



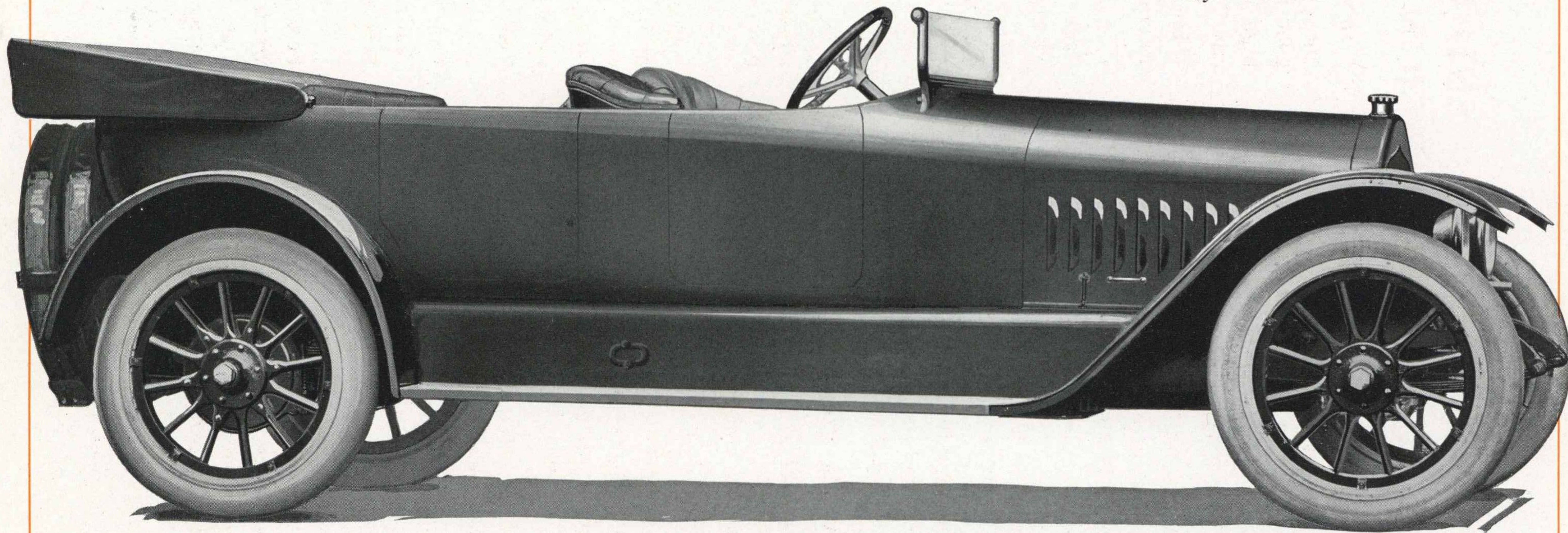
# National

"Highway" Six

*National*

**HIGHWAY SIX \$1690**

*The National "Highway" Six is the latest achievement of a factory organization that has successfully produced high-grade cars for fifteen years. Its stylish appearance reflects quality building. Standard color, National (very dark) blue body and wheels.*



# REGARDING SIXES—AND THE KIND OF MAN WHO CHOOSES A NATIONAL HIGHWAY SIX

ONE thing is an assured and accepted fact about motor cars today—the Six is all right. Everybody, no matter what else he thinks, likes the Six.

A man said, the other day: “I don’t know about eights and twelves, but one thing I do know, and that is that my Six is plenty wonderful enough for me.”

Most people feel the same way. Statistics prove that they do.

The middle name of motor car today is *Six*. The Six is a golden mean, as sensible as bread and butter.

Among sixes, the National Highway Six occupies a particular position in a certain motor-car stratum. Let’s see if we can make clear to you just what that position is.

We have in mind a house—a residence—a pretty good-sized house on a good street in a good city. A typical owner of the National Highway Six lives there.

(We will describe him and you can see if you are the same kind of man.)

He has moved into that house and into that neighborhood because it has seemed the natural thing for him to do. If he lived on a street three blocks east it would be all wrong. If he lived on a street three blocks west it would be all wrong. His kind of people live in *that* neighborhood, and that is why he is there.

In a business way this man is pretty big. He is either the head of a very good business of his own, or he is pretty high in one of the big businesses of his city.

