

1907

National

MOTOR CARS



WHAT OWNERS SAY ABOUT THEM

NATIONAL
MOTOR
VEHICLE
COMPANY

INDIANAPOLIS,
INDIANA, U. S. A.

GENERAL OFFICES AND FACTORY :

East Twenty-Second Street and
Monon R. R.

CABLE ADDRESS :

“AUTOMOBILE,” Indianapolis.

“A. B. C.” Code, 4th Edition. Western Union Code.

Members American Motor Car Manufac-
turers' Association, Chicago.

National

IN compiling this booklet of letters received from owners of National cars, in which they express their full appreciation of the high standard of excellence embodied in the design, material, construction and operation of National cars, we are more than satisfied that our efforts to produce a car embodying these essential conditions, have been thoroughly appreciated by the purchasers of National motor cars.

To you who contemplate the purchase of a touring car, we submit this booklet, believing that the satisfaction and enjoyment which National motor cars have given their owners will enable you to make a wise selection.



No. 1083 Boyleston Street,
Boston, Mass.

Linscott Motor Company, Boston, Mass.

Gentlemen: As a fitting close to the automobile season of 1906, I want to express my utmost satisfaction with the Model D National touring car which I purchased of you last spring. I have driven this car nearly 10,000 miles this season, throughout the eastern states and have found it in every respect thoroughly reliable and fully up to all your representations. As you know, there were some doubts as to the advisability of my driving a car of this size, but the results have fully demonstrated that with the National car these fears were groundless.

**10,000 Miles
and
Thoroughly
Reliable**

In closing I wish to thank you for the courtesy which your firm has always extended me and I sincerely hope that all automobilists may have the good fortune to deal with firms who are as conscientious in fulfilling all representations.

Very truly yours,

MRS. JOHN R. BICKFORD.

—O—

Lamb & Ritchie Company,
Cambridgeport, Mass.

November 29, 1906

Linscott Motor Co., Boston.

Gentlemen: I can only say that my experience with the National car bought of you this last season, has been, up to the present time, in every way satisfactory. The points that you showed me when I bought the car have proved to be good points indeed, and I have had no trouble whatever with the working parts. I believe that you were justified in saying to me, when I made the purchase, that you would be perfectly willing that I should compare the National with the machines costing from \$500 to \$1,000 more than your car.

**In Every
Way
Satisfactory**

Yours truly,

GEO. M. NASH.

Boston, Mass.

October 1, 1906

Linscott Motor Company, Boston, Mass.

**More Than
Satisfactory**

Gentlemen: The National purchased of you about May 1st, has been more than satisfactory.

Yours truly,

E. M. HARRINGTON.

**W. F. Schrafft & Sons,
Boston, Mass.**

September 26, 1906

Linscott Motor Company, Boston, Mass.

**Car of
Steady
Service**

Gentlemen: Your favor of the 25th inst. received. It gives us pleasure to testify to the merits and efficiency of the 40 H. P. National runabout purchased of you last spring. It has been run over five thousand miles with practically no charges for repairs. The highest tribute we can pay to the National is that it is a car of "Steady Service" and "Dependability."

Very truly yours,

W. E. & G. F. SCHRAFFT.

**City of Boston,
Office of the Mayor.**

September 29, 1906

Linscott Motor Co., Boston, Mass.

**The Purchase
Was a
Very Good
One**

Gentlemen: The City of Boston purchased an automobile of the National type last April. It has done a great deal of service over the pavements in Boston and it has given very good satisfaction. I feel that the purchase was a very good one for the City of Boston.

Very truly yours,

JOHN F. FITZGERALD.

Mayor of Boston.

**Arthur Wallace Stedman,
Boston**

November 5, 1906

Linscott Motor Co., Boston, Mass.

Gentlemen: Replying to your inquiry regarding the National automobile which I purchased from you in the spring of 1905, I am pleased to say the car has given me entire satisfaction.

**30,000 Miles
and Good
as New**

While I have used it very hard and it has run over 30,000 miles during the two years, it is to all practical purposes, as good as new and I am almost daily overtaking and passing cars which cost twice the price and are rated at higher H. P., specially so on long hills.

I hope soon to possess one of your 1907 six cylinder cars, when I shall turn my old veteran into a runabout, for it is quite good enough for a year or two longer.

Yours truly,

A. W. STEDMAN.

Newton, Mass.

October 8, 1906

Linscott Motor Company, Boston, Mass.

Gentlemen: I wish to let you know that I am very much pleased with my six cylinder National car purchased last May. I have traveled over 5,000 miles and except for slight tire trouble have been able to go whenever and wherever I wished with it. I have just returned from a tour to Lake Winnepesaukee, the car ran the whole trip without a single adjustment.

**Up the
Mountain to
Kimball's
Castle**

I also had the pleasure of going up the mountain to Kimball's Castle. There were five in the car and my car was one of three cars able to make the climb during the season. If I were to purchase another car nothing but a National would do me.

Yours truly,

MRS. E. L. WAITT.

Natick, Mass.

September 27, 1906

National Motor Vehicle Co., Indianapolis, Ind.

**Perfect
Satisfaction
in Every
Respect**

Gentlemen: The Model D National car purchased of your agents, the Linscott Motor Company of Boston, last April, has given me perfect satisfaction in every respect. The National car I can recommend to any one who wishes a first-class car. I wish also to say of your agents, the Linscott Motor Company, that I have been treated more than fair in my dealings with them.

Yours truly,

FRANCIS BIGELOW.

**J. V. Thuot, M. D.
New Bedford, Mass.**

October 17, 1906

Linscott Motor Co., Boston, Mass.

**Well Pleased
and
Satisfied**

Gentlemen: I have been using a National car for over two years and so far I am well pleased and satisfied.

Yours truly,

DR. JOHN V. THUOT.

**Preston B. Keith Shoe Co.
Campello, Mass.**

September 26, 1906

Linscott Motor Co., Boston, Mass.

**Pleasure in
Recommending
the
National**

Gentlemen: I am very much pleased to be able to advise you that my National car has given me the best of satisfaction. It has never gone back on me and has always been ready for service when I wanted it.

I would take pleasure in recommending the National car to anybody who wants a car that will give them perfect satisfaction.

Very truly yours,

CHAS. M. PARK.

**Brockton Last Company,
Brockton, Mass.**

November 14, 1906

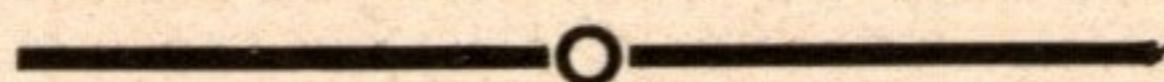
Linscott Motor Co., Boston, Mass.

