

NATIONAL SEXTET

FIVE CUSTOM BODY MODES



Blue Penciling Superlatives and Getting Down to Facts

In discussing the new National Sextet, we can well be moderate in our every statement.

For the beauty, the power and the comfort of this fine car are such as need neither exaggeration nor extravagant mention.

There are certain salient qualities of the National Sextet, however, that de-

serve exposition, and they are offered here as proof of the Sextet's excellence throughout.

Knowing the fineness of the National Sextet as we do, we welcome a close and point-by-point comparison with all cars that merit your respect and consideration, regardless of price.

Beauty

The National Sextet is strikingly low, due to a new method of body mounting, exclusively National. The deep body sides descend to within two inches of the running board, eliminating the conventional running board space, and the lower edge of the body is brought 3 1/4 inches closer to the ground without sacrificing road clearance.

Arrow-straight lines, wide, square doors, individual front fenders, a high, narrow radiator whose distinctive design is reproduced in the duplex head lamps, and a flat upper body edge are a few of the many pronounced style features.

Performance

The Sextet hits sixty-five miles an hour with ease and throves down to two miles an hour in high. The car accelerates from two to forty miles an hour within a city block (12 blocks to a mile). A speed of sixty miles an hour seems like thirty, so smooth is car performance.

The perfected overhead-valve, high efficiency engine develops 71 horsepower. It is built complete in National shops to the closest limits and under the most advanced methods of precision manufacture.

Reliability

Triply oversize bearings—the crankshaft has the exceptional diameter of 3 1/4 inches—an improved force-feed lubricating system that circulates oil to every point of wear, including the overhead-valve mechanism, and correct design and the use of the finest materials throughout are a guarantee of uninterrupted service and long car life.

Ease of Operation

While the National Sextet measures 130 inches from hub to hub, the car is turned without gear-shifting in a 40-foot street. The steering is of the freely operating worm-and-gear type. Brake and clutch pedals yield easily to pres-

sure. Brake and gear-shifting levers are unusually long and operated without change of posture.

Economy

For a car of such impressive size, the Sextet delivers remarkable returns from gasoline and oil, averaging 12 miles to the gallon on lowest grades of fuel and 125 miles to the quart of lubricating oil.

The high efficiency overhead-valve design and the elimination of energy-wasting friction through the extremely fine and accurate alignment of all parts give maximum power from every ounce of fuel.

Special provisions have been made for the efficient handling of low

grade fuels, the intake manifold being enclosed in the cylinder head and entirely surrounded by heat. This manifold is specially designed for the correct application of heat, based on experiments covering two years.

That the Sextet is so finely and sturdily built as to be a stranger to the repair shop is the source of an economy even more worth while than the savings effected in gasoline and oil consumption, desirable though such savings may be.

Comfort

The Sextet's 130 inches of wheel-base provide generous room for seven passengers. The seats are set 11 inches below the upper body edge, giving a satisfying sense of

security. The upholstery—double non-sag springs, curled hair and genuine leather—measures eight inches in depth.

The semi-elliptic springs, all around, measure 38 and 60 1/4 inches respectively, and their cushioning power is further augmented by the use of heavy Hartford shock absorbers, front and rear.

Finish

National Sextet bodies have a genuine coach finish, applied in twenty-four distinct operations, each performed by skilled specialists. Bodies are sand-blasted before painting. Each coat of paint and varnish is dried in ovens where both the heat and the humidity are accurately controlled.

Only hand-rubbing and brushing can impart the unruffled smoothness that National Sextet bodies have.

Niceties

Include walnut, lock-fitted cabinets in the center cowl, locked tool compartment in the left fore door, pockets large enough for the carrying of Blue Books in all other doors, a smart robe strap of genuine Cordovan, underhood motor light, cord tires, Motometer, cowl ventilator, non-glare lenses, tonneau light, individually tailored top, lined with gray wool and fitted with glass rear window, windshield cleaner, corrugated rubber pads for foot pedals, transmission theft lock, engine-driven tire pump, and an emergency gasoline tank.

Seven-Passenger Touring Car, \$3750; Four-Passenger Phaeton, \$3750; Two-Passenger Roadster, \$3750; Four-Passenger Coupe, \$4900; Seven-Passenger Sedan, \$4950; F. O. B. Indianapolis. These prices subject to government war tax.

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