



The NEW
NATIONAL
SEXTET

FIVE CUSTOM BUILT
BODY STYLES

National

National



WITH a road-hugging lowness that is unduplicated in any other American car, the new Sextet is distinguished by a novel and advanced method of body mounting exclusively National.

The smartly continental effect contributing so much to the charm and character of the finest European cars has been achieved by resting the body on brackets several inches below the upper edge of the chassis frame instead of setting it on top as has been common practice since automobiles were first built.

Thus the body sides have been dropped $3\frac{1}{8}$ inches closer to the ground without sacrifice of road clearance.

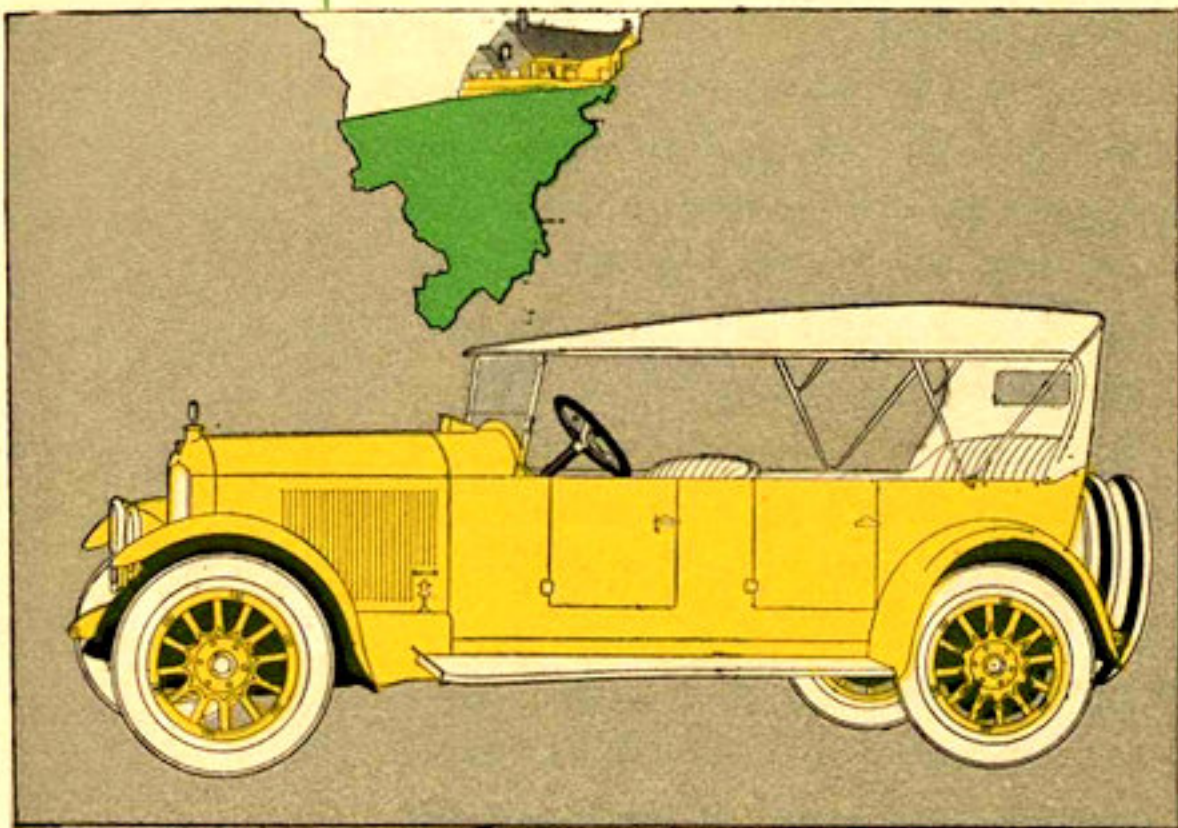
Salient style features are the individual front fenders and the flat upper body edge—a refreshing departure from the bevel finish so much in present evidence.

The unusual lowness of the National Sextet is a vital factor in

riding comfort. This low, lithe car measures 130 inches from hub to hub, and all bodies have spacious dimensions. The seats are low, wide and deep, tilted back at just the right angle for lounging ease, and thickly upholstered.