Gentlemen: In answer to your inquiry of recent date I will say this, I have run my National car over 6,000 miles since April 15th and it has been very satisfactory in every way.

**6,000 Miles
and Very
Satisfactory**

Yours truly,

FRED DREW.



**William D. Sohier,
Attorney and Counsellor at Law.**

Boston, October 19, 1906

J. M. Linscott, Esq.,

My dear Mr. Linscott: I have had three cars and run them for three years constantly. My National is now running on the end of its second year. I have never been tied up on the road or been unable to run it a single day. I have never had any chauffeur, consequently if anything needs adjustment, valves grinding, etc., I get a real expert. I attribute the fact that I have run it so many thousand miles without trouble and only getting off my seat a few times to replace a spark plug, to this fact. I merely saw that the engine was properly oiled, the mixture was good, and electricity working well and let it run. The machine did the rest.

**Never been
Tied up on
the Road**

I bought my car in June, 1905, and had my first tire off in July, 1906. They are easy on tires, have plenty of speed and power. We have been more than satisfied and as far as I can see, the car and engine are as good as ever. I have now seen and tried many cars and can truthfully say to you, as I have to many others, that I like my car as well as any \$4,000 or \$5,000 car in the market.

Yours truly,

WM. D. SOHIER.

T. D. Barry & Co.
Makers of The Barry Shoe

Brockton, Mass., Sept. 27, 1906

Linscott Motor Co., Boston, Mass.

**6,000 Miles
and not
Delayed one
Hour**

Gentlemen: In reply to your inquiry as to whether I am satisfied with the six cylinder National automobile which I purchased from you last April, would say that it has proved entirely satisfactory. I have driven the car about 6,000 miles and have not been delayed one hour in this distance on account of any adjustment or trouble with the machine, other than tire trouble. I am very much pleased with the National machine and can recommend it to anyone looking for a first-class car that will give them very little trouble.

Very truly yours,

T. D. BARRY.



O. A. Miller Treeing Machine Company,
Brockton, Mass.

September 26, 1906

Linscott Motor Co., Boston, Mass.

**Enjoys it
All the
Time**

Dear Mr. Linscott: Replying to your letter of September 25th just received, have to say the National touring car I purchased from you early this summer has been running very satisfactorily and I am well pleased with the car. I may go further and say I really feel that this car is the first I have ever owned that I can truthfully say I enjoy all the time, as we have had no trouble of any consequence at all and certainly not enough to prevent us running the car every day and just as far as we want to go.

Yours very truly,

F. HANNIGAN.

Wellesley, Mass.

September 28, 1906

Linscott Motor Co., Boston, Mass.

Gentlemen: I am most happy to write a testimonial of my National car. I have had it since April, using it constantly. It is most satisfactory in every way—in fact I think it perfect. I have been over 3,000 miles in it, through Maine to Portland, all through the White Mountains, at Britton Woods, Profile House, without a delay, the car taking the hills in perfect shape. The only expense for repairs in all that time and covering the three thousand miles has been \$1.20, a good, clean record. I would not have any other make.

**3,000
Miles ;
Repairs
\$1.20**

Yours truly,
MRS. GEORGE A. ALDEN.

**F. M. & J. L. Cobb,
Mansfield, Mass.**

September 27, 1906

Linscott Motor Company, Boston, Mass.

Gentlemen: Am pleased to say my National has worked like a charm this year, even better, if possible, than last. My repairs, exclusive of the regular spring overhauling, have been about \$9.00 so far, and I have run, I should say, upward of 6,000 miles. It works so well and is so entirely satisfactory I am liable to run it another year, though I suppose you had much rather sell me a new car. I think it is the best investment I ever made.

**Has Worked
Like a
Charm**

Very truly yours,
J. L. COBB.

**Poisson Bros.
New Bedford, Mass.**

Linscott Motor Co., Boston, Mass.

**An Extra
Good Hill
Climber**

Gentlemen: Have had a National 1905 Model and am now on my second year. Car has been running perfectly, having had no trouble with engine whatever. I find the car is an extra good hill climber and am very much pleased with it.

Yours truly, JOSEPH POISSON.

**George J. Donahue,
Automobiles**

Brockton, Mass., Oct. 23, 1906

Linscott Motor Company, Boston, Mass.

**Made Good
and a
Little More**

Gentlemen: In consideration of the fine success that National cars have given for the past two years, the writer feels that you are entitled to know exactly how I feel and how my customers feel about them.

I have represented and run a great many different makes of gasoline cars in the past four years, but I can truthfully say that I have never had such good success with any as I have had with the National. It has been a good seller because it has been as good as the best, regardless of price. Every car that I have sold has made good and a little more. Every customer is thoroughly satisfied and believes that there is no car as good as, or surely no better, than the National. I think each and every customer to whom I have sold a National this year will be pleased to give you a testimonial.

I might also add that at the present time there are three times as many Nationals owned and operated in my city as any other gasoline car; there is only one six cylinder and that is a National; also that I have sold four times as many Nationals as I did last year, and I expect in 1907 the proportion will be the same or better.

Yours very truly,

GEO. J. DONAHUE.

**Whitman & Keith Co.,
Campello, Mass.**

October 18, 1906

Linscott Motor Company, Boston, Mass.

Gentlemen: Replying to your letter of September 25th, will say we have driven our car something over 4,000 miles and have not had a particle of trouble with it in any way. My son, 18 years old, has had complete care of the car and has driven it most of the time. The best recommendation that I can give you is to say that I am perfectly satisfied with the car in every way and am very greatly obliged to you for bringing same to my attention and getting me to buy one.

**4,000 Miles,
Not a
Particle of
Trouble**

Very truly yours,

W. P. WHITMAN.



Milton, Mass.

November 6, 1906

Linscott Motor Company, Boston, Mass.

Gentlemen: Replying to your letter of recent date, the National Model D which I purchased of you last spring has given me splendid satisfaction.

**The Perfect
Balancing of
the Car**

It's great reserve power is apparent to me on hills, where I pass higher powered and higher priced American and foreign cars.

The perfect balancing of the car is also apparent to me in that it is so very easy on tires. This I consider a very vital point because it eliminates so large a part of the expense of automobiling.

Very truly,

HAROLD W. PIERCE.

Newton, Mass.

October 8, 1906

Linscott Motor Company, Boston, Mass.

