

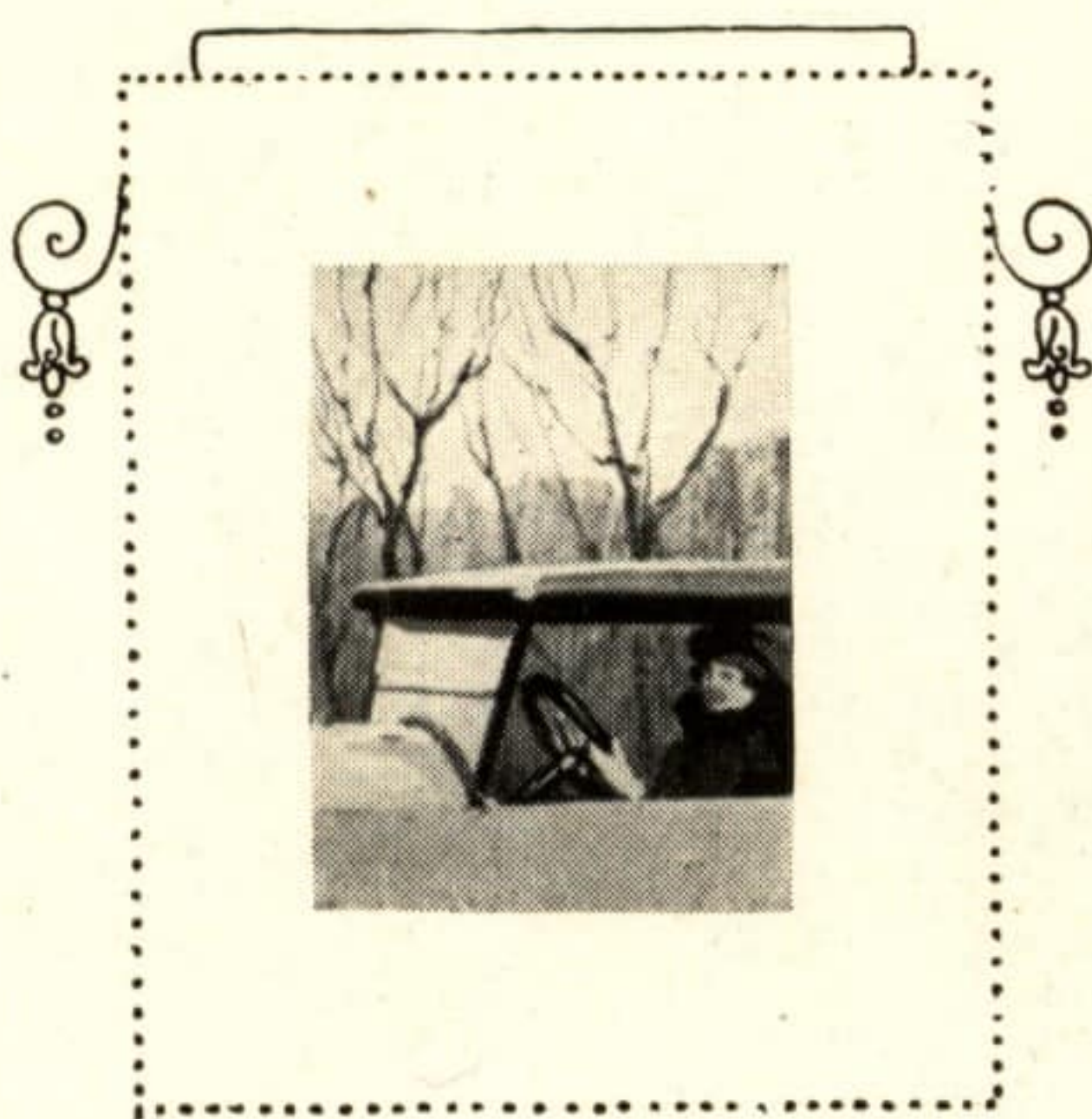


The
**NATIONAL
SEXTET**
Four Passenger Phaeton

National

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The NATIONAL SEXTET
Four Passenger Phaeton



National Motor Car & Vehicle Corporation
Twentieth Successful Year



Adding Security and Comfort to Smart European Style

MOTOR fashion decreed that the Phaeton, like all other National Sextet models, should be smartly low. To achieve that lowness, which distinguishes the finest of European cars, the designers of the Sextet might have followed two precedents.

One was the sacrifice of road clearance, a European practice which is all very well in the old world where most motor roads are boulevards, but a dangerous expedient in this country with its thousands of miles of unimproved highways.

The other was to lower the top of the body sides, a compromise with both comfort and security, since in the shallow-bodied automobile the passengers seem to ride on top of the car instead of inside it.

Both were impractical; neither was followed.

Instead, the designers of the National Sextet conceived a new method of body mounting.

