

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 apron, 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 throttles 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 over-size bearings—the crankshaft has the exceptional diameter of 2 1/2 inches—so improved forced-feed lubricating system that circulates oil to every point of wear, including the overhead-valve mechanism, and over-ventilation 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 means 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 pressure.

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 remarkably modest fuel economy—fuel cost averaging 12 miles to the gallon on lowest grades of fuel and 12 1/2 miles to the gallon on lubricating oil.

The high efficiency overhead-valve design and the elimination of engine-drawing friction through the extremely fine and accurate adjustment of all parts, use maximum power from every source of fuel.

Special provisions have been made for the efficient handling of low-

grade fuels, the intake manifold being located in the cylinder head and entirely surrounded by heat. This manifold is specially designed for the dense circulation of heat, based on experiments covering two winters.

That the Sextet is so finely and smoothly built as to be a pleasure to the driver is due to the use of a new, even, more workable than the savings effected in purchase and of maintenance, despite the fact that such nations may be.

Comfort

The Sextet is 100 inches of road, built to give a roomy, pleasant passenger space. The seats are 11 inches below the upper body edge, giving a satisfying view of

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

The semi-elliptic springs, all ground, measure 38 and 40 1/2 inches respectively, and their cushioning power is further augmented by the use of heavy Harford shock absorbers, front and rear.

Finish

National Sextet bodies have a genuine, easily finished, polished in twenty-four distinct operations, each performed by skilled operators. Bodies are sand-blasted before painting. Each coat of paint and varnish is dried in ovens where both the heat and the humidity are separately 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 fender 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, Miotometer, 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 . . . \$3940
Four-Passenger Phaeton . . . \$3940
Two-Passenger Roadster . . . \$3940

Four-Passenger Coupe . . . \$5135
Seven-Passenger Sedan . . . \$5185
F. O. B. Hammond.

NATIONAL MOTOR CAR & VEHICLE CORPORATION INDIANAPOLIS
Twentieth Successful Year

Lake County Auto Supply and Sales

Douglas and Hohman Sts., Hammond — H. A. Thiel, Prop. — Phone Hammond 1741

—DISTRIBUTORS FOR—

Gary — Whiting — East Chicago — Indiana Harbor — Hammond