**Been Run-
ning Two
Years and
Still Good**

Gentlemen: We are a National family. In May, 1905, I purchased a four cylinder National and had excellent success with my car. My mother rode a great deal in it and through my success last year she sold her horses and purchased a six cylinder car this year and has enjoyed it thoroughly. I have driven my car this year and cannot speak too highly of it. I have had little or no trouble in the two years I have run my four cylinder car and she is as good and as fast as when I first got it.

Your respectfully,

ALBERT H. WAITT.

**Charles W. Dean & Co.
Cochituate, Mass.**

November 9, 1906

Linscott Motor Company, Boston, Mass.

**Proven to
Be a Won-
derful Car**

Gentlemen: My National six cylinder car that I purchased from you in June last, has certainly proven to be a wonderful car. Our usual load in the car has been seven or eight people and it has been driven ten thousand miles since I have owned it, yet it has always been ready when I wanted it and my troubles have been of too little consequence to mention.

Wishing you and the National people all kinds of success in making and distributing this splendid car, I am,

Yours truly,

ALFRED T. DEAN.

**George E. Keith Company
Campello, Mass.**

October 8, 1906

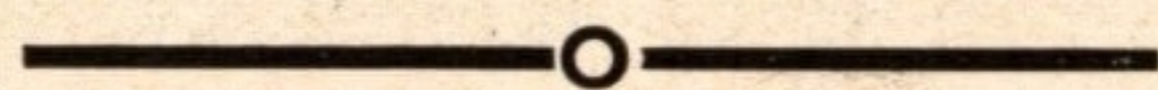
Linscott Motor Company, Boston, Mass.

Gentlemen: About six months ago I bought one of the National cars of you, and since then I have run it about three thousand miles, with very few repairs. The engine runs very still; the car is very comfortable to ride in, and I am sure if anyone should buy a car like the one I have they would make no mistake. I am pleased to say a good word for the National car.

**The Car
Is Very
Comfortable**

Yours very truly,

D. C. KEITH.



**Libbey & Dingley,
Lewiston, Me.**

September 29, 1906

Linscott Motor Co., Boston, Mass.

Gentlemen: I am in receipt of your favor of the 27th inst., asking me to give my experience with the six cylinder National car. A few words will tell the story. I have not driven the car so great a distance as many cars doubtless have been driven—I should say about four thousand miles. I have, however, driven it over many miles of the very worst roads in this state. There has not been any mechanical trouble during the entire season except some slight adjustments which I could easily make myself. A friend who, with his family, has ridden with me several times, and who has owned several cars himself, very tersely summed up the merits of the car when he said, "It is the palace car of automobiles." You can go slow if you wish, you can go very fast if you wish, and climbing hills, no matter how steep, has no terrors.

**The Palace
Car of
Automobiles**

Very truly yours,

W. S. LIBBEY.

**Anderson T. Herd Realty Co.,
New York**

November 8, 1906

Homan & Schulz Co., New York City.

**18,000
Miles; Prac-
tically no
Trouble**

Gentlemen: In reply to your communication would say that I have been using your six cylinder National cars for some time. Last winter I purchased from you a limousine six cylinder National car and used it in my business every day during the winter and most of the year up to the last of August, running the car altogether something like from 16,000 to 18,000 miles. It gave me practically no trouble at all.

Afterward I purchased from you another six cylinder National car, which you delivered about June, which I have used continuously since that time, having run it to Kentucky, and made a great many trips to other places. I have run the machine, up to this time, about 7,000 miles and am still successfully running it.

I purchased another car from you some time in August, which I have been running continuously since that time and it has given me no trouble.

For a consistent car and one that will take you any place you wish to go and bring you back, I do not believe there is anything better than your cars, and I take pleasure in stating the above facts. Yours very truly,

ANDERSON T. HERD.

**Bartow S. Weeks,
149 Broadway**

New York City, Nov. 13, 1906

Homan & Schulz Co., New York City.

**Has Given
Me Great
Satisfaction**

Gentlemen: I take great pleasure in advising you that the four cylinder National purchased from you on May 9th has given me great satisfaction, and has fully come up to my expectations. It has stood the test of six months steady use even better than I had hoped.

Yours truly, BARTOW S. WEEKS.

**New York & Pittsburg Real Estate Co.,
Brooklyn, N. Y.**

December 29, 1906

Homan & Schulz Co., New York City.

Gentlemen: In our business we naturally use a great many automobiles which are on a continual run, but I wish to say in reference to the six cylinder National that I purchased from you last spring, that this car has given me more satisfaction than any car we have had in commission. I have used this car continuously and believe it has run in the neighborhood of 25,000 to 30,000 miles, and at times have packed in eight or ten people.

**25,000 to
30,000
Miles**

While the machine has at times given us a little trouble, as all automobiles will, I usually had the satisfaction of getting home.

Assuring you that I will give you an order for a 1907 machine in the spring, I am

Very truly yours,

NEW YORK & PITTSBURG REAL ESTATE CO.

E. H. Matting, Treas.



**A. Raymond & Co.,
New York**

September 18, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: In reply to your favor of recent date will say that I have been using the Model D National car purchased from you early last April and having traveled about 5,000 miles, am most pleased to say it has given me great satisfaction. I have no particular trip to illustrate, "But no news is good news", and I congratulate you on having the best car for the money that I have seen.

**The Best
Car for the
Money**

Yours very truly,

J. M. RAYMOND.

**The Bachmann Brewing Co.,
Clifton, S. I.**

November 9, 1906

Homan & Schulz Co., New York City.

**I Am
Entirely
Satisfied**

Gentlemen: After using one of your National six cylinder touring cars for five months, and traveling quite some distance with it, I can recommend this kind of a machine to everybody, as I am entirely satisfied with same and had no repairs to be made since I bought it.

Yours very truly,

WILLIAM R. BACHMANN.



Jones Construction Company.

New York, October 1, 1906

Homan & Schulz Co., New York City.

**Can not
Describe the
Feeling of
Security**

Gentlemen: Replying to your request for a letter detailing my experiences with my four cylinder National car, I am glad to say that after a season's use I have had no "experiences," and am thoroughly pleased with it.

I have used the car every fair day and a number of rainy days since I have had it. Have taken trips through the surrounding country, and have had every opportunity to test the car on all sorts and conditions of roads. The engine has not missed once since I have had it, running as smoothly quietly as the day you delivered the car.

After receiving your letter a few days since I made it a point to go over my car and examine the gears, shaft drive and other wearing parts, and find them just as clean and sharp as though they were new and had not been driven continuously all summer.

I have owned three cars previous to this one, and with all of them I have had more or less "experiences" and can not describe to you the feeling of security with which I start on a trip in my National, knowing that my car can be depended on to bring me home again.

Yours very truly,

WALTER G. JONES.

