

### FIVE MODELS IN NATIONAL EXHIBIT

#### Company Retains Road Hugging Types and 71 Horse-Power Sextet Motor.

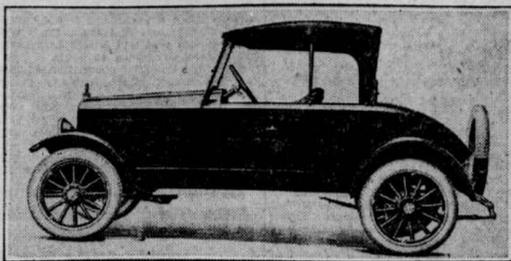
Making its twenty-first annual New York automobile show presentation, the National Motor Car and Vehicle Corporation of Indianapolis submits a complete group of sextet models, touring car, phaeton, roadster, sedan and coupe.

Since the inception of the yearly shows National cars have each season commanded the spectators' admiration. This year is no exception. National's exhibit is unusual in that the current sextet models announced at last year's show are continued for 1921 without any change whatsoever. Every feature of the chassis and body has been found thoroughly efficient, sturdy and practicable in the last twelve months of service, the company announces.

The National chassis for all models remains with 130 inch wheel base and the clean cut six cylinder (sextet) motor designed by Col. William Guy Wall. Last year Col. Wall predicted unusual economy for this engine despite its actual 71 horse power, a contention that was proved by National's victory in the 1920 Lake Tahoe economy and reliability run. The exclusive lubricating system, by which a continuous stream of oil is forced through a complete circuit of all the engine bearings, including the overhead valve mechanism, also proved its efficiency during the last year.

All five models present the striking lowness gained by National's method of body mounting, in which the body is suspended on brackets riveted several inches below the upper edge of the chassis frame, instead of setting on top of the frame, as is common practice. Through this method the body sides have been lowered several inches closer to the ground without sacrifice of body depth or road clearance, and the high, conventional run-

### Novel Briscoe Compartment Roadster



The Briscoe Motor Corporation is exhibiting two open and two closed models at the show, one model in each case being new and the others having many added refinements. The open cars are a standard five passenger touring car, which follows closely the well defined Briscoe ideas in body and chassis design, and a compartment roadster in which are incorporated some novel features. The roadster has a two passenger body with a rear luggage compartment of ample proportions, completely enclosed. Access to the luggage compartment is gained through a door on the right side of the car, which, when open, shows ample space for a man's samples or for a complete touring outfit. The luggage chamber is entirely weatherproof and is as easily reached as the passenger seats themselves. It is safe to say that the car will be very popular with salesmen and professional men.

The closed models include a sedan in which the beautiful body lines admired in the 1920 touring car, have been reduced to a trim and slender valance. All models are readily distinguishable by the familiar radiator, with duplex headlamps, in which the radiator contour is attractively reproduced. Individual front fenders, deeply domed, add a finishing touch of smartness. The seven passenger touring car, while narrow and slender to the eye, due to its fleet, greyhound lines, is notable for generosity of room. Equipment and appointments are complete and include three lock fitted compartments in the walnut paneling of the centre cowl. National sextet smartness is emphasized in the four passenger phaeton, a

in the 1920 Briscoe are accentuated. Especial attention has been given to the upholstery and interior fittings and the car is a fine example of the progress which has been made in producing a sedan in every way desirable at a price to fit the average purse. The coupe is a three passenger job with an arched back. The driver's seat is slightly staggered from those of the remaining two passengers, giving the driver ample freedom of operation and at the same time making conversation easy without distracting his attention from the road. There is also an extra folding seat for a fourth passenger in case of need. A special Boyce motometer has been placed on all cars and spyro curtains with plate glass rear windows are now regular equipment on the open models. A Briscoe model not on exhibit at the show is the "Rapid Delivery," a specially designed wagon for all the various light delivery uses where speed and stamina are factors.

town and country model, suggestive of unusual speed and power, with cast aluminum steps in place of running boards. An exceptional fleetness of line has been attained in this car by increasing the length of the cowl and narrowing the rear seat to hold two passengers. The steering wheel, too, is tilted at a more rakish angle, while there is a brief afterdeck astern. Appealing to the sportsman is the roadster. In the rear deck is not only unusually ample storage space for luggage and camping equipment but the lid when lifted reveals a comfortable extra seat for the caddy or the guide. At the right there is an extra long in-

dividual compartment for guns, golf clubs or fishing rods, while in back of the driver is a third compartment for oilskins and awaters.

Affording roomy accommodation for seven, the sedan combines low appearance, with the body depth so essential to closed car dignity. The body is of the accessible four door type and is sheathed entirely with aluminum, materially lessening its weight. Windows are large and when lowered convert the car practically into an open model. A smart patent leather visor set jauntily over the windshield protects the vision of the driver. Rich mohair velvet is used for the upholstery, complemented by curtains of striped silk. The woodwork is walnut, with silvered and nicked fittings, including all instruments, levers and locks.

