



NEWEST NEW CAR IN YEARS
—and priced just above the lowest!

IT'S new! It's newer! It's **NEWEST!** There is simply no other car quite comparable to this new (recently announced) Nash "400" in the way it is engineered, the way it is built, the way it performs. And you will quickly find that every point of difference between this car and other cars is distinctly a point of *betterment*. Read what the "400" has:

MONITOR-SEALED MOTOR—First major motor improvement in years. All manifolds sealed *inside the motor block*. Design so simplified, so clean cut, that several hundred previously necessary parts are totally eliminated. Results: Uniform efficiency *regardless of outside temperature*. Gasoline saving! Oil saving! Simplified service! Longer life!

RAPID SERVICE HOOD—"400" Rapid Service Hood eliminates hood lifting. Radiator ornament is hinged. Oil and water caps are underneath. Oil supply gauge is on the dash.

AEROFORM DESIGN—First completely streamlined car of low price.

\$ 675

And Up F. O. B. Factory
 Subject to Change Without Notice—Special Equipment Extra

STEEL TOP, ALL-STEEL BODY—First car to combine the safety of an All-Steel One-Piece body with Steel Floor and a Seamless Steel Top. The body reinforces the frame and the frame reinforces the body.

ROOMIEST CAR AT THE PRICE—Front seat 54 inches wide, rear seat 53 inches. The most headroom. A big car of 117-inch wheelbase—191½ inches overall length.

SYNCHRONIZED SPRINGING—First introduced on 1935 Nash and Nash-built LaFayettes, Synchronized Springing, with spring action harmonized front and rear, revolutionizes the "ride"—"Puts a new road under the wheels". Back seat ride and front seat ride identical in comfort.

MIDSECTION SEATING—Rear seat passengers ride ahead of rear axle, closer to center of the car. Weight is balanced 50-50 front and rear. Sedans have real six-passenger capacity.

SUPER-HYDRAULIC BRAKES—Plus Duo-Servo action which needs but slight pedal pressure. The motion of the car assists the stop!

LUGGAGE COMPARTMENT IN EVERY MODEL—Large built-in space for carrying ample luggage and spare tire.

Think of this big, distinguished Nash . . . deluxe inside and outside . . . being priced so unexpectedly close to the lowest-priced cars. Be sure to see it and drive it . . . and learn what a big difference just a few dollars more a month means in what you receive and what you enjoy!

1935 LAFAYETTE—*built by Nash*—Eight different models in the lowest price field—\$580 to \$710 f. o. b. factory—lowest priced sedan with trunk in the industry, with only one exception!

NEW NASH "400"