He does not have to own a bargain automobile.

In fact, the automobile he buys must stack up pretty well with the house in which he lives. His house is not what you would call an extravagant house, and his car is not an extravagant car—but both are away above the average.

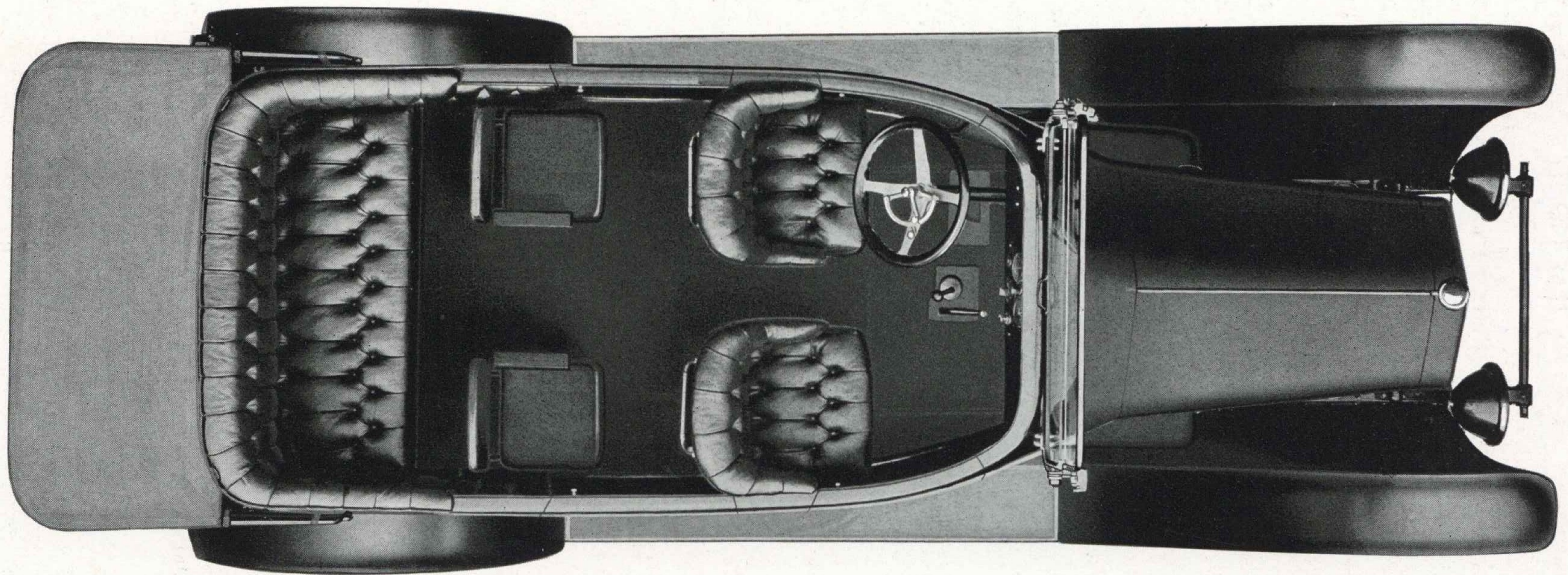
Automobiles may be grouped into classes or “neighborhoods.”

This man naturally gravitates toward an *automobile* “neighborhood”—just like he gravitated to a *house* neighborhood.

He probably decides on a Six. He is conservative rather than adventurous (if he had been adventurous he would have been prince or pauper, and, remember, he is a sensible seeker after the golden mean)—so he takes a Six rather than an eight or twelve.

In studying the situation, this man finds that about the only six-cylinder car that *hits his mark* is the National Highway Six. (It will cost him \$1690.)

There are a horde of sixes cheaper, but he wants a car to go with his house. He wants a car that will set away from the mass of motor cars. (The *mass* of sixes today run from \$1200 to \$1300.) He



*Seating arrangement of National "Highway" Six: The "Aisle-way" front seats are veritable arm chairs. Driver's seat is adjustable. It can be moved forward or back so that pedals may be reached comfortably by all members of the family. Two auxiliary folding arm chairs, at additional charge of \$30, makes full six-passenger car.*

wants a car that will adequately express his character and bespeak, to a measure, his standing in the world. (He may not know he does, but he does.)