Illumination is provided by an octagonal, silver finished dome light and by a pair of corner lights. A walnut vanity case and combination match safe and ash tray complete the refinements. Like the sedan, the coupe rides close to the ground, while the body sides are deep and flat. The driving seat is set slightly in advance of the main seat and the auxiliary seat is so arranged that the occupants face forward. There is ample storage space in the afterdeck, with a second compartment in back of the driver.

#### OAKLAND HAS BOY SCOUTS.

Two troops of boy scouts have their barracks on the ground of the Oakland Motor Car Company of Pontiac, Mich. "Oakland troops 6 and 12" reads the sign over their headquarters, which are located in the shadow of the new administration building occupied by Oakland during the last year.

### Apperson Leader.



EDGAR APPERSON.

Motor Car Company of Pontiac, Mich. "Oakland troops 6 and 12" reads the sign over their headquarters, which are located in the shadow of the new administration building occupied by Oakland during the last year.

### COLE ONLY AERO TYPE CAR.

#### Principles of Airplane Adapted by Engineers to Automobile.

The Cole Aero-Eight is the only aero type of car at the show. Involved in its construction are practices which can be traced directly to the evolution of the airplane. Lines are distinctly aerodynamic. The manner in which the body is hung on the frame, the large radiator, the massive cowl mark it as a real achievement in both engineering and coach building.

In adapting the principles of aero type construction to the automobile, absolute balance in the relationship of all units and assemblies was necessary. That there should be the same weight at the front and at the rear of the automobile was not essential. For instance, the airplane carries practically all of the weight in front. Yet, because of its suspension, from frame and wings, the airplane is able to hold unwaveringly to its course and maintain perfect balance.

Cole engineers have so designed the Aero-Eight frame that the weight at any given point will be absorbed by the entire frame area. This was accomplished by suspending all units of weight from side members by independent trunnions. The application of the body to the chassis is another important feature. All overhanging at the sides has been eliminated. The peculiar balance thus obtained, the efficiency of which is proved by the unusually high tire mileage of the Aero-Eight, its road adherence, absence of side sway and elimination of frictional wear, has added a new expression to the automobile lexicon—balanced to zero.

### Briscoe Head.



H. F. WARDWELL.

"One of the curious signs of the times in automobile buying, and at the same time, to my way of thinking, one of the most encouraging, is the way in which the general public is scrutinizing every detail of the various cars before purchasing," says H. F. Wardwell, president of the Briscoe Motor Corporation. "I think it is safe to say that more

care and attention are being given car selection than at any time during the last four or five years. The public absolutely refuses to be stampeded by either the written or spoken word, and insists on knowing for itself just what is in the car and why.

"In talking with one of our retail distributors not long ago he told me that every sale he was making was practically the result of a personally conducted tour of the car from the front spring to the rear axle. In other words, the public is not buying generalities, nor is it buying price. The average buyer has apparently made up his mind as to certain definite advantages that his car must possess, and he 'shops around' until he finds them, and then buys.

"This is one of the most hopeful signs of the times for all of us in the industry. If every prospective buyer of a car will only analyze for himself just what he ought to have when he buys a motor car, and then carry his analysis a step further to see where he can get the most for his money, all of the standard cars of good reputation will have in 1921 one of the best years in their history. "I try to avoid over optimism. No executive of a large corporation can afford it. But after talking with dealers and business men from all over the country, after listening to the reports of our field men and after a thorough analysis of business conditions, we are going ahead on a production schedule considerably greater than that of 1920. And I am already beginning to doubt whether even the increased schedule will be large enough."

# MAXWELL

The good Maxwell car is built to fit the practical needs of home and business. It pays for itself in increased low-cost human activity. The new and powerful organization, now building the good Maxwell, designs to make it popular by proving it profitable.



MAXWELL DISTRIBUTING CORPORATION  
NEW YORK CITY, NEW YORK  
TELEPHONE CIRCLE 5550  
Automobile Show Space—A-14, Grand Central Palace.

# NASH

## SIX AND FOUR

The Nash Six and Nash Four, in a wide range of models, are on exhibition at the show. Each has great power, due to the Nash Perfected Valve-in-Head Motor, and combines those pleasing qualities of beauty, comfort, economy and endurance which have caused the name Nash to stand the country over for particularly sound and attractive motor car value. One of these fine Nash cars is certain to meet squarely your individual preference.