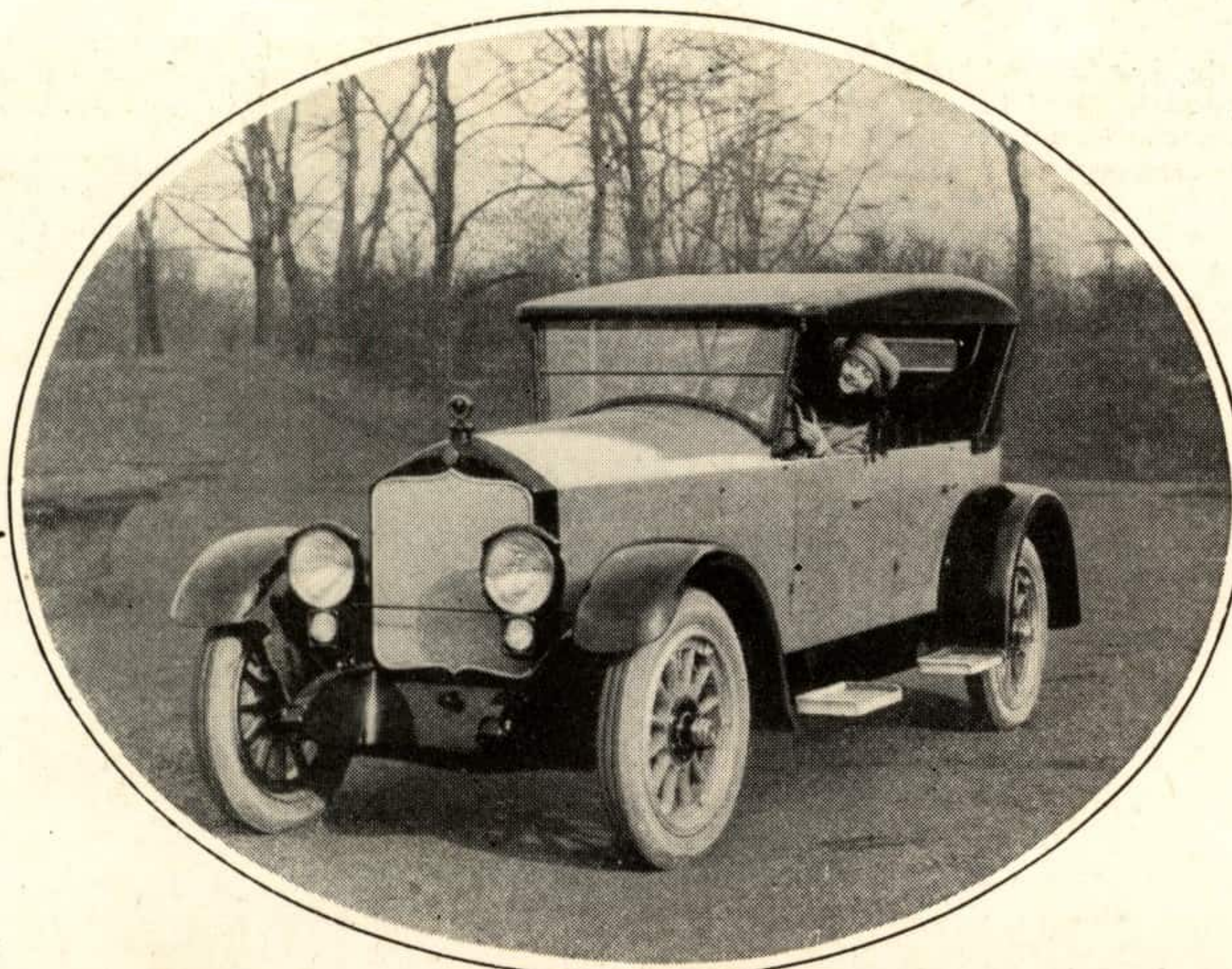
They dropped the body sides $3\frac{1}{8}$ inches closer to the ground by resting the body on brackets riveted several inches below the chassis frame's upper edge.

Consequently, the body of the National Sextet overlaps the chassis frame instead of sitting on top of it, as has been the common practice since automobiles were first built.

The height of the dust apron has also been materially reduced, contributing further to the low-hung appearance of the car.

In addition to a road-hugging lowness, unduplicated in any other American car, trebled strength as well is gained by this method of body mounting, the sills being laid on edge instead of flat, eliminating all squeaks and rattles by the increased rigidity of the body support.

The racing lines of the National Sextet Phaeton are the heritage of a generation of champions on road and speedway. The impression of speed and power is warranted and the owner fears no challenge



Slender as a Birch Canoe

WITH charming individuality blended with rare good taste, the National Sextet Phaeton for four passengers is both refreshingly new in artistic concept and prophetic of a motor mode of exceeding elegance.

Even when braked at the curb, the car looks its power and speed, for to the slenderness of a boulevard thoroughbred has been added the road-hugging lowness of a racing mount by the new method of body mounting already explained.

The width of the Sextet Phaeton has been held to the narrowest possible limits commensurate with the comfort of four passengers, the rear seat being no wider than the front—forty inches.

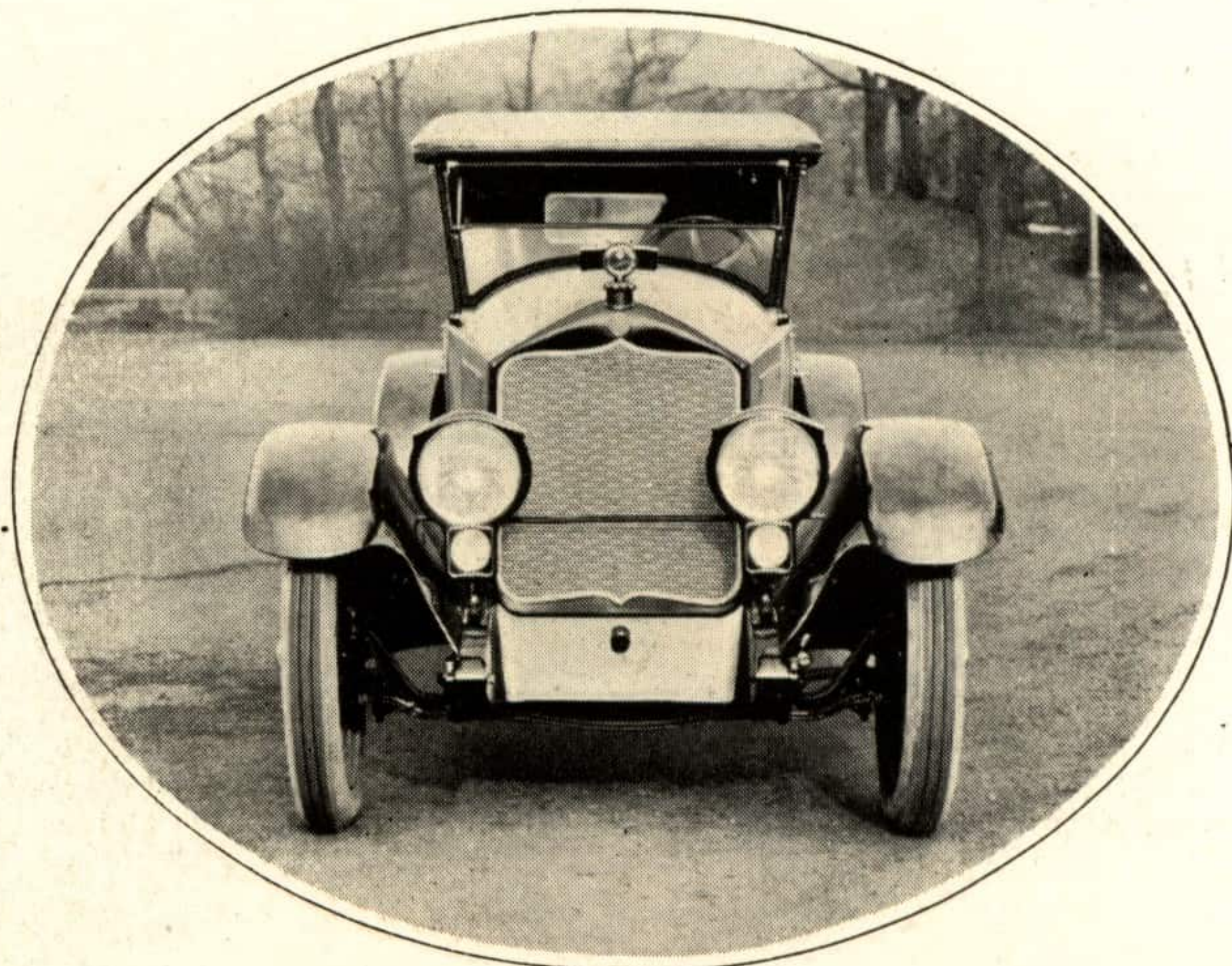
The limited carrying capacity of the car has made possible the lengthening of the cowl and driving compartment, emphasizing the Phaeton's fleetness of line, while the rear compartment is shortened, giving room for a graceful afterdeck.