**William J. Turck Company,
Rondout, N. Y.**

Homan & Schulz Co., New York City.

Gentlemen: The six cylinder car purchased of you August 30th, has given the fullest satisfaction, in fact with above 2,000 miles covered have had no engine trouble whatever. Made a run of 158 miles last week in seven hours and ten minutes running time, over ordinary country roads, over a mountain and return. You can make use of this letter, if desirable, and refer anyone to me and I will gladly advise as to the National car. Yours very truly,

**Has Given
Fullest
Satisfaction**

W. J. TURCK, JR.



Peekskill, N. Y.

December 31, 1906

Homan & Schulz Co., New York City.

Gentlemen: It occurs to me that you would be pleased to learn something about the four cylinder National which I purchased from you last July.

**Over
The Roughest
Kind of
Roads**

I have driven it considerably more than 4000 miles over the roughest kind of roads in this State and Massachusetts. We have taken some long tours through Pennsylvania, over the Pocono Mountains and through the mountainous regions around Wilkes-Barre, over slate roads and over roads which could hardly be designated by that term and we have always reached our destination.

I believe the machine has been subjected to as severe a test and trial as any automobile could be and as you are aware, without repairs other than a few adjustments and tightening up.

If you should come across anyone skeptical as to the stability of the National 1906 car, I would be glad to have you refer them to myself and I think I could convince them that I have about the best car for the money obtainable.

Yours very truly,

F. M. DAIN.

Floral Park, N. J.

November 15, 1906

Homan & Schulz Co., New York City.

**Many Steep
Hills on
High Speed**

Gentlemen: In writing you I wish to express my admiration for the American National car. My car has made nearly 3,000 miles in less than eight months service and is running as silently and smoothly as a new car. It has also climbed many steep hills on high speed. We also have had good luck with the tires. Thanking you for past favors, I am

Yours truly, D. STATTEL.

Yonkers, N. Y.

November 5, 1906

Homan & Schulz Co., New York City.

**Never had to
Replace a
Broken Part**

Gentlemen: From the excellent recommendation of the owner of a National car I decided to place my order for one to be delivered last March. Since then I have used my car almost daily on very long runs and over some very rough roads, and have never had to replace a broken part. I have owned a number of automobiles of different makes during the past five years, and the National is the first car that I have been entirely pleased with. Other automobiles I have had, have run quietly when first purchased but after a season's use have been very noisy and lost considerable power. Unlike my other cars the National runs as quietly and smoothly as the day I received it, and does not appear to have lost any of its former power. On the numerous trips which I made this season, my car always returned under its own power, and the delays on the road were so few and of such short duration that they are hardly worth mentioning. I wish to add that I have been so pleased with the showing made by my 1906 National, and am so enthusiastic over it that should I purchase a 1907 automobile it would be no other make than a National. Very truly yours,

ARTHUR D. LAWRENCE.

**Edward Miehling,
Counselor at Law**

New York City, November 9, 1906

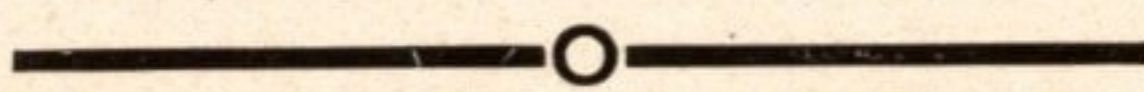
Homan & Schulz Co., New York City.

Gentlemen: Heeding your recent request for an expression of my opinion of the four cylinder National car I purchased from you last spring, I take pleasure in informing you that in the four cylinder National car you have an automobile that runs quietly and smoothly. The car leaves nothing to be desired as far as speed is concerned. I, as you know, have added a canopy top to my car with glass front and back and even this additional weight seems to make no material difference.

**The Car
Leaves
Nothing to be
Desired**

Yours truly,

EDWARD MIEHLING.



Flushing, New York.

December 26, 1906

Homan & Schulz Co., New York City.

Gentlemen: Replying to your inquiry, I am well satisfied with my National Model D car of 40 H. P. With very little instruction, as you will remember, and no experience in handling an automobile before purchasing this, I have gone over several thousand miles without trouble of any kind, and I am inclined to the opinion that the machine is good for 15 or 20 thousand miles next season.

**A Car That
is Built
Right and
Stays so**

Certainly if a comparatively green hand can get results like this you must feel that you have in the National a car that is built right and stays so, even without skillful handling and after all, this is the kind of a recommendation the average buyer is looking for.

Very truly yours,

H. D. LOTT.

Theodore Schloerb & Company.

Brooklyn, N. Y., November 16, 1906

Homan & Schulz Co., New York City.

**Certainly of
the Highest
Grade**

Gentlemen: It affords me great pleasure to say that the four cylinder National I purchased from your firm on July 12, 1906, and which I have been using since then, has given me entire satisfaction. I can positively state that the National has given me no trouble at all and the workmanship and material used in the construction of same are certainly of the highest grade.

The machine travels without a hitch and many of my friends that I have taken out declare it is certainly a splendid running machine.

With best wishes for your success, I remain

Yours truly,

EDWARD JANTZER.



Brooklyn, New York.

December 25, 1906

Homan & Schulz Co., New York City.

**3,000 Miles
Without
Any Repairs**

Gentlemen: In reply to your favor of the 22 inst., in regard to the six cylinder National car which I purchased from you in October, would say that it gave me perfect satisfaction.

I have run it about 3,000 miles without repairs or tire trouble of any kind.

I have made a run of 125 miles in 3½ hours with nine passengers, also another trip of 150 miles in 4 hours with seven passengers. Both trips made without trouble of any kind.

It is a perfect car for speed and hill climbing.

Yours truly,

EDWARD W. LAUER.

New Brighton, N. Y.

November 9, 1906

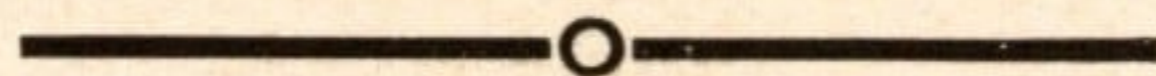
Homan & Schulz Co., New York City.

Gentlemen: The National car that I received through your firm has proved very satisfactory. If the work a car does and its constant readiness for work be a standard of efficiency, then I believe the National to be at least as good as the best. My observation is, that compared with other cars belonging to friends, I have less minor troubles than any. The National car is a good, strongly built, reliable machine which, with reasonable intelligence, will give satisfaction to any one using it.

**Its Constant
Readiness
for Work**

Very truly yours,

J. G. TUXOLAT.



Colonial Hall.