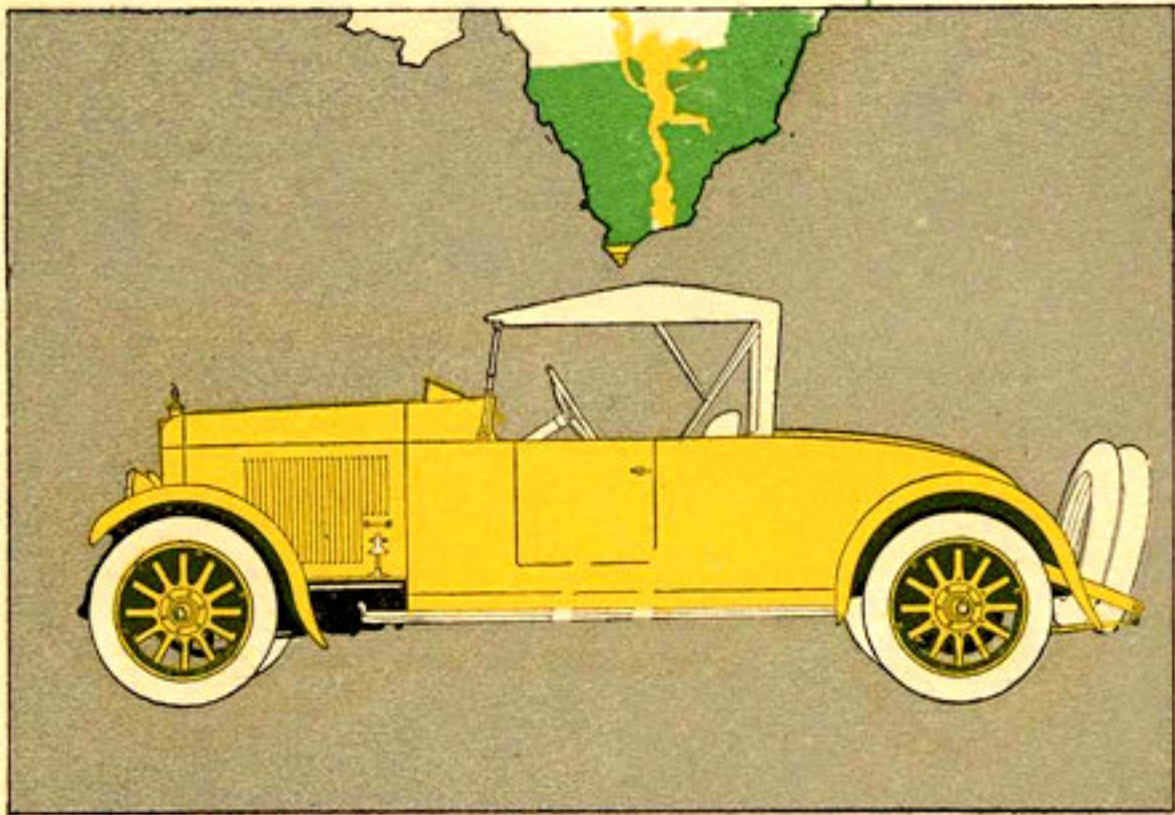
Mention of a hooded ventilator on the cowl and transmission theft lock, motor light, windshield cleaner and double Yale-locked tire carrier, engine-driven tire pump, Hartford shock absorbers and Motometer, among a host of other things, testifies to the niceties of appointment and the completeness of equipment.

And the engine!—it's the best that National engineers have ever designed and perfected in two decades of pioneering, development and achievement. It develops, for example, 71 horsepower at 2,600 revolutions per minute—a remarkable gain of 57.8 per cent over the National Six of last year.



