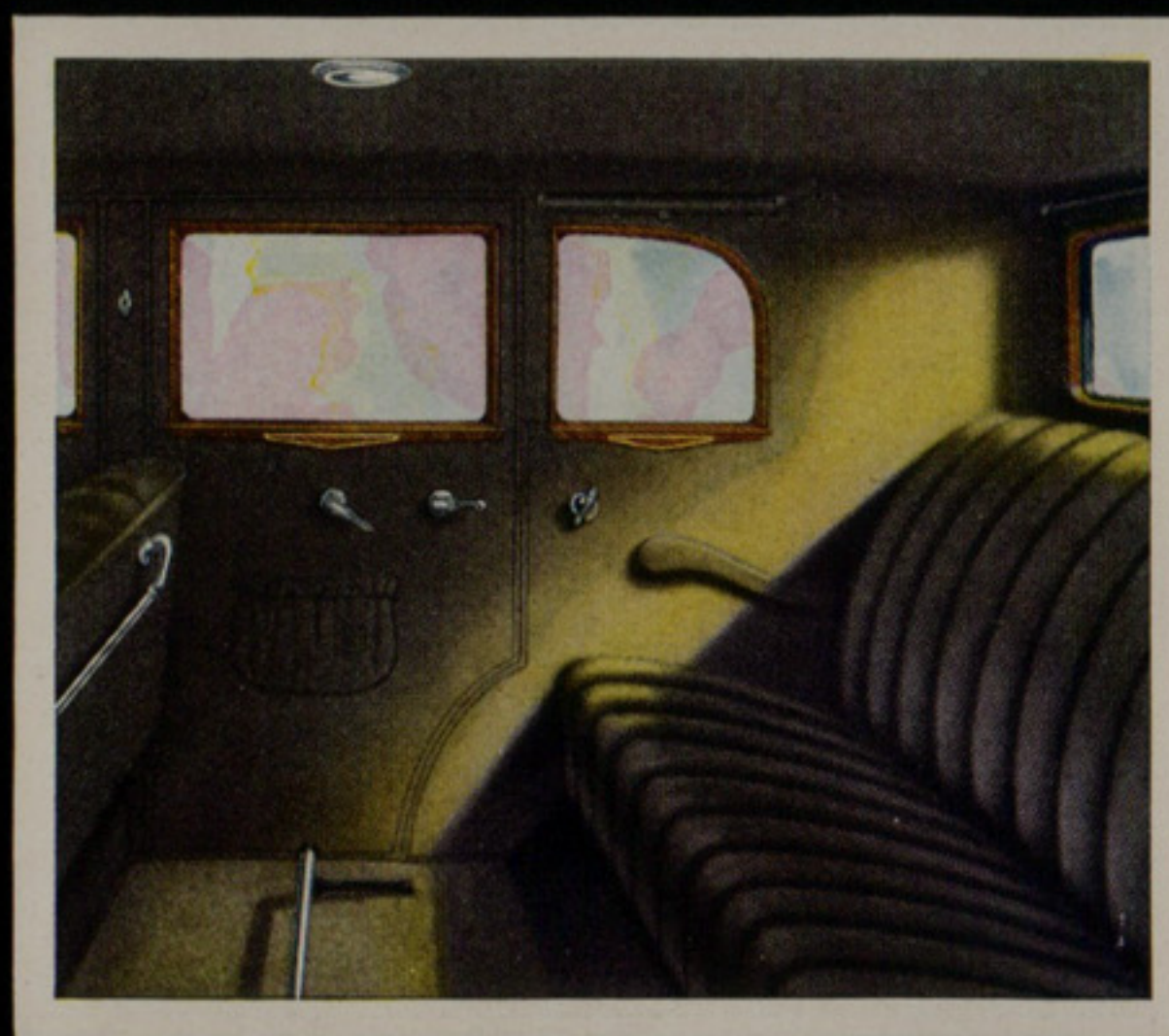
"400"
Single Six
Series



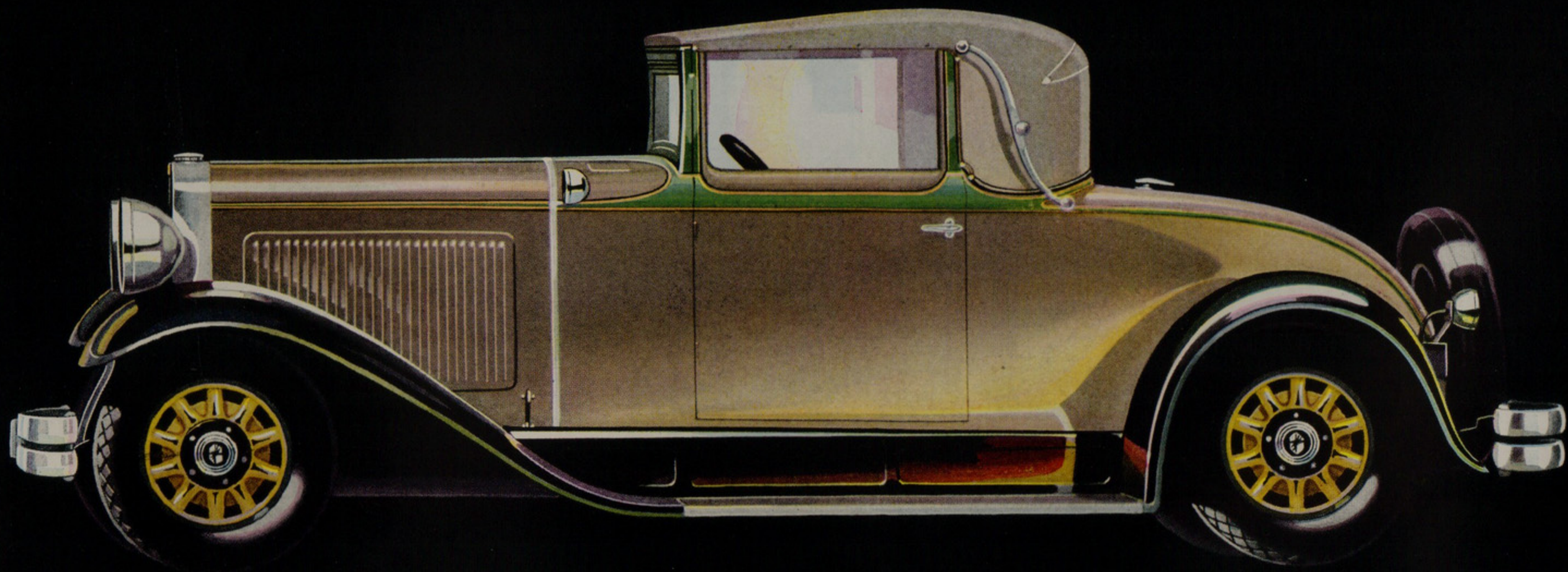
The
5-Passenger
Landulet



"400"
Single Six
Series



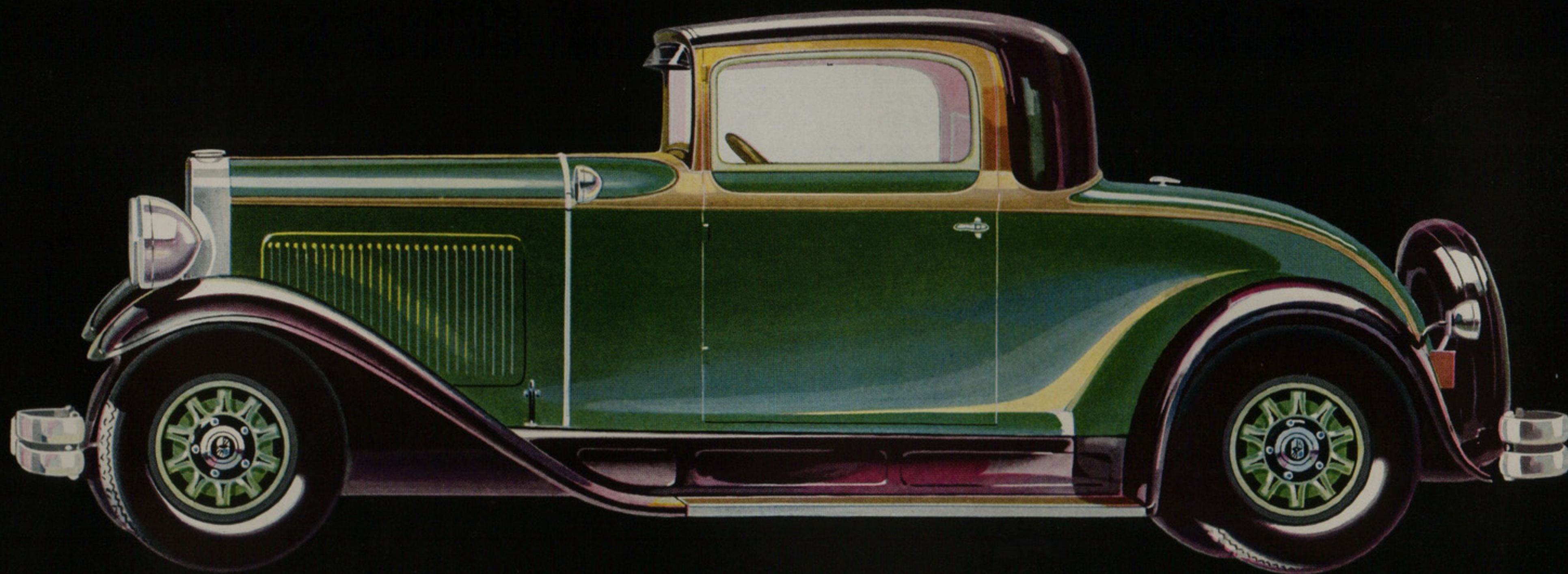
The
De-Luxe Sedan
5-Passenger



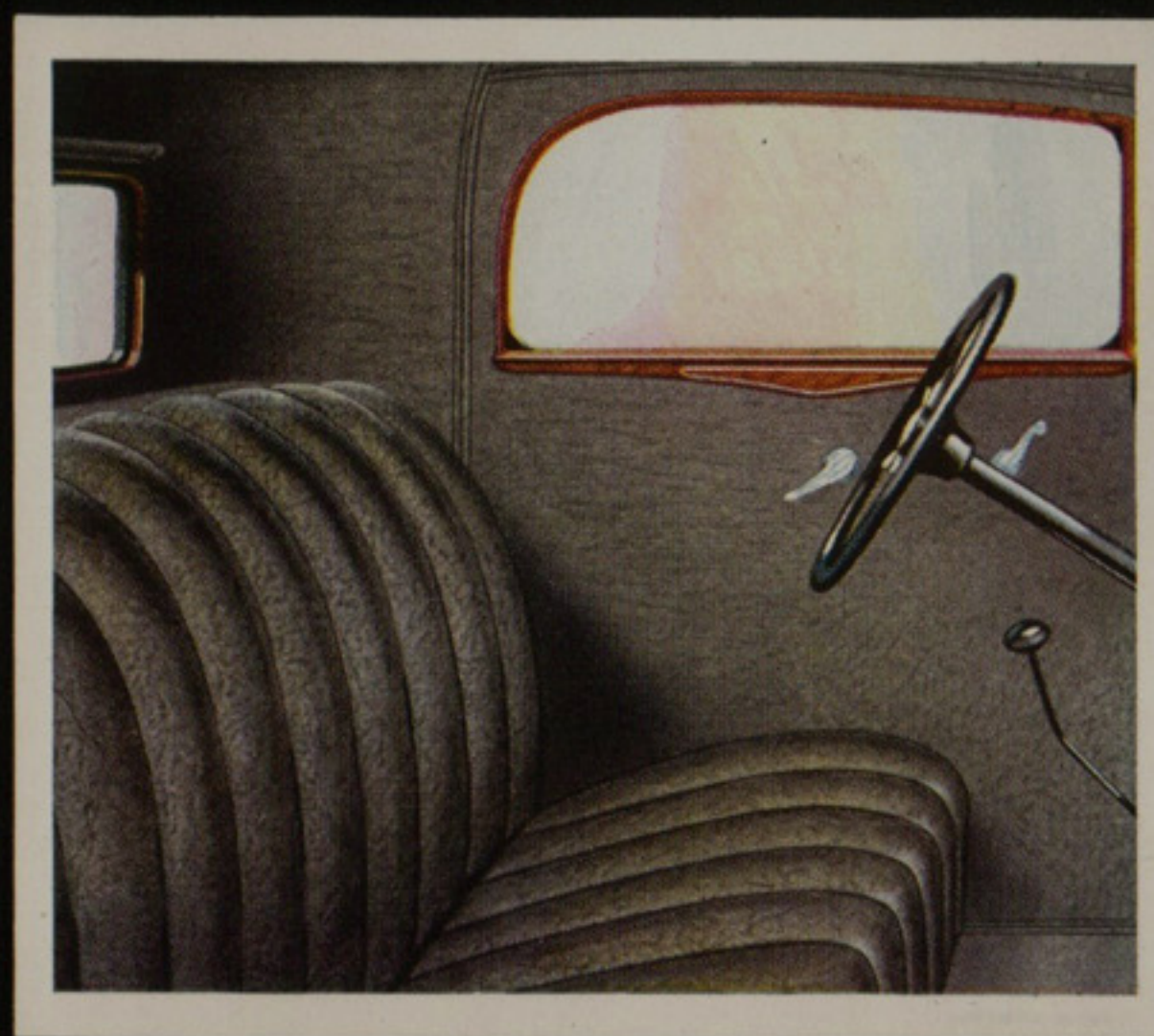
"400"
Single Six
Series



The
4-Passenger
Cabriolet



"400"
*Single Six
Series*



*The
4-Passenger
Coupe'*

FOR 1930, FINER, MORE LUXURIOUS NASH "400's"

FOR 1930, two brilliant new series of motor cars carry forward, in the six-cylinder field, the name Nash, to superlative new standards of motoring enjoyment.

A distinguished new Twin-Ignition Six and a great new Single Six again wear the title, "Nash 400" in fitting description of their personality and individuality.

Once more, Nash designers and engineers have given a new and advanced pattern of grace, elegance and performance to moderate priced motoring.

Both the Twin-Ignition Six and Single Six are longer in wheelbase than their predecessors, the "400" Special Six and Standard Six. Their lines, in consequence, more certainly and more delightfully suggest the superiority of "400" performance.