Yet he does not want to shoot the moon. Though he likes to eat in a good cafe, he does not necessarily order champagne.

He does not want an "expensive" six. If you think he does, you do not quite get our "hero."

He decides to spend between \$1500 and \$1800 for his car—and looks about. He reviews the market. Somehow all the cars in this class become second choice—all but one.

He knows that the National has *lines*. They are somehow different from the lines of other cars.

He knows that the National has a pedigree. It rather strikes his fancy to own a

car that has had racing ancestors. He likes that little strain of racing blood that he knows exists in the National car.

He knows about the National company—builders for fifteen years of good motor cars—pioneers in the youngest of the world's great industries.

And he knows about the deadly, efficient motor that the National company has always built. He wants fighting sinew there under his hood.

And he likes the name "Highway." He has owned automobiles long enough to want to *use* them. That means trips. That means roads—long roads.

He likes the name, "National Highway Six."

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That's the kind of man. Are you anything like him?

## SPECIFICATIONS

CYLINDERS—L-head, cast en bloc. Size  $3\frac{1}{2} \times 5\frac{1}{4}$ . Removable top cover to allow free access to water-jacket space. Valves all on right side.

HORSEPOWER—National Highway Sixes develop up to 51 horsepower. Piston displacement, 303 cubic inches.

PISTONS—Each piston is fitted with three rings. They are unusually light in weight. Corresponding weight has been added to the crank case and crank shaft, which makes the National motor light and economical but solid and sturdy in operation.

CRANK SHAFT—Bearings, 4. Size, front  $1\frac{3}{4} \times 2\frac{7}{8}$ ; two, center,  $2 \times 2\frac{1}{4}$ ; rear,  $2\frac{1}{8} \times 3\frac{1}{4}$ .

LUBRICATION—Is of the self-contained, positive feed type, the oil being pumped to top

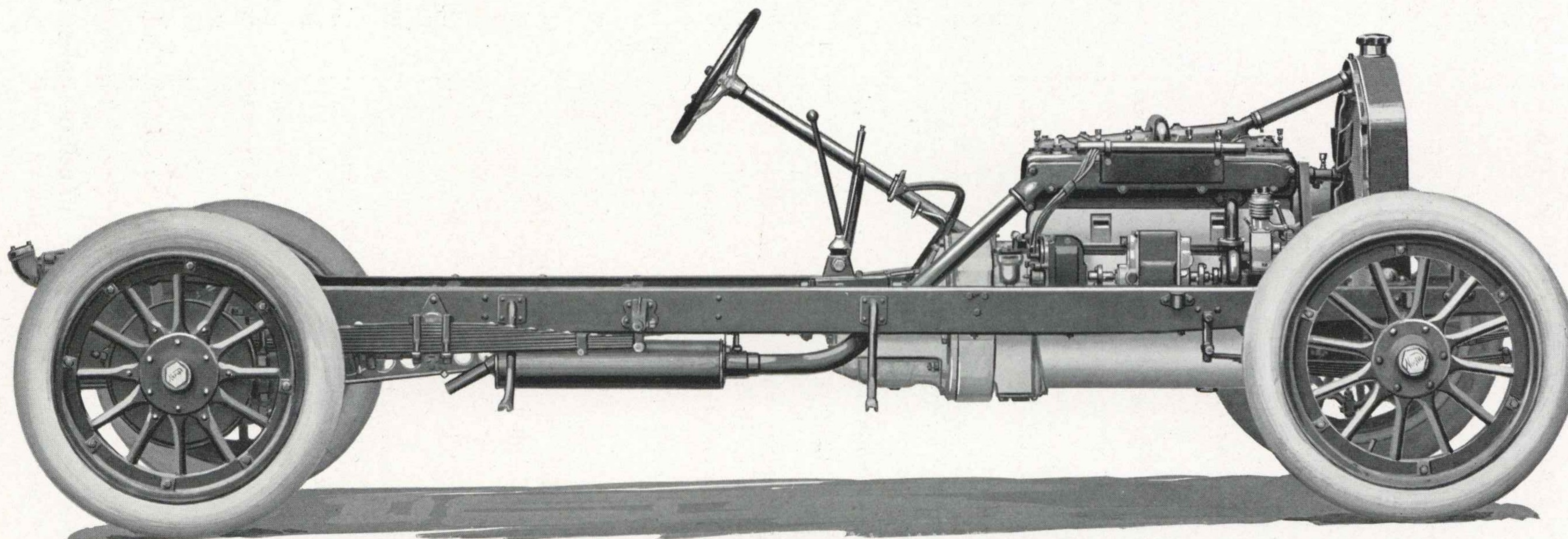
of main bearings. From there it overflows into pockets in bottom of crank case, into which the connecting rods dip. Pockets have overflow holes which allow the oil to drain back into reservoir beneath so that a constant level of oil is maintained.