Seven Passenger Touring Car

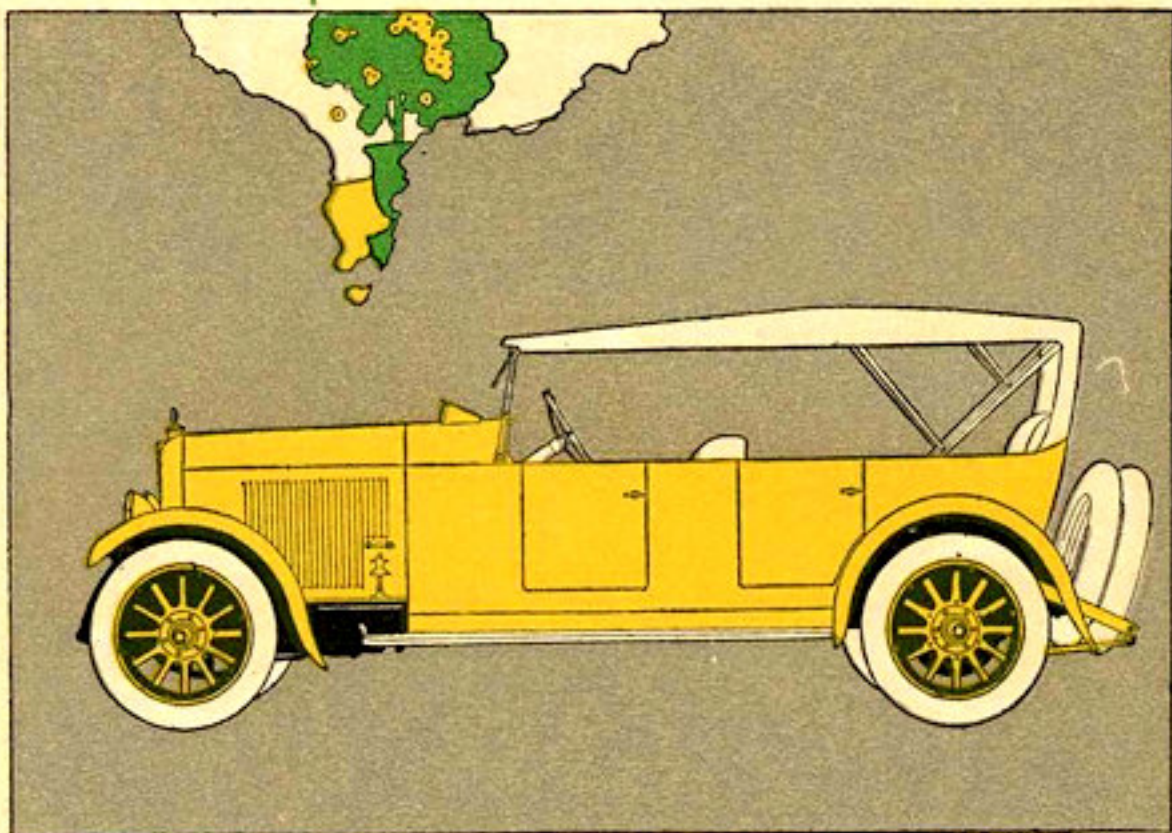
WHILE apparently narrow and slender, due to its fleet, greyhound lines, the touring car for seven is notable for generosity of room, the body having ample length and width to accommodate seven passengers without crowding or cramping. Three handy compartments, lock-fitted, are located in the center cowl, and the finish and appointments throughout are commensurate with the quality of such a fine motor car.