The hood in each case is longer, and with the straight hood line suggests, by its speedline effect, the eagerness, fleetness and smoothness of the power that waits beneath.

The new radiators of these new Nash "400's," with their attractive ebonized automatic built-in shutters and narrowed radiator shells, achieve new head-on smartness and style.

And the eye is immediately arrested and charmed by the striking new design of the

"400" upper body structure. Instead of the conventional "straight" side and flat arched roof used so long by body designers, Nash now starts the arch at the belt line and continues it, unbroken, to the top. The effect, from front or rear, is to replace unnecessary bulk with pleasing slenderness and grace. Nash stylists have achieved a master stroke in the charm and individuality of this new body effect. They have forecast the future in body design.

The new "400" belt line for 1930 is narrower and the body color is now repeated above the paneling. Thus body tone is contrasted with both the moulding color and with the complementary color in the window reveals—a charming new note in motor car decoration.

Still another very attractive item of "400" Salon body dress is the new high-lustre metal side-roof shell which replaces the customary fabric and adds finish and strength to the entire upperstructure.

The top of the new Twin-Ignition Six hood shows a new arrow-head panel in a contrasting color which extends the full hood length with the flare to the rear—an accent which emphasizes the flowing rhythm of "400" Salon body lines.

In the body specifications on another page you will find the details of special features such as trunks, rumble seats, and upholstery of each model portrayed on previous pages.

These new "400's" reveal again the essential characteristics of "400" Salon body design—smartness without extravagance—difference without straining to be different—a dignity and simplicity of style which appeals to cultured taste and sets the thoroughbred apart from the rank and file.

Equally outstanding are the features of comfort for driver and passengers now inaugurated by these new cars in their respective competitive fields.

The frame is exceptionally wide to provide ample seat width, so that everyone who rides may ride in relaxed, uncrowded enjoyment. The extra inside length, due to the longer wheel-bases, is another factor of extra comfort.

"400" cushions for 1930 have been redesigned with an even more comfortable tilt to seat and back. All Sedan and Coupe models have a front seat which is adjustable, instantly, to either a forward or backward location with an effortless turn of the hand. The operating mechanism of this new "400" device is so designed that it will neither stick nor jam. It permits a wider range of adjustment and enables the seat to be changed without possibility of trouble, even with the weight of the driver on the seat. This positive-alignment seat adjustment is another striking exhibit of the quality and accuracy of Nash body engineering.