Jamaica, N. Y., November 14, 1906

Homan & Schulz Co., New York City.

Gentlemen: The National car I purchased from your agent has given me perfect satisfaction. I have covered about 1,000 miles since September 15. The mechanism of the car is so simple and easily operated that my son, 16 years old, has been able to take entire charge of the car after one lesson. As for speed and hill climbing, I don't believe there is a car in the market that will beat it. You are probably acquainted with some of the hills around this section, namely: Flushing Road, Black Stump Road and Manhasset Hill, which we have ascended with five in the car without changing the gear.

**For Speed
and Hill
Climbing**

Very respectfully yours,

WM. C. BLAKER.

New York.

November 9, 1906

Homan & Schulz Co., New York City.

**Remarkably
Good Hill
Climbing**

Gentlemen: I take pleasure in testifying to the good qualities of the 1906 four cylinder National.

The machine has been in service for the past five months and I have covered approximately 3,000 miles and I consider the car in nearly as good condition as when I bought it. It has done some remarkably good hill climbing on the long tours I have taken and has brought us back safely every time and under its own power.

Should I buy a new machine next season, it would be a 1907 model of the same make.

Yours truly,

CENTRAL AUTO TOP Co.,

J. Berkowitz.



Brooklyn, N. Y.

December 24, 1906

Homan & Schulz Co., New York City.

**4,000 Miles;
Not an
Adjustment**

Gentlemen: Regarding the 35-40 National car which I bought from you some eight months ago I think you will be glad to learn that after driving it some 4,000 miles, giving it some severe tests and some long trips on all kinds of roads, I found the machine in the very best of order, not having to make an adjustment of any kind, and I think today the machine is in just as good running order as when I first received it.

Thanking you for past favors and hoping this will be of interest to you, I remain

Yours truly,

H. J. HITCHINGS.

321 New Lotts Ave.

Port Jervis, New York.

November 8, 1906

Homan & Schulz Co., New York City.

Gentlemen: Having driven my 1906 National 4,604 miles over mountain roads without expense, except tire, I wish to say that no foreign or domestic car could possibly have given better satisfaction. While you have sold me three cars in the past three years you cannot persuade me to give up this car for the best car on the road. It is a better car today than the day purchased.

**4,604 Miles
Over
Mountain
Roads With-
out Expense**

Very truly yours,

D. LEROY CULVER, M. D.



**Herkimer National Bank,
Herkimer, N. Y.**

September 21, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: Referring to my National car bought of you in May, 1906, will say it has given me entire satisfaction. I have operated the car myself nearly 3,000 miles. It was run 2,210 miles before a spark plug was removed or any other adjustment made on the motor. I have made several long runs, 300 to 800 miles, and toured through the Catskills and have not been bothered nor delayed in any manner, not for a minute on any trip. The car is silent and very flexible and responsive under all circumstances and you are at liberty to refer to me.

**Flexible and
Responsive**

Yours truly,

CHAS. J. MILLINGTON.

**Aird-Don Company,
Troy, N. Y.**

September 27, 1906

Mr. John Burdick, Troy, N. Y.

**A Good
Hill Climber**

Dear Sir: The National car I got from you last June I have been using very freely ever since. I find it to be an easy car for riding and it runs very smoothly and is a good hill climber, has plenty of power and has given us very good satisfaction.

Yours truly, JOHN DON.



**The Finegan Lumber Co., Inc.,
Rahway, N. J.**

October 15, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**No Hill Too
Steep for
It to Climb**

Gentlemen: The model D which my mother purchased from your agents last July has now been in constant use a little over three months and during that time has been driven over six thousand miles, by my two brothers and myself, without a mishap of any kind, except tire trouble, which is no fault of the car.

It has given splendid satisfaction and no hill is too steep for it to climb, while the control is very simple. During all the time I have run the car, I have never been delayed on the road for trouble of any kind and today the car looks as well as the day we received it, while the engine seems to run better every day, and the other parts require no attention at all outside of a little oiling.

I am sending this voluntary testimonial to you in the hope that it may help in the sale of many more of the National cars, feeling thoroughly satisfied that it is one of the best cars on the market today and classes with any of the higher priced cars of foreign or domestic make.

Wishing your company every success in the future, I remain

Yours very truly,

GEO. E. BRACHER.

Troy, N. Y.

November 12, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

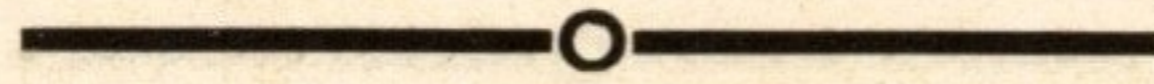
Gentlemen: Replying to your letter of the 22d would say that I handled the National cars in Troy the past season and will also handle them the coming year. My customers are all pleased with their cars, and those who expect to buy new cars the coming year will buy Nationals.

**Have Never
Been
Stalled**

I have run the Model D since last April and have been nearly 10,000 miles, a great deal of which distance was over very rough roads. I have never been stalled on the road, nor has the car been towed home. It has always come in as good as it started out.

Yours very truly,

JOHN BURDICK.



Geo. P. Ide & Co.,
Troy, N. Y.

October 3, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: I am glad to be able to say that my Model D National car has given me entire satisfaction. We have run it nearly eight thousand miles, and aside from tires, my expense has been less than \$20.00. The car has never been in the repair shop and seems to be in first-class condition to-day.

**8,000
Miles; Never
in the Re-
pair Shop**

I believe my experience speaks very well for the car, as we run it hard and the roads in the vicinity of Troy and Saratoga, where I spend my summers, are very poor.

Yours very truly,

HERBERT L. IDE.

**Standard Automobile Co.,
Utica, N. Y.**

September 24, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

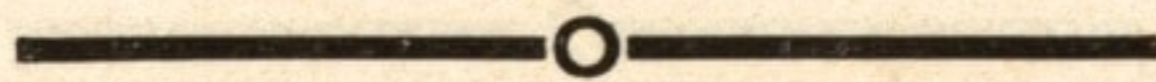
**Strong,
Sturdy and
Reliable**

Gentlemen: I wish to inform you of the great satisfaction I have had with the 1906 National four cylinder touring car. Have driven the car all season and have yet to encounter the first trouble. Have not had any repairing done on the car to date, as it has never even hesitated. I recommend the National car as a strong, sturdy and reliable proposition, one in which you get "value received."

Wishing you much deserved success, I beg to remain

Yours very truly,

FRANK E. HOWES.