Two Passenger Roadster

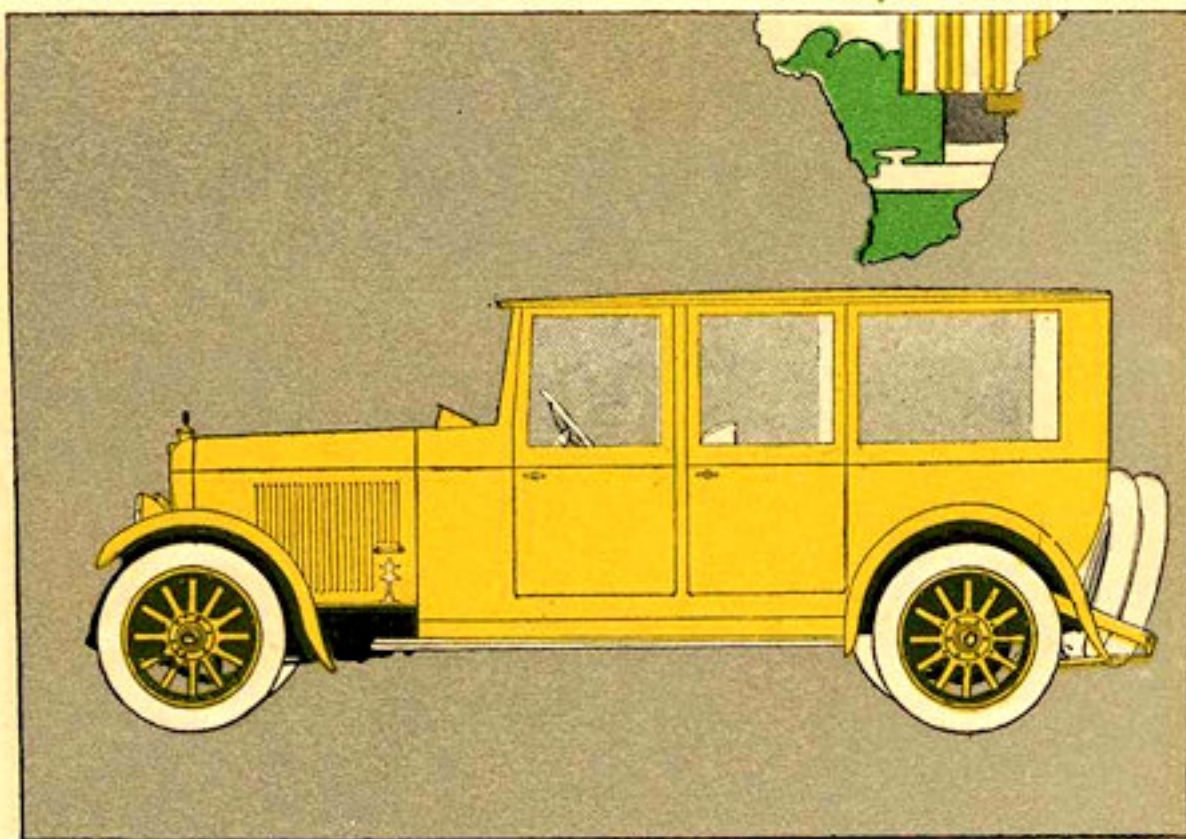
PERHAPS the most graceful of all the Sextet open models is the roadster, appealing especially to the sportsman and country club member. In the rear deck, for example, is storage space large enough for the carrying of picnic hampers or a week-end bag, while at the right is a long, individual compartment that is used for guns, golf clubs, fishing rods or other sport equipment. The car has both speed and stamina for roughing it.