Whether it be viewed from the side, front or rear, the Sextet Phaeton is unusually impressive in its low-hung smartness, with deep, flat body sides and sharp edges relieved of all severity by graceful curves.

Arrow-straight lines predominate in the Sextet design, the upper radiator line, for example, being a continuation of the upper body edge, which is perfectly flat and a welcome departure from the bevel edge so much in present evidence.

Individual front fenders, deeply domed, and cast aluminum steps in place of running boards, are strikingly distinctive. High, narrow louvers accentuate bonnet height and add a harmonious note in their slender symmetry. Doors are large and rectangular, with beveled handles and outside French hinges at the bottom.

The Sextet's head-on appearance instantly proclaims it a National, the distinctive radiator, with duplex headlamps in which the design of the radiator is attractively reproduced, displaying the characteristic outline that has identified this champion of road and speedway for twenty successful years



The windshield tilts at a rakish slant, and is wider at the top than at the bottom. Close inspection shows that it is not an accessory, but is so mounted as to be virtually an integral part of the body.

The individually tailored top has perfect proportions and since it is not fastened to the bows, it is not cracked or crushed in folding.

When seen head-on, the Sextet Phaeton is like no other car you meet. The high, narrow radiator, topped by a Motometer, has a distinctive design that is reproduced in the twin headlamps, while the Sextet's slender bow symbolizes speed and power that is realized by masterful performance under all road conditions.

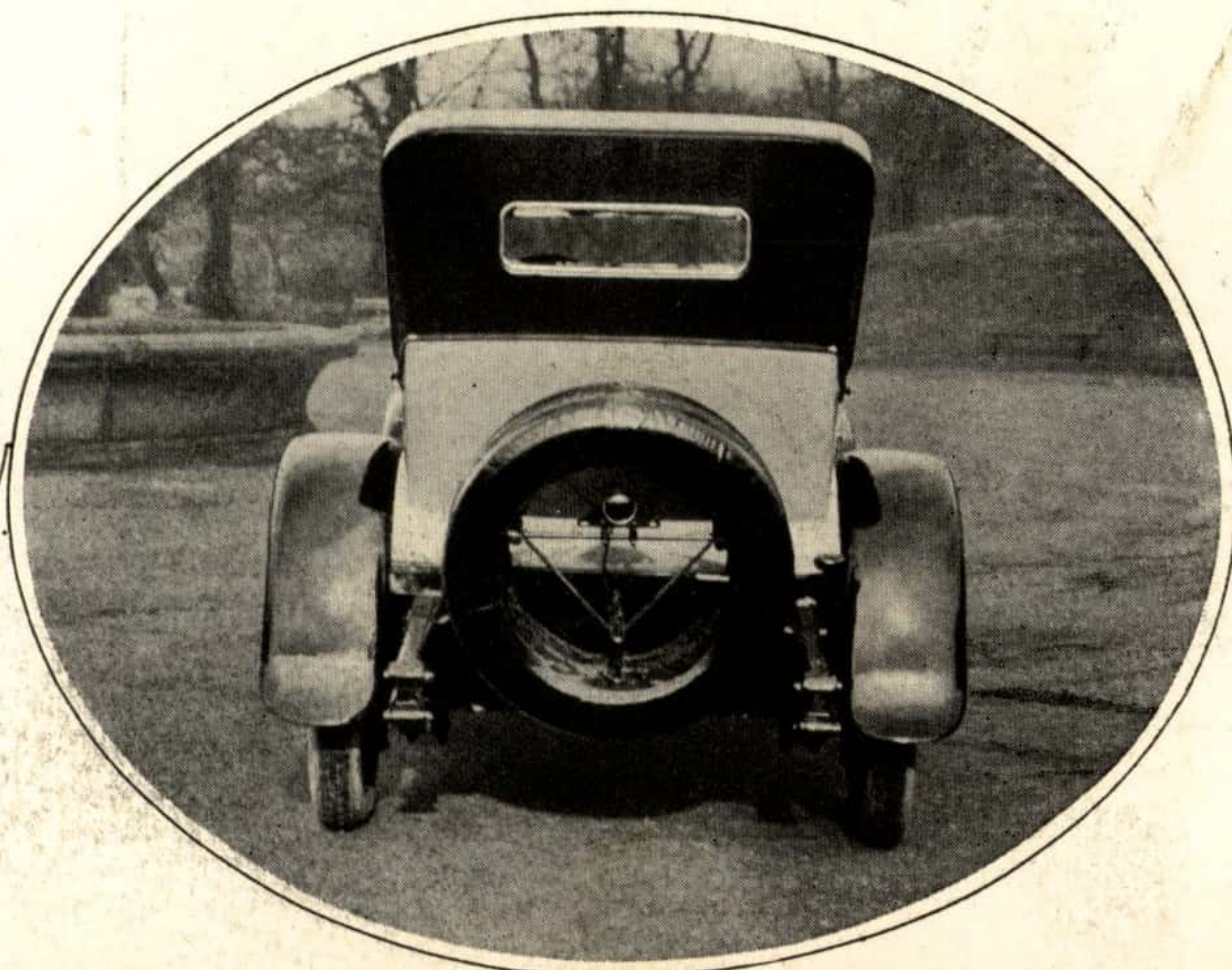
Astern, the Sextet Phaeton is trim and comely. A swell at the back forms a brief afterdeck. The gas tank is concealed behind a heavy sheet steel apron. And unsightly straps have neither place nor purpose on the double, Yale-locked tire carrier, the spare casings being held by heavy irons.

The finish is such as you would rightly expect in so fine a motor car. Twenty-four separate operations of hand painting, hand rubbing and accurate drying insure the hard elasticity without which no automobile body can withstand the extremes of temperature or successfully challenge the attack of sun, snow and rain.

The interior of the car is finished as well in impeccable taste. The woodwork is of fine walnut; the upholstery, of genuine leather. Heavy-napped gray wool carpeting is used on the tonneau floor and for lining the walls of front and rear compartments, while tough gray linoleum, bound with aluminum, withstands the extra wear that the driving compartment receives.

The top, incidentally, is lined with heavy gray wool fabric, and is fitted with a plate glass rear window.

Color options are National blue, gray or green, with fenders and running gear enameled black.