### *Ignition and Carburetion*

CARBURETOR—Rayfield Carburetor. Warmed by hot air from the exhaust. "Choking" is practically impossible. Dash adjustment and primer for cold weather use are conveniently located. Vacuum gasoline feed from seventeen-gallon tank in rear.

IGNITION—Is supplied by a reliable high-tension magneto, the most positive ignition to be had. Entirely separate and independent of electrical equipment.

*The sturdy, solid chassis of the National "Highway" Six shows clearly that it is a direct lineal descendant of the famous racing Nationals. The long flat National cantilever springs insure comfort to passengers and protects the car from road vibration. Wheelbase, 128 inches. Special axle design permits unusually narrow turning radius of 33 feet.*



## SPECIFICATIONS — *Continued*

### *Clutch and Transmission*

CLUTCH—Aluminum cone faced with durable material, operating in fly-wheel of motor.

TRANSMISSION—Selective type. Three forward speeds. Large, broad-face gears. Annular ball-bearings throughout. Unit type, combined with motor.

### *Electrical System*

LIGHTS—Conveniently controlled by one switch on the dash. The two powerful headlights are also fitted with small bulbs, thus giving two sets of lights in front. Lighting system is entirely automatic. Westinghouse system. Dynamo is separate from starter motor, eliminating possibilities of troublesome "shorts." Battery is concealed behind running board splashers and accessible by means of easily removed cover.

STARTER—Westinghouse system of separate units. Built and guaranteed by the well-known Westinghouse company. Starting is effected by a small but powerful electric motor geared to the fly-wheel. The engagement is mechanical, automatically made by pressing small push-button on the car floor. Ammeter on dash.

### *Axles and Brakes*

FRONT—I-beam, one-piece steel forging. Large adjustable roller bearings in hubs. Ball, thrust bearing at top of steering knuckles.

REAR—Full-floating axle with large roller bearings. Driving pinion and ring gear have spiral cut teeth. These helical bevel gears are silent.

DRIVE—From motor to rear axle by straight line tubular shaft. Strong torsion member relieves shaft from strains.

BRAKES—National brakes stop car gently without jerks or noise. Service brakes easily

operated by foot pedal. Contract on rear wheel drums. Size 15 x 2. Emergency brakes are instantly applied by convenient hand lever. Internal expanding type.

### *Wheels, Frame and Springs*

WHEELBASE—128 inches.

TIRES—Size, 34 x 4½. Option of Firestone, Goodrich or U. S.

RIMS—Firestone demountable (Q. D.) rims. Extra rim included. Double tire carrier on rear of car.

FRAME—Pressed steel, five-inch channel section. Well braced and strong. Curved up over rear axle to allow low suspension of body. Frame narrowed in front to permit the short turning radius of thirty-three feet.

SPRINGS—Front, semi-elliptic. Fitted with special lubricant pockets on each leaf, which keep springs quiet. Length, 38 inches. Rear, National (flat) cantilever; attached rigid on rear axle, swiveled to frame at center and "linked" in front, giving rocker effect and soft riding qualities. Length, 51 inches.

### *Equipment*

Top, one-man top made of "Never-leak," waterproof material, fitted with Jiffy curtains. Ventilating and rain-vision type of windshield. Speedometer (Stewart), driven from drive shaft. Horn, underhood type of electric horn, large button in center of steering wheel. Tire pump, mounted on motor, long tube to reach all tires, equipped with tire gauge. Tire carrier (for two tires) in rear. Gasoline gauge on tank. Full complement of tools, carried in specially fitted pocket located in the front door; neat lock on flap protects the tools.

## National Motor Vehicle Company

*For Fifteen Years Successful Builders of High-Grade Cars*

Indianapolis, Indiana



*National*