Five



Four Passenger Phaeton

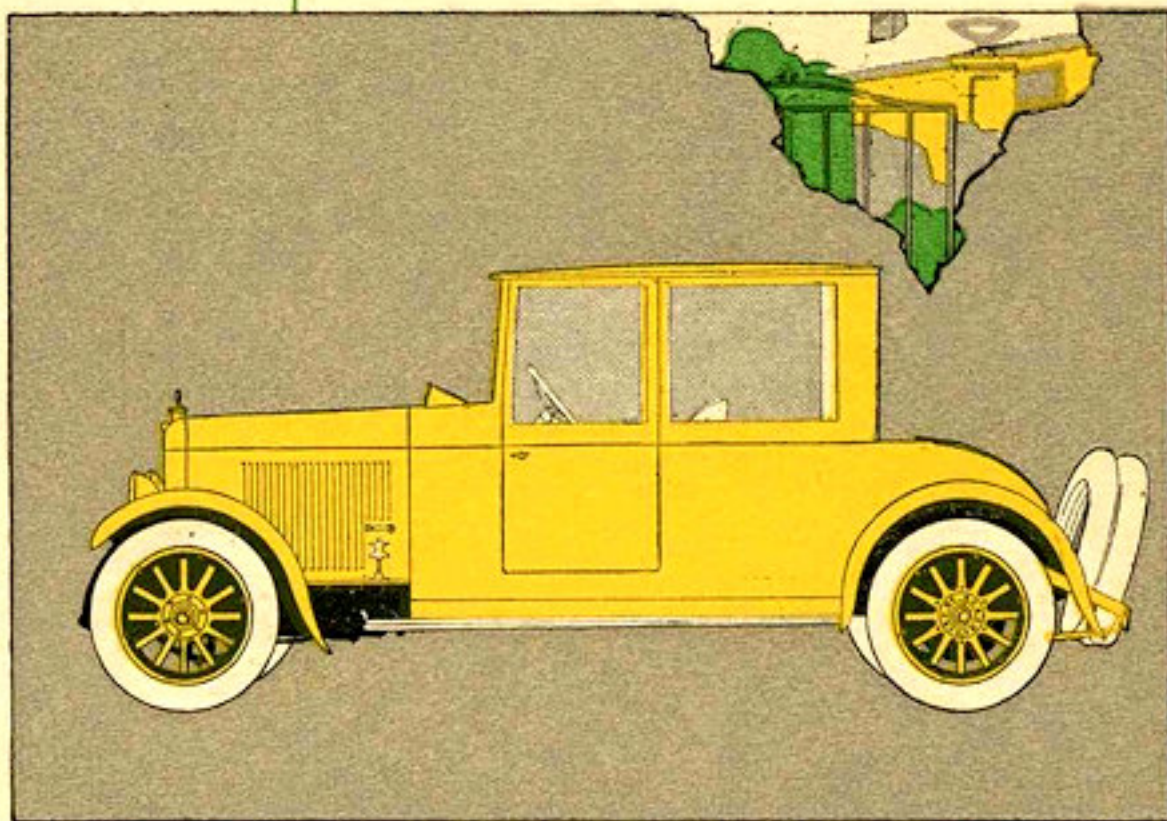
NATIONAL Sextet smartness is emphasized in this town-and-country car, so suggestive of speed and power. An exceptional fleetness of line has been attained by increasing the length of the cowl and narrowing the rear seat to hold only two passengers. The steering wheel, too, is tilted at a more rakish angle, while there is just the suggestion of an after deck astern. Boulevards and rural roads are all the same to this able car.



Seven Passenger Sedan

AFFORDING luxurious accommodation for seven occupants, the sedan combines that low appearance, so pleasing in all the Sextet open models, with the body depth so essential to closed car dignity. The body is of the permanent four-door type. Windows are unusually large, of heavy plate glass, regulated by automatically locked controllers. Upholstery and lining are striped grey velour or fine grey automobile cloth.