Equally attractive is the National Sextet Phaeton when viewed astern. The sides and rear of the lithe, narrow body gracefully descend into a brief afterdeck that terminates in the sheet metal apron concealing the gasoline tank. The Yale-locked tire carrier holds spare casings secure from theft

Little Things That Count

A TRUE gauge of the fineness of the Sextet Phaeton can be had by an inspection of the equipment of this completely appointed car.

Whether on an afternoon's boulevard tour or a long cross-country trip, the driver and those who ride with him have everything that will enhance their comfort and convenience.

In the walnut paneling of the center cowl are two lock-fitted cabinets where a kodak, a carton of cigarets and articles of like size can be carried. Provision also is made for the storage of robes, coats and other motoring paraphernalia in a large tilting compartment underneath.

A smart robe strap of genuine Cordovan and a tonneau lamp with frosted lens are additional refinements of the rear compartment.

The instrument board is of selected walnut, and illuminated by a dash light. Ignition and lighting switches, speedometer, ammeter, oil gauge and the buttons for electric priming and carburetor choking are arranged for the convenience of busy hand and eye.

Tools, though rarely needed, are ever close at hand, being carried, each in its special compartment, in the lock-fitted pocket of the left fore door.

Engine inspection and adjustment at night are facilitated by an underhood motor light that illuminates the right side of the



Forget to fill the gas tank? Don't worry—just turn the emergency valve on the heel board of the rear seat and ride from 15 to 20 miles on the reserve supply

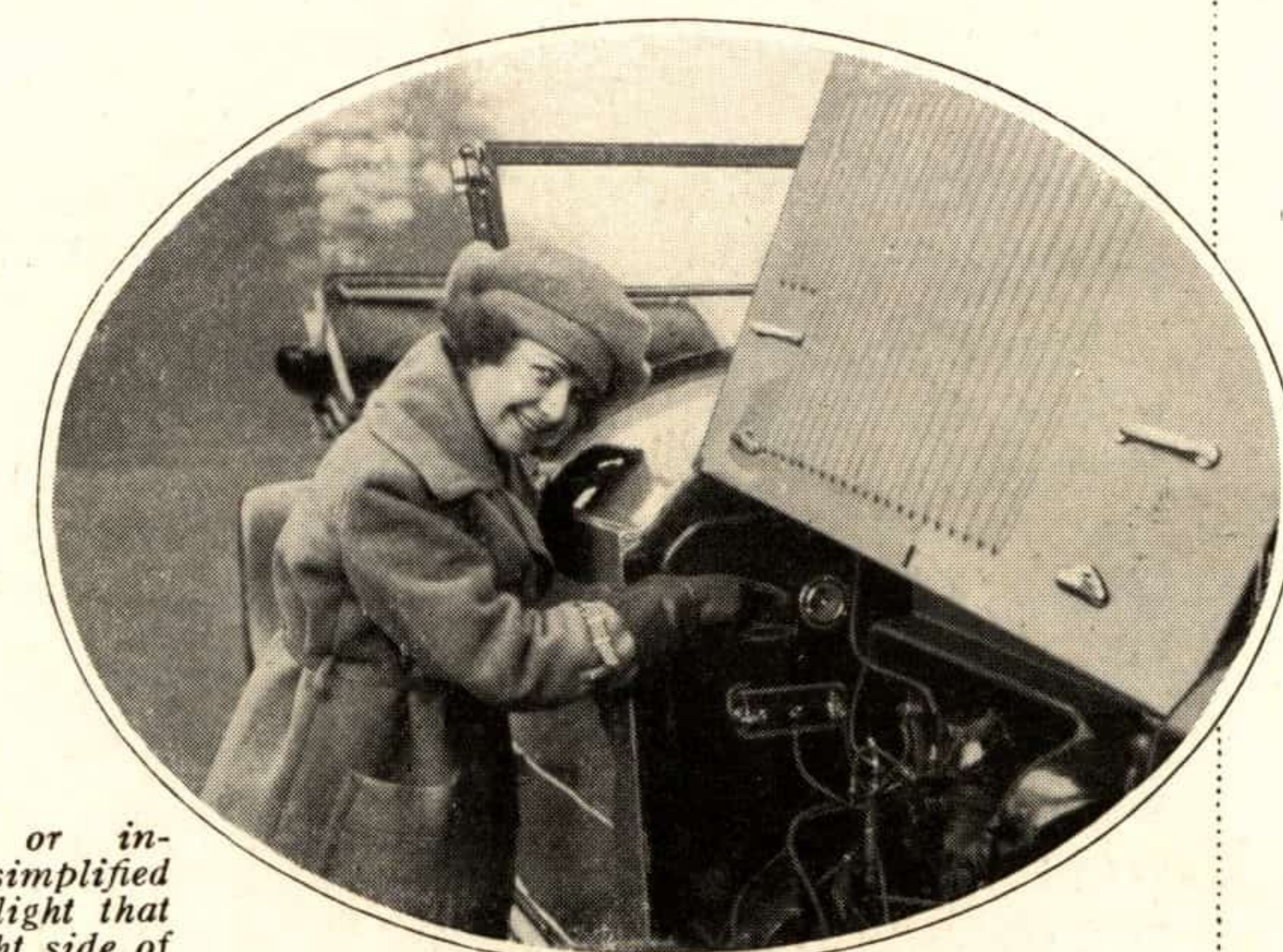


A small crank on the dash opens the hooded ventilator on the cowl, flooding the driving compartment with a current of fresh air