**Morris Bros. Auto Company,
Plainfield, N. J.**

October 24, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**The Car is a
Wonder**

Gentlemen: The National four cylinder car is a wonder. We delivered this car in April and have not had it in the shop for anything. It has toured all over different states on the road every day. We received a post card from the chauffeur some few days ago saying they had been touring up in New York State through mountains and bad roads without any trouble. At the close, he writes "Hurrah for the National". This is one of many reports we hear repeatedly.

Yours for success,

MORRIS BROS. AUTO CO.

Troy, N. Y.

October 11, 1906

Mr. John Burdick, Troy, N. Y.

Dear Sir: I am entirely satisfied with my National. It is very quiet while running, which, to my mind, is an important point.

Am
Entirely
Satisfied

Yours truly, W. P. MASON.

Clarence D. Ward,
Counselor at Law

Rahway, N. J., Oct. 10, 1906

F. E. Boland & Bros., Rahway, N. J.

Gentlemen: Having purchased through your agency last spring one of the Model D touring cars manufactured by the National Motor Vehicle Company of Indianapolis, Ind., I wish to say that myself and family have been perfectly satisfied and delighted with the service the car has given us during the past summer. We have made many pleasant and long trips and in every instance we have been able to reach the place we started for within the time we anticipated it would take at the start. The car at no time has failed to do its part. Being somewhat of a novice myself I was for some time in doubt as to what car to purchase, but have always been satisfied and could not have made any improvement. Everyone I have spoken to and even those persons who are agents for other cars and interested in the sale of them, all speak highly of the National and say I have a good and reliable car. I have taken many of my friends out for a ride and they have all expressed themselves as delighted with the running of the car and several talk as if they would purchase one in the near future.

A Good
and Reliable
Car

Hoping for the success of yourselves and the manufacturers of such a reliable and honest car, I remain

Yours very truly,

C. D. WARD.

Freehold, N. J.

November 1, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**The
Catskill and
Pocono
Mountains**

Gentlemen: I am the proud driver of a National car, a car that gets continual hard use. I have toured the Catskill and Pocono mountains, on which I found some of the most difficult roads, and roads that but few automobiles travel, which had no effect on the car whatever.

The repairs have been so slight that I have made them all myself. It is also a very easy car on tires.

Yours very truly,

CHAS. PARKER MORRIS.



**Harry A. Fish,
Woodbury, N. J.**

National Motor Vehicle Co.,
Indianapolis, Ind.

**A Car that
Gave Less
Trouble**

Gentlemen: I feel it my duty to write you in reference to the car I bought from the Tioga Auto Company. I received the car on May 26, 1906, and I don't believe any company ever made a car that gave less trouble. I haven't tightened a bolt or made an adjustment of any kind since I received it. I can not tell how many miles I have run, but have used it all I could and haven't had a stop other than tire trouble.

Hoping this may please you a little, I remain

Yours truly,

H. A. FISH.

**The Nairn Linoleum Company,
Kearny, N. J.**

October 30, 1906

National Motor Vehicle Co., Indianapolis, Ind.

Gentlemen: In reply to your favor of October 26, your model D delivered early in May, this year, has been run about 4,000 miles. The car has stood up to its work excellently. Stoppages through defective mechanism, none; repair bills, practically nil.

**Repair Bills,
Practically
Nil**

Very faithfully yours,

PETER CAMPBELL.

Rahway, N. J.

November 18, 1906

National Motor Vehicle Co., Indianapolis, Ind.

Gentlemen: The National Model D that I received from you last May has proven to be a first class car in every respect. I have had little or no repairs and the car has never stopped on the road with me, no matter how rough or steep. The car has climbed hills with six passengers and baggage I did not think any car could climb. I think you have the best car on the market for the price.

**First-Class
in Every
Respect**

Yours truly, F. C. SQUIER.

**Louis M. Cresse,
Ocean City, New Jersey**

September 29, 1906

National Motor Vehicle Co., Indianapolis, Ind.

Gentlemen: Replying to the letter of the Tioga Auto Company of Philadelphia, in which they inquire as to my experience with my 1906 National, I take pleasure in stating that I am entirely satisfied. Your 1905 was, in my judgment, an excellent car, but the 1906 is even better, a most excellent car at a moderate price.

**A Most
Excellent
Car**

Yours very truly, L. M. CRESSE.

Rahway, N. J.

December 6, 1906

F. E. Boland & Bros., Rahway, N. J.

**6,000 Miles
With Perfect
Satisfaction**

Gentlemen: It gives me great pleasure to be able to tell you how eminently successful my National car has been this season. I have driven it something over 6,000 miles with perfect satisfaction. I am an amateur driver of little experience and always drive and handle my own car and experience permits me to cheerfully recommend it to any gentleman who feels he would like to dispense with the services of a chauffeur.

Very truly yours,

ELWOOD P. McENANY.



**Fried & Reineman,
Allegheny, Pa.**

October 23, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**Valves Were
Only
Ground after
Running
4,500 miles**

Gentlemen: I purchased a four cylinder Model D National car from you in the spring of 1906, and feel it just for me to advise you of some of the experience I have had with the car.

After driving the car eight weeks around the city, I started on a tour to Buffalo and Niagara Falls. The car ran fine all the way, having very little or no trouble. We had no trouble to climb any hill we had to go over, and the car seemed to have plenty of power after returning to Pittsburg.

The car ran in the city a week before it was taken to the repair shop and then the valves were only ground in, after running over 4,500 miles. Since then we have taken many small trips, having no trouble at all. At present the car is running fine and is as good as the day it left the factory, and I am very well pleased with the results from the car.

Yours truly, W. G. FRIED.

**F. A. Davis & Sons,
Baltimore, Md.**

October 26, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: I purchased from you last May a Model D National touring car which has proven satisfactory in every respect. I have run the car about 6,000 miles over as bad roads as can be found from Maryland to Maine. This summer I took a trip through New England as far as Maine, through the White Mountains into Vermont, about 2,600 miles, and in these 2,600 miles I had not the slightest trouble to adjust any part, with the exception of changing a spark plug. I had not the occasion to use a pump with the exception I reversed my tires, and in Boston, Massachusetts, I took the front and put on the rear; otherwise I would never have had a cause to have used a pump. I can cheerfully recommend the National as being as good a car as, I think, on the market for the money. I have not had occasion to adjust or to repair any part of the machinery in the car since I have owned it and it is running better to-day than when I first got it.

**2,600 Miles,
Not the
Slightest
Trouble**

Yours truly, F. A. DAVIS.



**The Mauch Chunk Heat, Power & Electric
Light Company**

Mauch Chunk, Pa., June 28, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: Have received the National car which I sold to Mr. E. O. Nothstein and am pleased to be able to make the statement that he is more than pleased with the operation of this car, and especially with its hill climbing ability. It is simply marvelous.