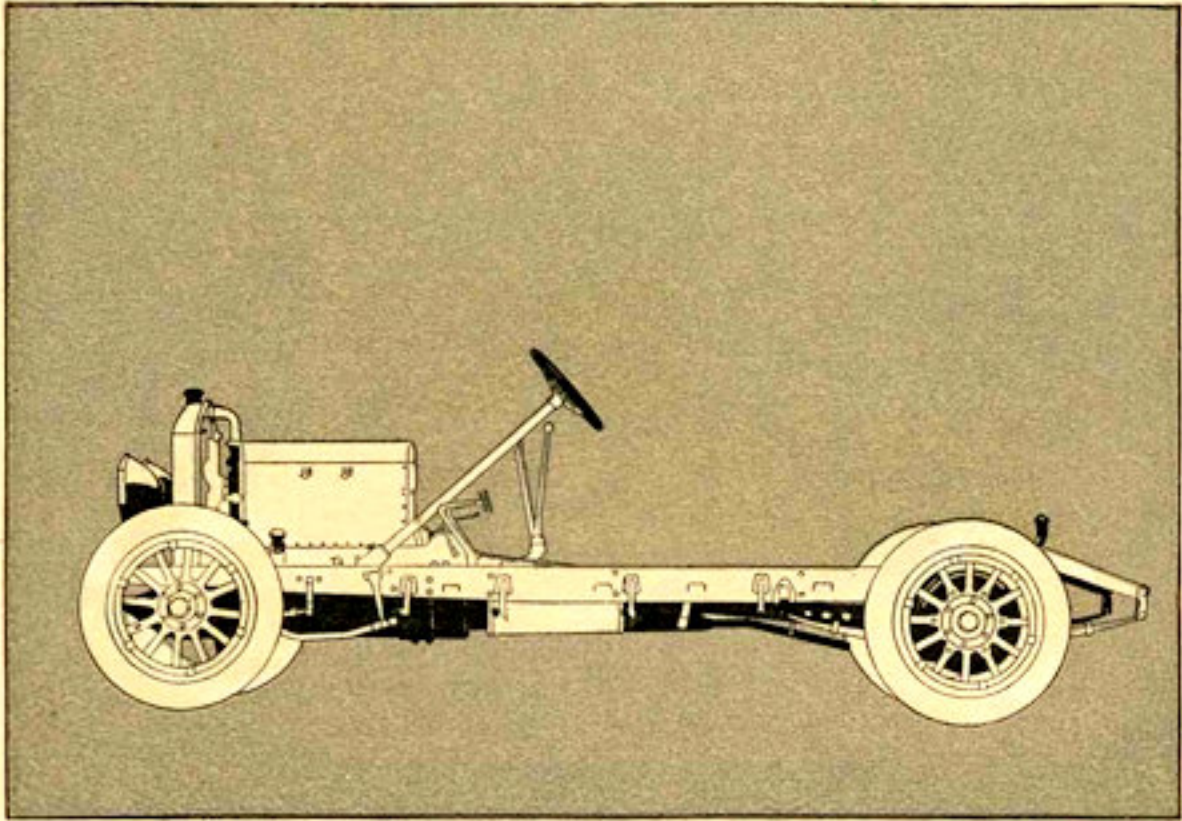
Seven



Four Passenger Coupé

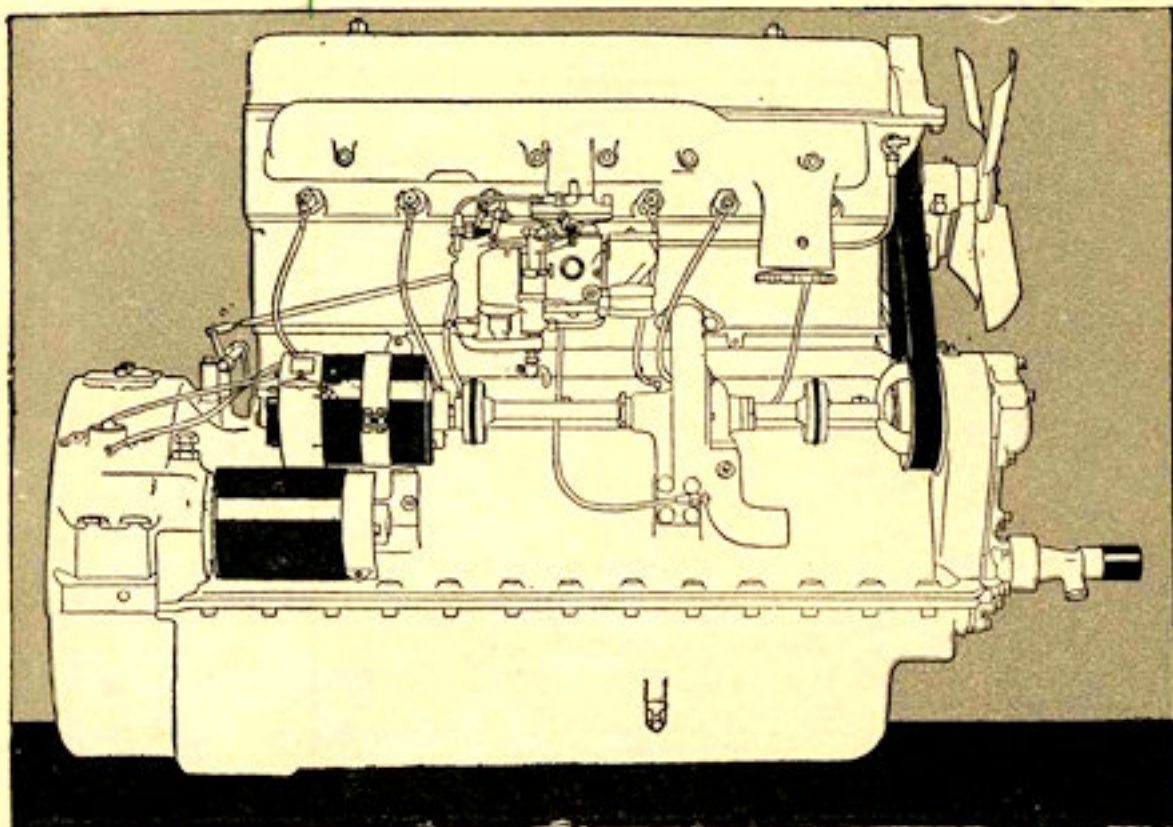
LIKE the sedan, the coupé rides close to the ground, while body sides are flat and deep. Solid posts and a light but substantial top make for exceptionally rigid construction. The driving seat is set slightly in advance of the main seat, and the auxiliary seat is so arranged that the occupant faces forward. Grey striped velour, or grey automobile cloth, is used for upholstery and lining, the windows having roller curtains of grey silk.