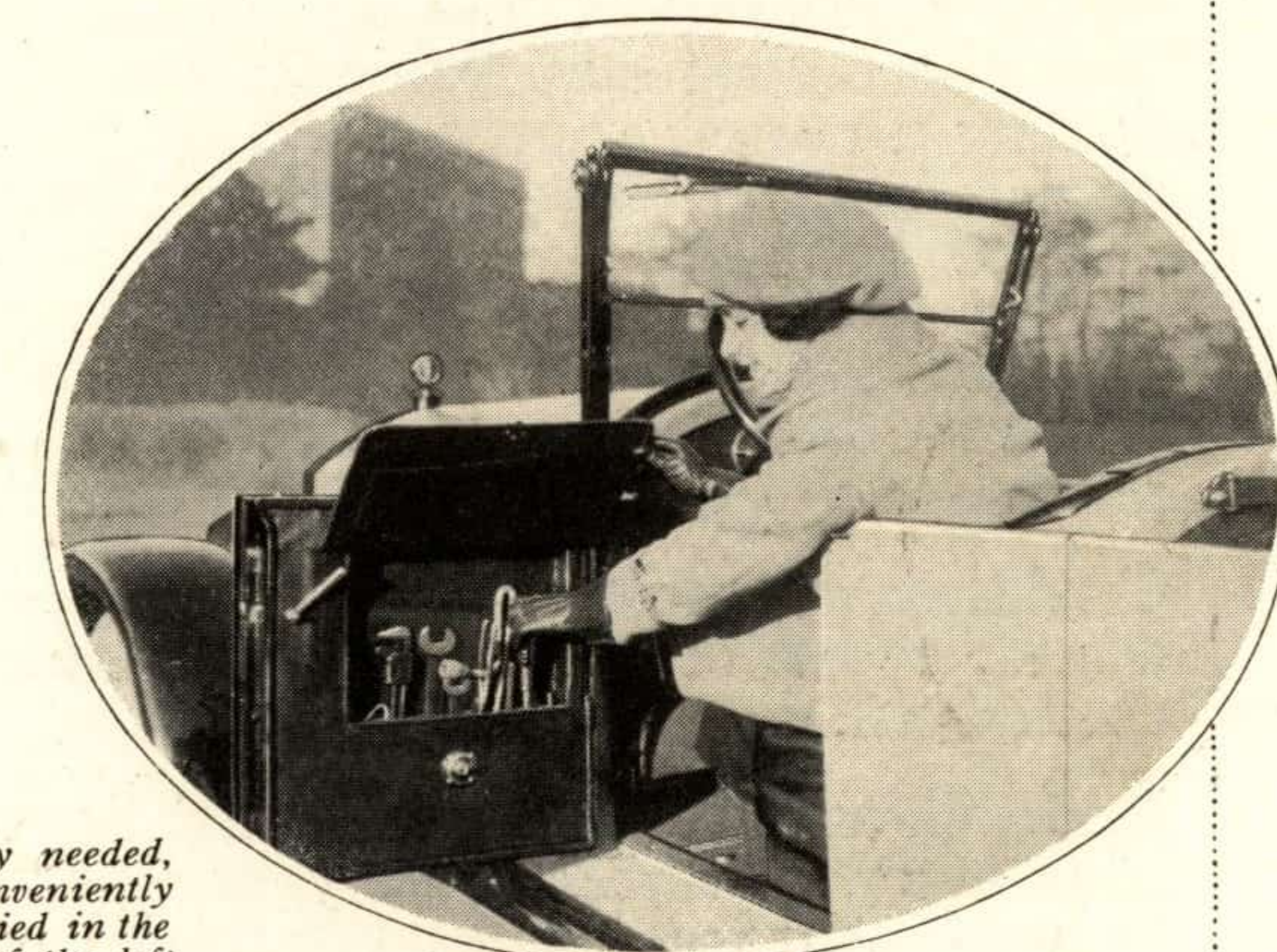


Emergency brake and gear shifting levers are unusually long and operated without change of posture. Instruments, including an electric primer button, are located for the convenience of busy hand and eye

In the walnut paneled center cowl are two lock-fitted cabinets for carrying a kodak, a carton of cigarets or other motoring necessities. Underneath is a large, tilting compartment for robes and motoring wraps



Motor adjustment or inspection at night is simplified by an underhood light that illuminates the right side of the engine, where all operating units are grouped



Tools, though rarely needed, are, nevertheless, conveniently at hand, being carried in the lock-fitted pocket of the left fore door



power plant, where carburetor, spark plugs and all the other operating accessories are accessibly grouped.

When tires need inflation, neither the bonnet nor floor boards need be raised, the engine-driven tire pump being connected by means of a covered handhole in the floor of the driving compartment.

On the transmission is an unpickable theft lock, operated by the same key that is used for the lighting and ignition switch.

A glance at the Motometer shows the radiator temperature. For cold weather starting, there is an electric primer on the carburetor that instantly vaporizes the initial charge of fuel when the priming button on the dash is pulled, insuring a quick, clean getaway.

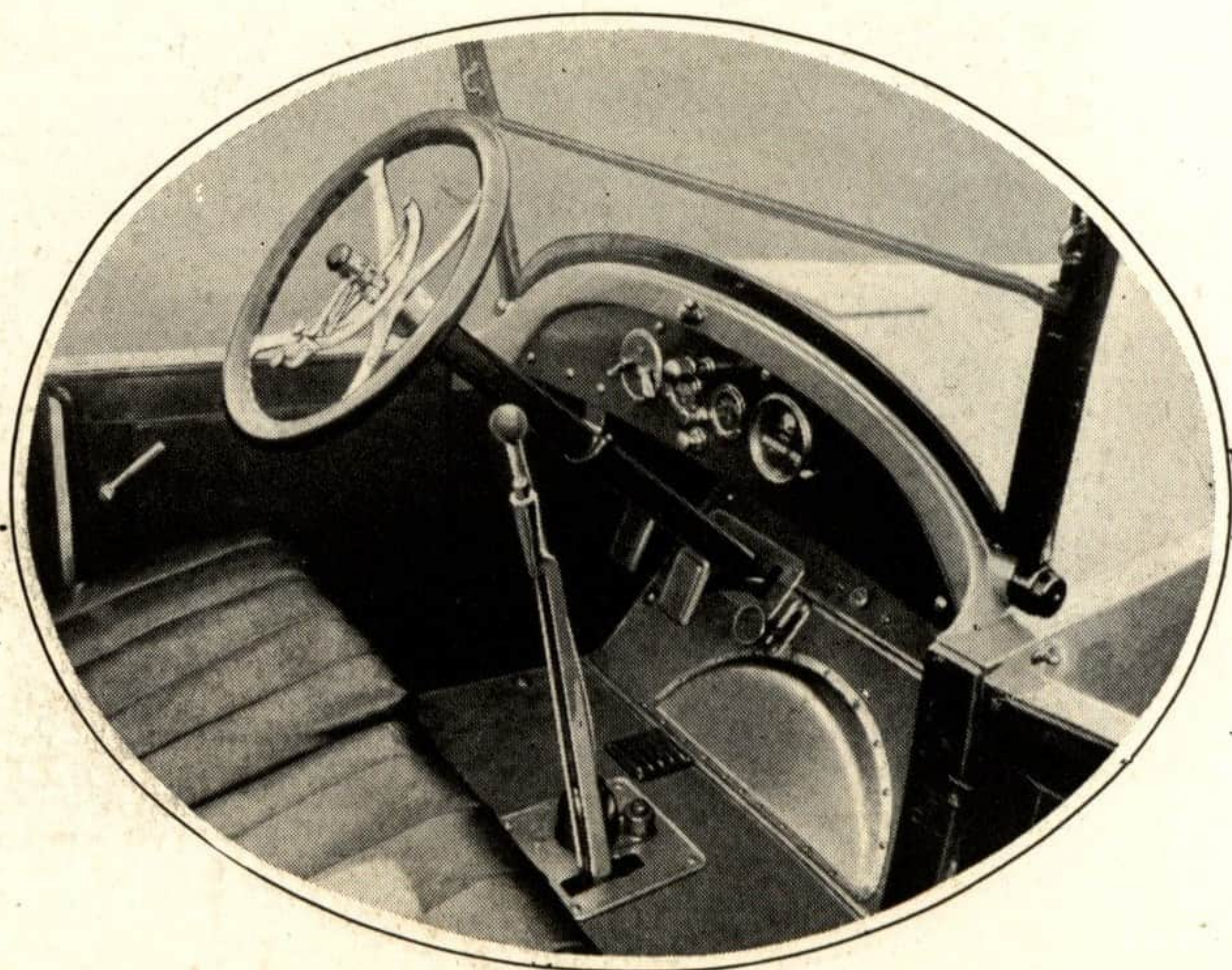
Forgetting to fill the gasoline tank does not carry the proverbial penalty for the Sextet driver, an emergency reservoir, built into the main gasoline tank and tapped by a valve located on the heel board of the rear seat, holding a reserve supply sufficient for a run of from fifteen to twenty miles. As this reservoir is automatically the first to be filled, it requires no special thought or attention.