**Its Hill
Climbing is
Simply
Marvelous**

Yours truly, O. O. JARRARD.

Carlisle, Pa.

October 4, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**The Best
Car Built
For Use in
Pennsylvania**

Gentlemen: I have used my Model D National almost daily since getting it in April and am glad to say that I regard it as the most satisfactory American built car made. I have driven it over three thousand miles and have had absolutely no motor trouble. It has not cost a dollar for repairs beyond tire troubles, and I consider it the best car built for use in Pennsylvania's hilly country. I take great pleasure in recommending the National to any one desiring reliability and control.

Yours truly,

J. KIRK BOSLER.

**Drueding Brothers Company,
Philadelphia, Pa.**

September 20, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**5,600 Miles;
Given Entire
Satisfaction**

Gentlemen: In reply to inquiry I just received from the Tioga Automobile Company, asking me for my experience with the National car which I bought from them in April, 1906, I desire to say that I have used this car to the extent of 5,600 miles up to the present time and it has given me entire satisfaction.

The car has gone over all kinds of roads and has made a great many long tours, and has never caused me any trouble of any account. With the exception of some wear on the paint, it appears to be in as good condition now as it was when I first received it.

Very truly yours,

HENRY G. DRUEDING.

Harrisburg, Pa.

October 30, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: My employer (Mr. Frank Curtis) purchased from the Harrisburg Automobile Company a Model D National on the 3d day of July, 1906. I have driven that car from that time up until the present, over all portions of Pennsylvania, New Jersey, Delaware and New York State, and have come in contact with a great many other four and six cylinder cars, and wish to say, without any qualifications whatever, that this car has given me practically no trouble, and if compared with the trouble other cars have given me, I could say then that it has caused me no annoyance whatever. We have gone over some of the worst and some of the best roads in the states mentioned. On every occasion the car has done all we could ask and more than should be expected. My employer is just as well pleased with the car as I am, and I am glad to offer this testimonial unsolicited.

**Over Some
of the
Worst
Roads**

Very truly yours,

JAMES A. BROWN.

Ogontz, Pa.

September 28, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: I purchased a National car last April. It was my first experience operating automobiles, and I have driven the car about four thousand miles. I can say that I have not spent a cent on the car or had a minute's delay since I have owned it. It certainly is working very fine at the present time.

**4,000 Miles
and No
Delays**

Very truly yours,

WM. J. MOORE.

**Samuel Walton,
Pittsburg, Pa.**

October 20, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**Up Hills that
I Thought
Impossible**

Gentlemen: In reply to your inquiry of the 18 inst., I do not hesitate to say that the Model D car bought of you this season has proven to be all and more than you claimed. It has never failed to give perfect satisfaction in every respect. We have run the car the entire season, and over some very rough roads, with but one puncture. We have gone up hills that I thought impossible for any automobile to climb. I cannot recommend it too highly.

Yours very truly,

SAM WALTON.

**Harrisburg Automobile Company,
Harrisburg, Pa.**

September 17, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

**Given Most
Admirable
Satisfaction**

Gentlemen: We want to offer this bit of unsolicited testimony as coming from people who have handled your car in the season of 1906, as well as other four and six cylinder cars. We wish to say that we have not had a National car in our shop for repairs with one exception. This exception we are at liberty to say was caused by circumstances against which no manufacturer or operator could have guarded. The cars we have sold have given most admirable satisfaction, and the profit we made on the original sale is still to our credit,—none of it has been given back in repairs and gratuitous shop work. We will surely have your car on our line for next year and will be perfectly well pleased if it does as well as in the season just past.

Very truly yours,

HARRISBURG AUTO CO.

Chestnut Hill, Pa.

October 30, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

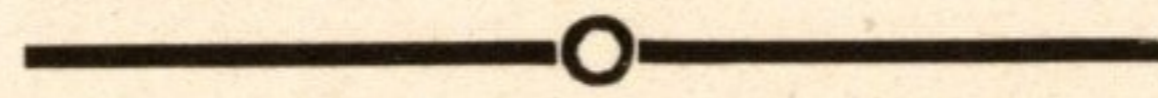
Gentlemen: I have your favor of the 25 inst., and in reply will say that the six cylinder National car that I took to Europe this summer, and which I am using now, seems about as near perfect as anyone could ask a car to be.

**Over Three
of the Steep
Passes in
Switzerland**

It is noiseless, powerful, most easy riding and the cleanest car to ride in that I have ever seen. We went over three of the steep passes in Switzerland, and unless I am very much mistaken, we never used the first speed ahead, excepting to start the car after we had been standing still.

Yours very truly,

CHAS. S. HEBARD.



**Freyman & Nothstein,
Mauch Chunk, Pa.**

October 20, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: We purchased one of your National Model D touring cars this year, and have used the same over the roads around Mauch Chunk (Switzerland of America) which are very hilly, and also over the sandy roads of Jersey, and have had no trouble with the machine at all.

**Over the
Roads
Around
Mauch
Chunk**

We have made over two thousand miles without any repairs except a broken spring for which we were really to blame.

The machine has given excellent satisfaction, and have found no hill too steep for it to climb, and it has all the speed and power desired or required on our heavy roads.

Respectfully yours,

FREYMAN & NOTHSTEIN.

**Tioga Automobile Company,
Philadelphia, Pa.**

National Motor Vehicle Co.,
Indianapolis, Ind.

**As Well
Abolish Our
Repair Shop**

Gentlemen: At the close of the season of 1906 it affords us great pleasure to be able to report to you that your 1906 cars have been a complete success.

Some of the cars which we have sold this season have traveled between 7,000 and 8,000 miles, and we have yet to hear a single complaint of any serious trouble.

If the future Nationals are going to be superior to the 1906 cars, we might as well abolish our repair shop, as few of the National cars have found their way there this season.

Wishing you abundant success with your 1907 product, we remain

Yours very truly,
TIOGA AUTOMOBILE COMPANY.



Columbus, Ohio.

November 17, 1906

R. F. Boda & Co., Columbus, Ohio.

**No Trouble;
Plenty of
Power**

Gentlemen: In reply to yours of recent date I wish to say that I have now been running my National for a year, and it has fully paid for itself in the pleasure and satisfaction it has given me since I have had it. Comparatively no trouble, plenty of power and always ready to run.

The only mistake the Company makes is in putting out a car as good as they do, as I can assure you that my car is now in better condition than when I bought it and I expect it to last me another four years.

As you already know, mine is not the experience of an amateur, this being my fourth car.