More efficient ventilation is another noteworthy feature of these "400" Salon bodies. It is accomplished by twin ventilators now

located on the cowl and operated independently by convenient levers. The air flow is controlled in a very wide variation of volume.

A new all-steel dash and a new thermal-proof and sound-eliminating moulded-fibre insulating shield for dash and floor boards, are other features of 1930 Salon body comfort and body strength. This insulation stops engine heat, fumes and operating noise at the point where these annoyances customarily enter the closed car interior.

Interior dress and distinction is another high point in achievement which sets these 1930 Nash "400's" apart from others in their field.

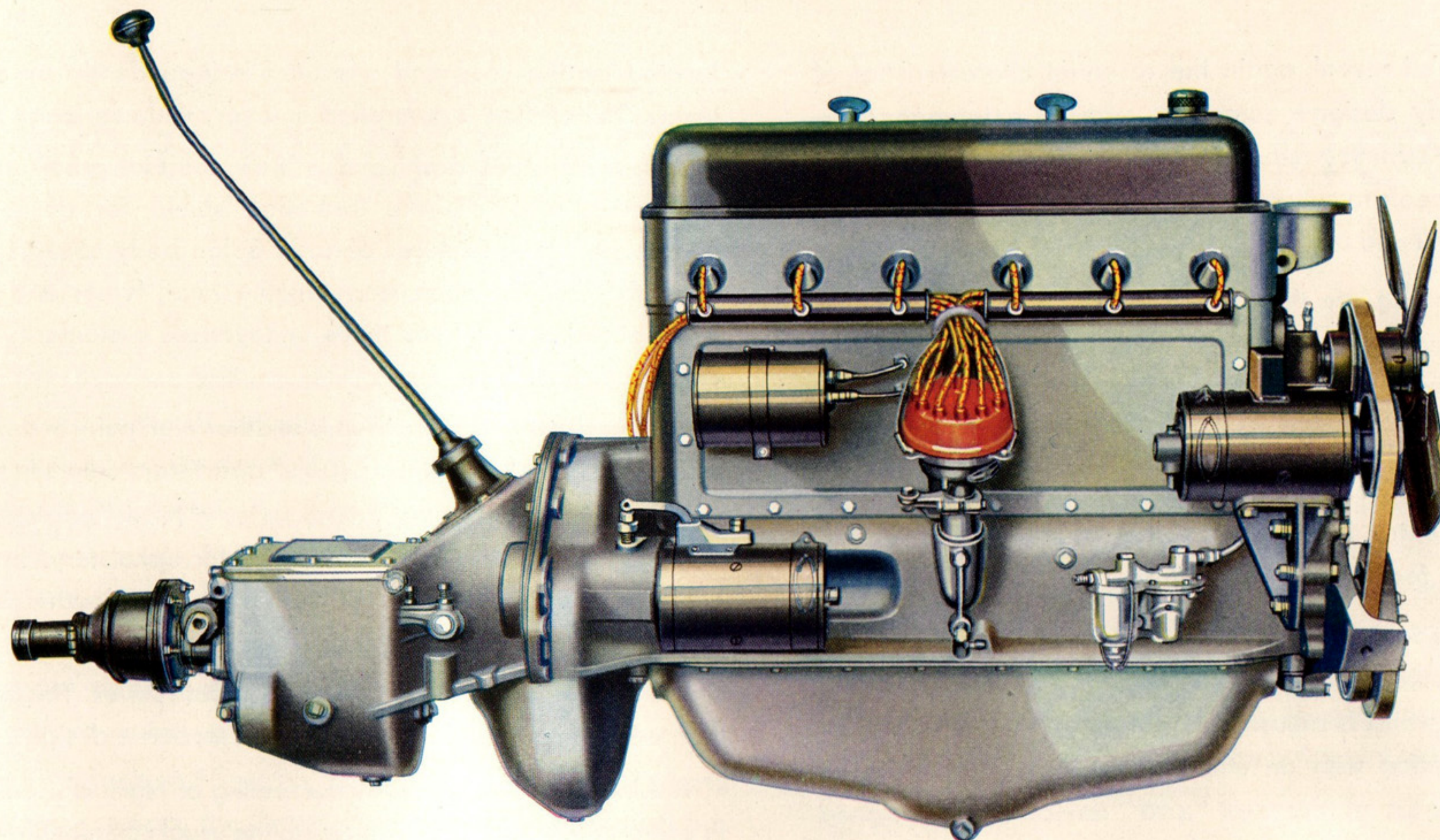
Here, even in the lowest priced series of Nash "400's", the Single Six, you will find exquisite mohair used for upholstery. In the open cars and others upholstered in leather, genuine leather is used by Nash body craftsmen.