At night, the Sextet driver is always within the law. The main driving lamps are fitted with non-glare lenses, while the auxiliary lamps underneath, for city use, have bulbs of considerably less intensity.

Cord tires, of course, are standard equipment on the National Sextet, and are indicative of the exceptional value that is built into this fine car throughout.

In detail, as in total, the National Sextet Phaeton is a symbol of excellence and good taste. Once your monogram is on the door, you will ever be proud that it is there. For this live and active car, always smart, always competent, always reliable, will honor your judgment, no matter how distinguished the automobile company in which you are.

There is ease behind the wheel of the National Sextet. Brake and clutch pedals are fitted with pads of corrugated rubber, and a heel rest of like material is provided for the accelerator button.



Utmost Comfort for Four

ENDURING style is never gained through sacrifice of comfort, whether it be in mode of dress or motor car. In the National Sextet Phaeton, comfort has not been compromised in the slightest degree.

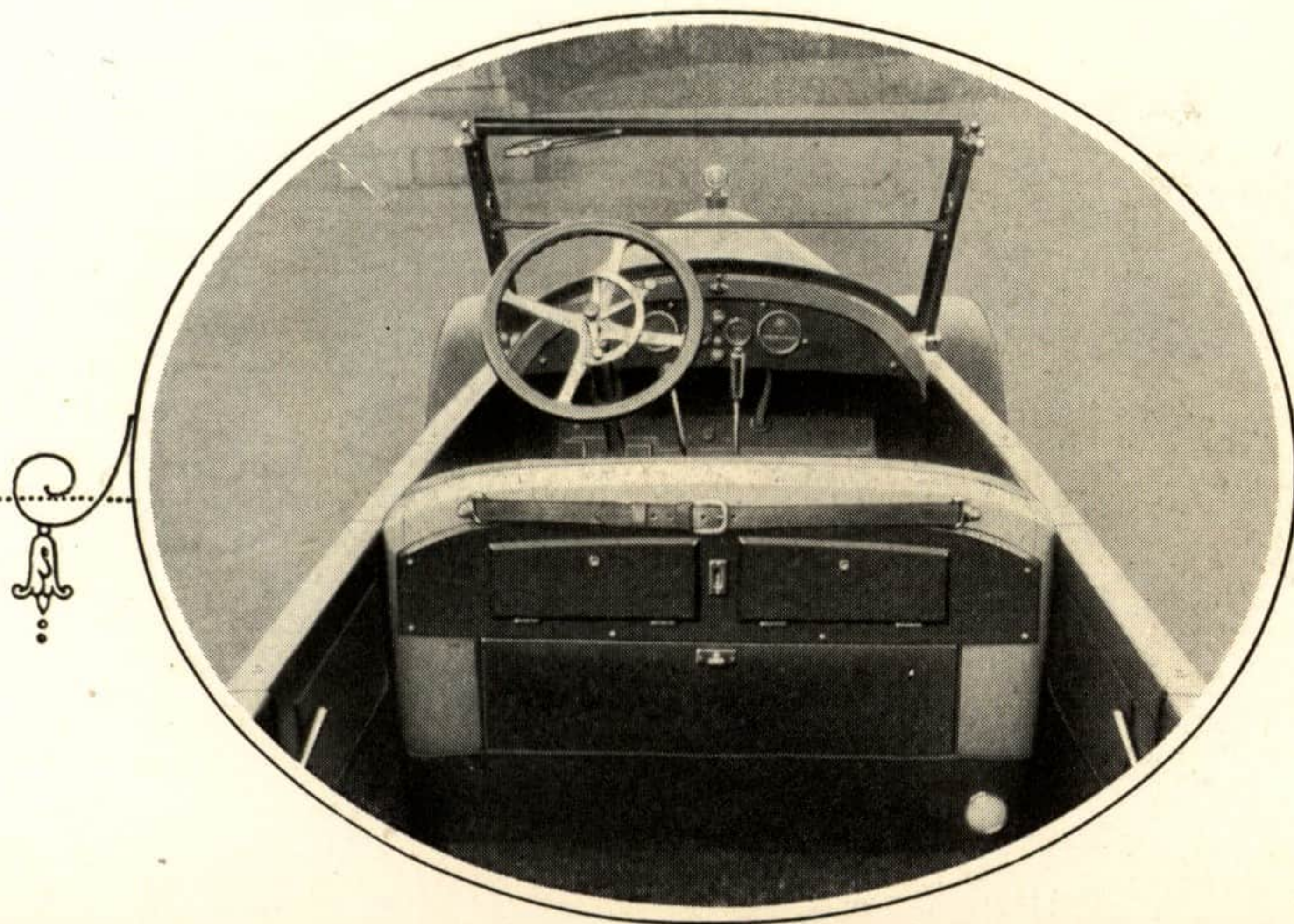
Four persons ride in sociable proximity yet with luxurious freedom from crowding or cramping. The ample length of both front and rear compartments give generous leg room to driver and passengers alike.

Deep seats, built well below the upper edge of the body, impart a delightful feeling of security. The cushions of ample depth are tilted at just the correct angle for lounging comfort as well. Their restful ease is permanently assured by double non-sag springs, covered with finest French pleated leather, laid over a foundation of genuine curled hair.

The farther you ride and the rougher the road the more you will appreciate the exceptional riding qualities of this fine car. With an unusually low center of gravity, due to the new National method of body mounting, and its adequate weight of 3600 pounds nicely distributed, the Sextet rolls merrily along without jolt or sidesway, even when the engine's full power is unleashed.

A vital source of this riding comfort is the semi-elliptic springs, many leaved, flexible and extra long, measuring 30 and 60 $\frac{1}{4}$ inches front and rear, respectively, with their cushioning power materially augmented by the use of heavy Hartford shock absorbers all around.