Eight



The National Sextet Chassis

FROM stem to stern, the Sextet chassis represents the very best in automobile construction. The full-floating rear axle is a noteworthy example. It is a one-piece, pressed steel housing, which combines great strength with exceptional light weight. Bearings are Timken throughout. Unusually long semi-elliptic springs are used front and rear, and their cushioning power is materially augmented by the use of heavy Hartford shock absorbers.



The National Sextet Engine

RAWHIDE toughness, as well as percussive power on low grade fuel, is a dominant quality of the Sextet engine. Built under methods of precision manufacture exclusive to National, and with parts at every point of wearing contact greatly oversize, the life of the engine is practically unlimited, with ordinary care. An improved oiling system of extraordinary efficiency maintains the engine in its original state of perfection.

Specifications

Engine—Six-cylinder, improved overhead-valve type; cylinders cast en bloc with detachable head; working parts fully enclosed. Specially designed to burn low grade fuels. Bore and stroke, $3\frac{1}{2}$ by $5\frac{1}{4}$ inches. Seventy-one horsepower at 2,600 revolutions per minute. Designed and built in National factory.

Carburetor—Rayfield, water-jacketed and equipped with electric primer for starting in extreme cold weather.

Lubrication—Full pressure feed to all main and connecting rod bearings, to camshaft, accessory drive shaft and overhead rocker arm shaft.

Ignition—Delco system. Lock switch on dash.

Electrical System—Generator and starting motor separate units. Headlights fitted with non-glare lenses and integral auxiliary lamps for city driving.

Transmission—Unit with motor; four speeds, three forward and reverse.

Axles—Front, one-piece I-Beam drop forging. Rear, full-floating, one-piece pressed steel housing, spiral bevel gears. Timken bearings, front and rear.

Wheelbase—130 inches.

Wheels—Selected hickory, fitted with demountable rims and 32 by $4\frac{1}{2}$ -inch tires.

Springs—Front, semi-elliptic, 38 inches long; rear, semi-elliptic, $60\frac{1}{4}$ inches long.

Drive—Through springs, with triangular pressed steel torque arm to absorb twisting strain.

Gasoline System—18-gallon gasoline tank, mounted on main frame in rear. Reserve supply of 1½ gallons. Vacuum feed system.

Painting—Option of National Blue, Grey or Green.

Upholstery—Open models, best grade genuine black leather. Closed models, grey striped velour, or grey automobile cloth.

Equipment—Neverleak one-man top, lined inside, with plate glass rear window; Collins curtains, opening with doors; rain-vision and ventilating windshield, with windshield cleaner; Motometer, cowl ventilator, electric horn, transmission theft lock, Warner speedometer, ammeter, and oil gauge; power tire pump mounted on transmission; Hartford shock absorbers, front and rear; duplex head lamps with non-glare lenses; motor light under hood, dash and tonneau lights; double tire carrier with Yale lock; extra demountable rim; cord tires; rubber foot-pedal pads; muffler cut-out; full complement of tools, including improved screw jack.

We reserve the right to make changes in construction and equipment as we see fit at any time, without obligation to make corresponding changes on cars previously sold or shipped.

National Motor Car & Vehicle Corp.

Twentieth Successful Year

Indianapolis

Twelve