The interiorware is newly designed in both series. The latest mode in interior decoration is mirrored in the moderne designs.

The interior trim also shows the feeling of Nash artisans for style in every minute detail. In contrast to the usual commonplace interior panelling, the eye is met, in these new Salon body interiors, by walnut finish panelling in an entirely new, very modern and extremely pleasing pattern.

Nash designers have attracted much attention in the past by the refinement and excellent taste in design of the instrument panel. For 1930, their skill has surpassed itself. The new panels are done in moderne motifs, exquisite in artistry, delightful in their striking originality of design.

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



MECHANICAL SUPERIORITIES OF THE TWIN-IGNITION SIX

In price, the Twin-Ignition Six of 1930 succeeds the Special Six of 1929, but in quality and mechanical excellence it is entitled to inherit the good name of the more costly Advanced Six of 1929 as well. It actually combines the finest features of both these fine cars. And it introduces a wealth of new refinements which give it an individuality, a desirability and a value far beyond either of its famous predecessors.

A NEW, MORE POWERFUL TWIN-IGNITION MOTOR

This new car is powered by a new and larger Twin-Ignition, high-compression, valve-in-head, 7-bearing, 6-cylinder

motor, improved and perfected for 1930. The displacement is now 242 cubic inches. The valves are also larger, insuring more efficient fuelization.

The pistons are aluminum alloy with an improved Invar Strut construction. Fuelization is decisively improved by reason of a new type, low-speed jet in the carburetor and a new and highly developed positive action fuel pump, which replaces the vacuum tank. The Twin-Ignition Six Crankshaft has 7 bearings and a torsional vibration damper to make its flow of power smooth and effortless, and hollow crank pins to reduce its centrifugal load and aid its smart acceleration.

Push rods in the new Twin-Ignition

motor are tubular instead of solid to improve their action and increase their strength. Twelve heat-resisting, aircraft type, metric spark plugs are employed. A new feature is the ingenious rubber jacket insulation.

Full pressure lubrication protects the operating efficiency of every unit in this marvelous new motor.

IMPROVED COOLING, AUTOMATIC (BUILT-IN) RADIATOR SHUTTERS

A very important aid to the warm-weather cooling and cold-weather starting efficiency of the Twin-Ignition motor is the enlarged radiator now equipped with built-in radiator shutters, automatically thermostat controlled. Increased water jacketing space in motor head and cylinder block also contributes to the motor's thermal and starting efficiency.

The new four-blade fan is changed in pitch to pull more air through the radiator. It is lubricated by its own oil reservoir and pump and runs on roller bearings. The water pump is improved in design, with increased capacity and a full floating pump shaft for freedom from wear and accident. The 4-point motor suspension has been improved by a new and more efficient type of motor mountings and live rubber insulation.

NEW, CABLE-OPERATED, SELF-ENERGIZING BRAKES

Twin-Ignition Six brakes are now of the internal-expanding, fully-enclosed, self-energizing type on all four wheels. At the lightest pressure on the brake pedal, the two hinged brake shoes expand and utilize the rotation of the wheel to press themselves tighter and tighter against the brake drum. This action is the same, either forward or backward.

This design also permits adjustment of the brake pedal to any tension the driver desires. Two simple adjustments regulate the entire system.

These brakes are actuated by a non-breakable, non-stretching cable, with electrically welded connections. This new Nash design does away with rattling rods and other complicated moving parts.

The short parking brake lever is located under the cowl so as not to interfere with ingress and egress at the left front door.

LONGER WHEELBASE— WIDER FRAME

The Twin-Ignition Six wheelbase is now 118 inches instead of 116. The

frame has been widened in the rear for more comfort and seating space. And it is strengthened by an additional tubular cross member, for greater rigidity and endurance.

BIJUR CENTRALIZED CHASSIS LUBRICATION

Twin-Ignition Six chassis bearings are lubricated by Bijur Centralized Chassis Lubrication, World's finest type, a feature seldom found in any but very costly motor cars.