Rebound of the rear springs is lessened by the reduction of unsprung weight, the rear axle being built with a one-piece pressed steel housing that is both light and tremendously strong.



In the yacht-like slenderness of this fine car is seen complete provision for the comfort of four. The occupants sit in sociable proximity, yet without crowding or cramping

There is ease behind the wheel of the Sextet Phaeton. The steering column is inclined at a racing angle, with an 18-inch diameter wheel that yields to the lightest touch. Brake and clutch pedals are at just the right distance, and respond to the slightest pressure. Gear shifting and brake levers are unusually long, operated without change of posture. And though the Sextet measures a full 130 inches of wheel base, it is turned without gear-shifting in a 40-foot street.

Special appointments for the driver include corrugated rubber pads on brake and clutch pedals to prevent slipping, as well as a heel pad of similar material for the accelerator button. There's a pivoted windshield cleaner, too, within handy reach.

Relief from the heat of summer is provided by a hooded ventilator on the cowl that is operated by a small nicked crank on the dash, flooding the driving compartment with a current of cool, fresh air.

Side curtains, as well as the top, are individually tailored. They fit snugly, and the door curtains open with the doors, being fitted with detachable stanchions for this purpose.

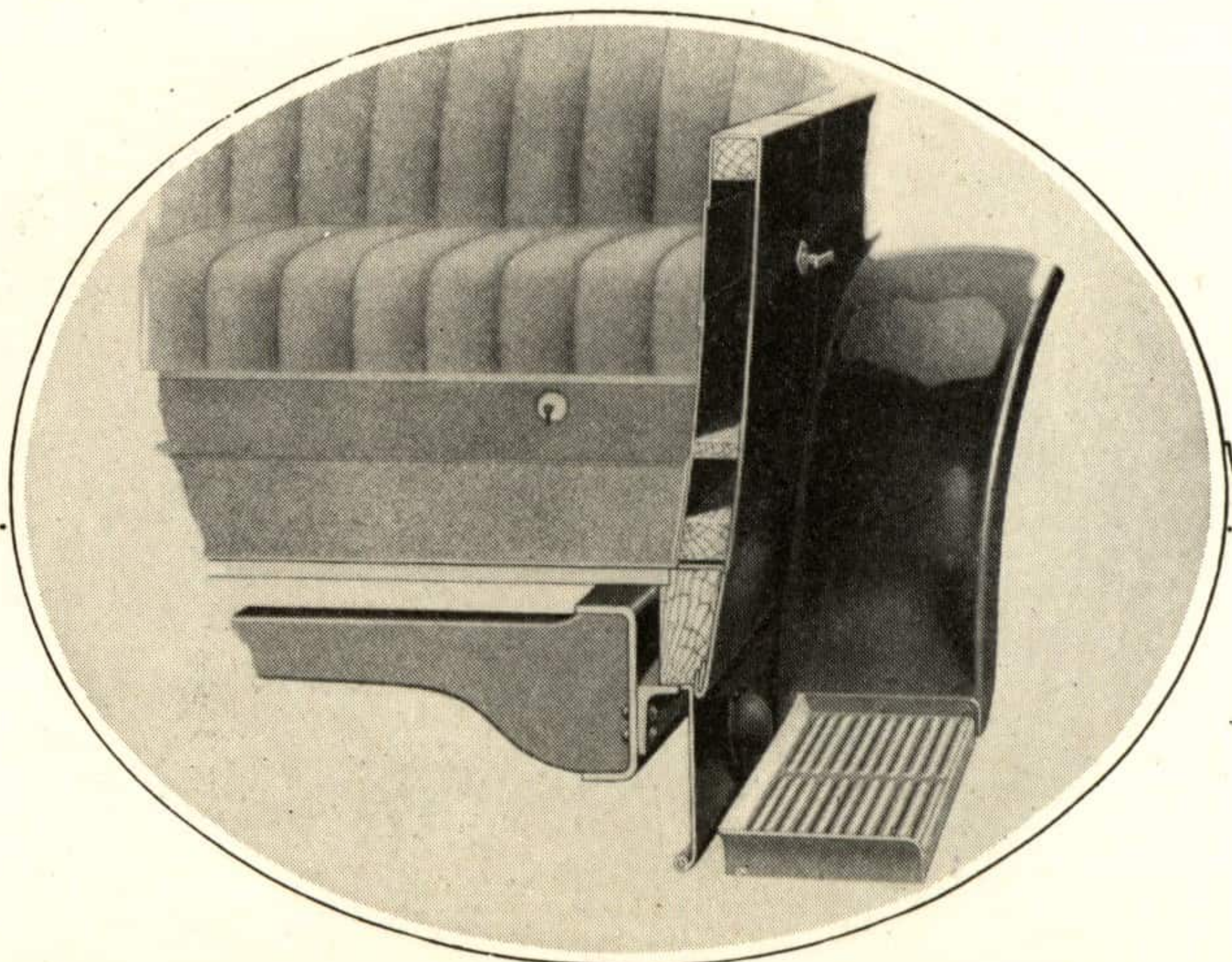
You will be proud to sit behind the wheel of the National Sextet, for there you will be master of a power that is percussively responsive and as flexible as a riding master's whip.

Or you may lounge with exceeding comfort in the low, roomy seats of the tonneau, secure in the knowledge that your car is swift, safe and sound.

And wherever you may drive or wherever you may park, the Sextet Phaeton will stamp you as a connoisseur of fine things, and admiring eyes will daily inspire you with gratification over your choice.

For the National Sextet Phaeton looks well. It rides well. It performs well. Twenty years were required to make it as good as it is.

By suspending the body on brackets riveted several inches below the upper edge of the chassis frame, the body sides have been lowered $3\frac{1}{8}$ inches closer to the ground without sacrifice of road clearance or body depth



Body Specifications—4-Passenger Phaeton

FRAME—Selected kiln-dried hardwoods, accurately cut to size, with half and half joints, carefully screwed and glued together. Rigidly reinforced by heavy, drop forged body irons.

SILLS—Solid hardwood, mounted on edge instead of laid flat, giving three times the strength with considerably less weight than the ordinary construction. Body held permanently rigid, eliminating squeaks and rattles.

MOUNTING—On brackets riveted to outside of chassis, lowering body sides $3\frac{1}{8}$ inches without sacrifice of road clearance or body depth.

SHEATHING—Twenty-gauge steel, seamlessly welded by electric process and accurately fitted to body frame.

DOORS—Of unusual size, square construction, with 21-inch opening, and provided with rubber and aluminum stop, rattle proof.

DOOR POCKETS—In right front and both rear doors, 18 inches wide and 12 inches deep, with flap covered openings.

HINGES—Invisible hinge at top, external coach hinge at bottom, holding door in vertical position when open and insuring satisfactory operation of door curtains.