#### Nash Passenger Car Prices—Six and Four

Nash Six—5-passenger touring car, \$1695; 2-passenger roadster, \$1695; 4-passenger sport model, \$1850; 7-passenger touring car, \$1875; 4-passenger coupe, \$2650; 7-passenger sedan, \$2895  
Prices f. o. b. Kenosha

Nash Four—5-passenger touring car, \$1395; 2-passenger roadster, \$1395; 3-passenger coupe, \$1985; 5-passenger sedan, \$2185. Prices f. o. b. Milwaukee  
All Nash Passenger Cars have Cord Tires as standard equipment

#### Warren-Nash Motor Corporation, Distributors

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|---|--|--|
| <b>BROOKLYN</b><br>L. A. D. MOTORS CORPORATION,<br>1491 Bedford Ave.            | <b>NEW YORK CITY</b><br>SALESROOM: Broadway, near 64th Street.<br>SERVICE AND OFFICES: 229 W. 64th Street.<br>Tel. Columbus 6370 | <b>NEWARK</b><br>NASH-NEWARK CO.,<br>228-230 Halsey St.                |
| <b>ALBANY</b><br>Clement-Mead Motors Corp.,<br>211 Central Ave.                 | <b>MOUNT VERNON</b><br>Nash Motor Sales<br>18 Prospect Ave.  | <b>UTICA</b><br>Nash-Citrus Motors Co.,<br>32 Geneva Street            |
| <b>ALBANY</b><br>Nash Sales Company   | <b>NEW ROCHELLE</b><br>YONKERS<br>William Hancock<br>23 North Ave.   | <b>YONKERS</b><br>Cottons Bros., Inc.,<br>23 Washington Ave.           |
| <b>FLUSHING, L. I.</b><br>North Shore Motor Sales Co.,<br>Inc., 87-75 145th St. | <b>NORWICH</b><br>Taylor & Crumb Sales Co.,<br>22 South Broad St.  | <b>NEW JERSEY</b><br>Belmar<br>Belmar Auto Co., Inc.,<br>204 F. Street |
| <b>FREEDPORT, L. I.</b><br>Geo. V. Stout, Inc.                                  | <b>NYACK</b><br>Nash Sales Co.,<br>14 S. Broadway  | <b>BELMAR</b><br>Bernardsville<br>Allen's Garage                       |
| <b>GLENS FALLS</b><br>Blauvelt, Smith & Ashler<br>14 Glen St.                   | <b>ONEONTA</b><br>The Francis Motor Sales Co.,<br>111 Main Street  | <b>DOVER</b><br>Roberts & Hunt<br>212 Market Street                    |
| <b>GLOVERSVILLE</b><br>Forrest Street Garage                                    | <b>PORT CHESTER</b><br>Finn's City Garage, Inc.  | <b>ELIZABETH</b><br>Stanley L. Reed & Co.,<br>23-25 Westfield Ave.     |
| <b>BRANVILLE</b><br>Nash Sales & Service Station                                | <b>PORT JEFFERSON 1</b><br>Nash Sales Co.  | <b>NEW YORK</b><br>Nash Sales Co.,<br>17 West 14th Street              |
| <b>MIDTON</b><br>Barlett Auto Sales & Storage Co.                               | <b>POUGHKEEPSIE</b><br>The Central Motor Co.,<br>118 Church St.  | <b>JERSEY CITY</b><br>Nash Sales Corp.,<br>422 Newark St.              |
| <b>MUNTINGTON, L. I.</b><br>J. A. Casper Auto Co.                               | <b>RIVERHEAD</b><br>Cortwell Motor Sales Co.,<br>118 Church St.  | <b>MORRISTOWN</b><br>Louis C. Lepore<br>26 High Street                 |
| <b>JAMAICA, L. I.</b><br>James Butler's Motor Corp.                             | <b>ROCKAWAY PARK, L. I.</b><br>Farrill & Esh<br>211 Beach 118th St.  | <b>NEW BRUNSWICK</b><br>The Angus Bros.,<br>23 Federal Street          |
| <b>RIHINGTON</b><br>Geo. J. Schryver Motor Car Co.,<br>1719 Railroad Ave.       | <b>ROCKVILLE CENTRE, L. I.</b><br>O. M. Hawkins  | <b>NEWTON</b><br>J. M. Rley-ugh  |
| <b>LAWRENCE, L. I.</b><br>Charles Payne   | <b>SCHENECTADY</b><br>Johnson-Touge Motor Corp.,<br>175 State St.  | <b>PASSAIC</b><br>Main Motors Corp.,<br>411 Main Ave.                  |
| <b>LIBERTY</b><br>W. T. Lamoreaux   | <b>SUFFERN</b><br>H. M. Vanderbit  | <b>PATERSON</b><br>Jackson Motors Corp.                                |
| <b>MIDDLE FALLS</b><br>Edison Nash Motor Sales                                  | <b>TRUY</b><br>George F. Revilly<br>209 Ulster St.   |  |
| <b>WHEOLA</b><br>Lauder Motor & Supply Co.                                      |  |  |

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# Maxwell

MOTOR CARS

Space B-24

AT THE AUTO SHOW