NEW, LIFETIME-LUBRICATED SPRINGS

The springs of the Twin-Ignition Six are built of special process alloy steel and individually designed for the size and weight of each model. They are now encased in steel spring covers with a rust-resisting inner fabric. This insures the retention of the original lubrication 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.

NEW STEERING DESIGN

Twin-Ignition steering is of a type, improved even beyond the mechanism originally developed for the 1929 Advanced Six "400," which introduced the easiest and most accurate control known to the motor car industry.

DOUBLE ACTION, HYDRAULIC SHOCK ABSORBERS

The standard shock absorber equipment of this new Nash is the new, double action Lovejoy, which stops the shock on both the bound and rebound. Easy riding is made still easier and steering still more delightful by this advanced shock absorber.

AND MANY OTHER REFINEMENTS

Still another improvement of great convenience and comfort is the new starting control button now located on the dash. This handy arrangement makes it possible to start the car without removing the foot from the brake.

Other Twin-Ignition superiorities are the new cowl lamp design with reflectors and focusing lens as in the headlamps; all lights controlled on steering wheel; and an increased battery capacity, assuring a considerably wider margin of battery safety and battery life.

STRUCTURAL AND PERFORMANCE ADVANCEMENTS OF THE NEW SINGLE SIX

HIGHLY PERFECTED MOTOR

The Single Six motor is the successful L-head, high-compression, high-turbulence, 7-bearing type developed by Nash engineering. Power has been increased approximately 20%. The stroke has been lengthened, with a consequent increase in piston displacement. The pistons are a new and improved aluminum-alloy, Invar Strut type. The connecting rods have increased bearing width at the crankpin end. They are rifle bored, full length, for force-feed oiling to the full-floating type piston pins. The intake valves are larger, to aid power. The crankshaft is improved by the complete machining of every surface. Its centrifugal load has been reduced by a new hollow-crankpin design. A torsional vibration damper counteracts twist or "windup" disturbance usual to all crankshafts.

A high-pressure lubricating system places a film of oil under pressure on every bearing surface in this new motor, to protect and preserve its original efficiency.

REFINED FUELIZATION WITH FUEL PUMP FEED

Another very important Single Six feature is a new system of fuelization. The carburetor has been redesigned with new jets for even quicker starting and for smooth speed with economy at *all* motor speeds. The gasoline is supplied to the carburetor by a fuel-feed pump. A constant flow of fuel is provided, with no motor "starvation" possible. A gasoline filter is part of the fuel pump unit. An enlarged capacity air cleaner protects against entrance of abrasives or dirt.

NEW COOLING SYSTEM, WITH AUTOMATIC BUILT-IN RADIATOR SHUTTERS

The Single Six has a larger radiator, with increased frontal area, and increased cooling space in motor head and cylinder block to care for the increased size and power of the new motor.

And—for the first time in its price field—radiator shutters, beautiful and very useful, *thermostatically controlled*.

The water comes directly in contact with the Thermostat—assuring a positive and accurate action.

A new fan and water pump of materially increased capacity further aid temperature control. Fan, water pump and generator are driven by a single "V" belt of a new positive action, cog type, from a pulley mounted at the front of the crankshaft.

NEW AUTOMATIC CHASSIS LUBRICATING SYSTEM

The Single Six is also the first car in its price class to provide its owners with automatic chassis lubrication. The lubricant is contained in a transparent reservoir located inside the hood on the dash. The movement of the car operates a pressure pump which forces oil to 16 chassis points, including spring shackles.

VITALLY IMPROVED 4-WHEEL BRAKE SYSTEM

Another improvement is the use of a full self-energizing, internal expanding, fully-enclosed braking system, doing away with many heretofore necessary parts. Single Six brakes have but a single brake shoe in each drum, which is self energizing both forward and backward. The parking brake operates on all four wheels.

LONGER WHEELBASE, HEAVIER FRAME

The wheelbase of the new Single Six is now 114 $\frac{1}{4}$ inches and the frame has been strengthened by the use of heavier material, deeper channels and a much stronger front cross member. The Single Six frame is of the double drop design, which improves road balance and lowers the overall height of the car.