LOCKS—Rattle proof, with external nickel plated bar handles turning in either direction. Inside lever release.

HOOD—Twenty-gauge steel, high and narrow construction, with flat tapering edge and 25 louvers in each side. Invisible hinges. No rivets.

HOOD FASTENERS—Substantial nickeled automatic spring fasteners with bar handles, locking securely yet easy to manipulate.

FENDERS—Deeply domed fenders of 20-gauge steel with 3-inch crown. Front fenders bolted to frame and braced by stay rod from one fender to the other. Rear fenders bolted to body and steps. Rattle proof construction.

FRONT FENDERS—Individual, closely hugging wheel and provided with leather mud guards at the bottom.

RADIATOR—Distinctive National design, unusually handsome in appearance. Black enameled shell with individual hexagon cells.

LAMPS—Special black enameled and nickel trimmed lamps conforming to radiator design, with integral auxiliary lamps underneath for city driving. Fitted with non-glare lenses and mounted on individual standards bolted to chassis frame.

STEPS—Solid cast aluminum steps of distinctive design with corrugated surface to prevent slipping.

FOOT SCRAPERS—Sides of steps are curved to form foot scrapers.

BRACKETS—Individual drop forged brackets riveted to frame, with steps bolted in place. Rear steps also bolted to fenders.

VALANCE—Twenty-gauge steel, black enameled, bolted securely to body.

FRONT APRON—Deep splash apron of black enameled 20-gauge steel protecting radiator from water and mud. Opening for starting crank sealed with black enameled cap.

REAR APRON—Black enameled 20-gauge steel, concealing gasoline tank from view. Capacity gauge on tank and filler spout extend through openings in apron.

FLOOR BOARDS—Solid hardwood. Front floor boards removable, giving access to battery and transmission; covered with heavy, gray linoleum, bound at edges with wide aluminum moulding; held in place by nickel plated studs and half nuts, preventing rattles. Handhole with pressed steel cover gives access to tire pump connection.

SEATS—Wide and deep, tilted slightly backward to allow body to assume natural reclining position. Storage space underneath front seat for curtains and jack. Rear seat bottom is removable, giving access to rear axle underneath.

UPHOLSTERY—Double non-sag cushion springs of finely tempered steel, giving unusual riding comfort, covered with genuine pleated and hand buffed black leather, stuffed with genuine curled hair. Front seat cushions individual.

DIMENSIONS, INCLUDING UPHOLSTERY—Front Seat—Width, 40 inches. Height, 9 inches at rear, 12 inches at front. Depth, 18 inches. Thickness of seat upholstery, 8 inches. Thickness of back upholstery, 5 inches. Distance from back upholstery to toe board, 46 inches. Distance from seat upholstery to upper body edge, 12 inches. Steering wheel clearance, 9 inches.

Rear Seat—Width, 40 inches, Height, 11 inches at rear, 14 inches at front. Depth, 20 inches. Thickness of seat upholstery, 8 inches. Thickness of back upholstery, 7 inches. Distance from back upholstery to back of front seat, 46 inches. Distance from seat upholstery to upper body edge, 10 inches.

WOODWORK—Paneling in back of front seat finished in walnut, with two small lockers for storage of veils, gloves, goggles, or other articles of value.

ROBE COMPARTMENT—Tilting compartment measuring 29 inches wide, 14 inches high and 3 inches deep in back of front seat for carrying robes, motor coats and other touring apparel.

INSTRUMENT BOARD—Finished in walnut, with nickel plated instruments, illuminated by dash light—70-mile-an-hour magnetic speedometer, driven from transmission, Sargent-locked electric switch, ammeter, oil gauge, carburetor choker and electric primer buttons. Dash lamp removable for connection of trouble lamp.

CONTROL LEVERS—Nickel plated levers of unusual length, 23 inches, manipulated without changing position.

STEERING WHEEL—Walnut, 18 inches diameter, corrugated inside, with aluminum spider and black enameled steering column. Horn button of vulcanized rubber on top of steering column.

CONTROL PEDALS—Clutch and brake pedals nickel plated, with rubber foot pads. Accelerator and starting buttons conveniently located.

HEEL REST—Corrugated rubber heel rest for accelerator button.

THEFT LOCK—At foot of control levers on transmission. Key operating theft lock also operates electric switch on dash.

TOOL POCKET—Lock fitted tool compartment built into left front door, with separate pocket for each tool.

VENTILATOR—Hooded ventilator measuring 6 by 9 inches on top of cowl operated by nickel plated crank on dash.

EMERGENCY GASOLINE VALVE—On heel board of rear seat, giving 1½ gallons extra gasoline supply when main tank is empty.

TONNEAU LIGHT—At right, in back of front seat, slightly above floor, operated by nickel plated switch set in walnut paneling above.

TRIMMING—Floor and walls of rear compartment and walls of front compartment lined with heavy carpet of gray wool. Pocket in lining of front compartment for emergency starting crank.

WINDSHIELD—Heavy, slanting, plate glass, rain vision windshield of special design with rectangular side supports harmonizing with body and hood lines. Windshield is wider at top than at bottom, giving unusually distinctive appearance. Pivoted squeegee windshield cleaner standard equipment.

MOUNTING—Windshield is mounted on castings forming an integral part of body, giving extremely rigid and solid support. The windshield is virtually a part of the body itself.

TOP—Genuine individually tailored Neverleek top of one-man construction, lined inside with heavy gray wool fabric, and fitted with plate glass window at rear. Top is not fastened to bows and consequently is not crushed between them when folded, preventing cracks and wear.

TOP BOOT—Of Neverleek material, snug fitting and easy to manipulate.

CURTAINS—Collins curtains attached by snap fasteners and carried under front seat. Door curtains are provided with irons to open with doors.

FOOT RAIL—Pivoted foot rail of rectangular cross section in rear compartment, covered with heavy, gray wool carpet, bound at edges with aluminum moulding.

ROBE STRAP—Flexible robe strap of genuine Cordovan leather, suspended from nickel plated mountings.

COLORS—Body and hood painted National gray, blue or green.

PAINTING—Genuine coach finish, applied in twenty-four operations. All bodies sand-blasted before painting.

WHEELS—Selected close-grained hickory, painted to match body, with nickeled hub caps.

ENAMELING—Fenders, running board valance, front and rear splash aprons and lamps black enameled.

EQUIPMENT—Standard equipment includes in addition to items mentioned above, Motometer, power-driven tire pump mounted on transmission, large size electric horn, muffler cut-out, Hartford shock absorbers front and rear, motor light under hood, double tire carrier with Yale lock, extra demountable rim, cord tires, and full set 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 CORPORATION
Twentieth Successful Year **INDIANAPOLIS**

(1924)

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