HYDRAULIC SHOCK ABSORBERS WITH IMPROVED MOUNTING

Lovejoy hydraulic shock absorbers, front and rear, are standard Single Six equipment. Their mounting has been improved materially by the elimination of brackets and clamps. Each unit is now mounted directly to the frame. Rubber bushings are also used at connecting link ends to prevent noise and eliminate the need for lubrication.

NEW, EASY-ACTION, TROUBLE-FREE CLUTCH

The new Single Six clutch is an improved, sleeveless type. Its action is simplified, smooth and trouble-free.

OTHER OUTSTANDING ADVANCEMENTS

Single Six headlamps and cowl lamps are full chromium plated. Cowl lamps are built on the headlamp principle, with lenses for use in city driving.

The starting control is on the dash—hand operated, for greater driving convenience.

Improved flywheel and transmission housings oil-seal these two units and prevent the entry of dirt.

"400" SERIES FOR 1930

Specifications—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. Landaulet, 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

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 exception of the two-door Sedan which is upholstered in velour; and have adjustable driver's seat, ball bearing crank operated windshield, shirred pockets in the rear doors, rear side arm rests, dome light and foot rest. All four-door Sedans have a robe rail on the back of the front seat. De Luxe and Landaulet Sedans are equipped with a built-in rear trunk, and the spare rim is mounted in front fender well on left hand side.

All Coupes are upholstered in mohair with leather optional, have adjustable driver's seat, ball bearing crank operated windshield, package compartment back of driver's seat and a lock type door handle on rear deck door.

The Coupe with rumble seat has an adjustable rear window.

The Cabriolet is upholstered in leather, has a tan folding top with black material optional, and a package compartment back of 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 and side curtains that open with the door, large pockets in side 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 and folding top with side curtains that open with the doors. The doors have large pockets and there is a foot rest in the rear tonneau compartment.

"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; 2 compression and 2 oil regulating rings.

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

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 are 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 mounted on instrument board. Twin ventilators on top of cowl with operating levers directly underneath instrument board. Rubber covered pads on accelerator, brake and clutch foot pedals. 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 the head lamps. Remote control door handles. Hardware, satin silver finished inside, chromium plated outside. One-piece fenders.

All Sedan models are upholstered in mohair; 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 a built-in rear trunk. All four-door Sedans have robe rail. The seven-passenger Sedan is upholstered in mohair or broadcloth, optional, and has two folding auxiliary seats in rear tonneau.

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

The Cabriolet is upholstered in leather and has tan folding top, with black material optional, 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 and Touring Cars are upholstered in leather, have folding windshields, folding tops with side curtains that open with doors and large pockets in side doors. The Roadster has a lock type door handle on rear deck rumble seat door and a golf bag compartment door on right hand side with lock.

The De Luxe five-passenger Touring Car has a second cowl with folding windshield and foot rest in rear tonneau, and there is a large package compartment in back of front seat.

The seven-passenger Touring Car has two folding auxiliary seats and foot rest in rear tonneau.

SINGLE SIX

Model 450—5 Passenger 4-Door Sedan . \$1005	Model 453—5 Passenger 2-Door Sedan . \$935
Model 451—4 Passenger Cabriolet . . 1005	Model 455—5 Passenger Landaulet . . 1155
Model 452—2 Passenger Coupe . . . 940	Model 456—4 Passenger Roadster . . . 975
Model 452R—4 Pass. Rumble Seat Coupe 980	Model 457—5 Pass. 4-Door De Luxe Sedan 1095
Model 458—5 Passenger Touring . . . \$995	

All Prices f. o. b. factory

TWIN-IGNITION SIX

Model 480—5 Passenger 4-Door Sedan . \$1415	Model 484—7 Passenger Sedan . . . \$1745
Model 481—4 Passenger Cabriolet . . 1385	Model 486—4 Passenger Roadster . . 1365
Model 482—2 Passenger Coupe . . . 1345	Model 488—7 Passenger Touring . . . 1475
Model 482R—4 Pass. Rumble Seat Coupe 1395	Model 488S—5 Pass. Tonneau Cowl Tour. 1595
Model 483—5 Passenger 2-Door Sedan . 1325	Model 489—4 Passenger Victoria . . . 1410

All Prices f. o. b. factory

Note:—All of the above models are furnished with Royal equipment as illustrated in Model No. 484 or Regal equipment as illustrated in Models 457 and 455 at slight extra cost.