Wishing you all future success, I remain

Very respectfully,

T. K. WISSINGER, M. D.

Toledo, Ohio.

November 9, 1906

Robert F. Boda & Co., Columbus, Ohio.

Gentlemen: Now that the season is about over I take pleasure in telling you that after running my six cylinder Model E National over eleven thousand miles this year, I find it in good order and all right for next year's work. Outside of the troubles incident to a bad chauffeur, I have had no trouble with the car, and were I to purchase another car now, would certainly duplicate the one I have. It has given me entire satisfaction and is by far the best car I have ever run.

**11,000 Miles
and All Right
for Next
Year's
Service**

Very respectfully,

GEORGE H. KETCHAM.



Columbus, Ohio.

October 29, 1906

R. F. Boda & Co., Columbus, Ohio.

Gentlemen: In reply to your inquiry of several days ago, I beg to say that the National Model D, which I bought from you last spring, has given me a great deal of satisfaction and has been very efficient in every way. I took this machine abroad with me and ran it on the other side for over three months. I have, by this time, traveled over seven thousand miles and the machine is still in very good condition.

**Very Efficient
in Every
Way**

Hoping you may be successful in your business in the future, I beg to remain

Very truly yours,

HERMAN HOSTER.

**Pettis Dry Goods Company,
Indianapolis, Ind.**

September 21, 1906

National Motor Vehicle Co., City.

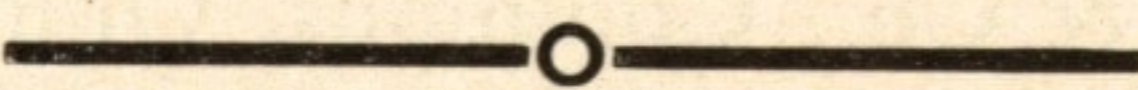
**Gave Such
Satisfactory
Results**

Gentlemen: Having recently returned from an extended automobile trip, I wish to express to you my very high appreciation of the merits of the National motor car. Our trip extended as far east as the State of Maine, over the hard roads of central New York and the mountain roads of northern New Hampshire. We carried throughout the entire trip five passengers and a heavy load of baggage, and during the entire trip the only attention we gave the car was to see that it was properly oiled. Absolutely no repairs whatever were required either to the engine, transmission or any other part of the car, even including the tires.

In view of the fact that this car has been run over 5,000 miles, it seems to me that this is really a remarkable record and speaks highly for the reliability of your cars. I am also gratified that we can produce here in Indianapolis a car that gave such satisfactory results as I obtained from mine.

Very respectfully,

GEORGE A. GAY.



**H. P. Wasson & Co.,
Indianapolis, Ind.**

October 27, 1906

Fisher Automobile Co., City.

**A Great
Satisfaction
To Us**

Gentlemen: Our National has been a great satisfaction to us. While we have taken few long trips in it, we have used it constantly and are very glad to have this opportunity of expressing our appreciation of the National car.

Yours truly,

H. P. WASSON.

**Empire Investment Company,
Indianapolis, Ind.**

October 10, 1906

Fisher Automobile Company, City.

Gentlemen: Replying to your favor of October 8th, asking an expression as to my experience and opinion of the National car.

**A Source
of Pleasure
Instead of
Expense**

The car could not, under any circumstances, give more entire satisfaction than it does. After watching the care taken at the factory in every department, as I did, from the assembling to the final inspection, I realize fully this is not the result of accident.

Taught by previous experience with cars, causing me to break all the ten commandments and keeping me looking like a machinist every time I drove, I looked especially for those qualities I thought necessary to make an automobile a source of pleasure instead of expense to the owner, and made the price a matter of secondary consideration. I got what I was looking for—a car fast, powerful, accessible and easy riding, always ready to go and one that has absolutely not cost a penny except for gasoline and oil. Such is my experience with the National Model D. As good as there is, in my opinion, regardless of price.

I congratulate you on securing the agency for another year. Cordially yours,

**EMPIRE INVESTMENT COMPANY.
A. C. Kynett, Sec. & Treas.**

**Levey Bros. & Co., Inc.,
Indianapolis, Ind.**

January 2, 1907

Fisher Auto Company, City.

Gentlemen: Through your recommendation I bought a National touring car, and I find it to possess all the good qualities you claimed for it—reliable, strong, swift, powerful and good looking. What more could he asked?

**All the
Good
Qualities**

Yours respectfully, **LOUIS H. LEVEY.**

**Prest-O-Lite Company,
Indianapolis, Ind.**

October 13, 1906

Fisher Automobile Company, City

**So Quiet,
Speedy and
Powerful**

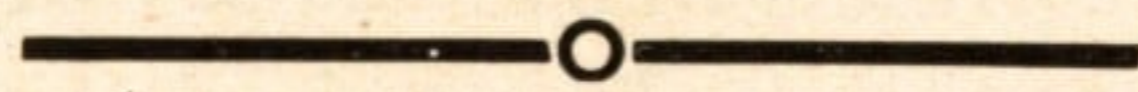
Gentlemen: It gives me pleasure to advise you that my National Model D purchased of you in March of this year has given me complete satisfaction.

Have driven this car over 6,000 miles and my repair bills in all this time have amounted to almost nothing.

I have owned previous to this car several other large cars, and have found none of them so quiet, speedy and powerful as the National. Would not sell this one if I could not get another one like it.

Yours very truly,

J. A. ALLISON.



**Martin Nading & Bro.,
Flat Rock, Ind.**

October 22, 1906

Fisher Auto Co., Indianapolis, Ind.

**Pleased
With Its
Reliability at
All Times**

Gentlemen: In reply to yours of Oct. 3d in regard to the National four cylinder car purchased through you last spring, will say I have been more than pleased with its reliability at all times, giving me no trouble whatever outside of tire troubles. It surely is a credit to the National people to know my car has not been in the shop but one time since purchased and that one time was for a small adjustment of the universal joint. Repairs have cost me nothing, as no parts have been broken or proven defective. To anyone wanting a good, steady, "All day in and out car" without a moment's attention, I highly recommend the National.

Very truly yours,

MARTIN M. NADING.

**The Wm. H. Block Company,
Indianapolis, Ind.**

January 10, 1907

Fisher Automobile Co., Indianapolis, Ind.

Gentlemen: It gives me pleasure to advise you that the National car which I purchased from you last season has given me perfect satisfaction. The car has never refused to go wherever I wanted it to and the repair bills have been practically nothing. Positively I could not ask for any better car if I had to pay twice the price. The car is absolutely noiseless, and I do not know of any car that would suit me better.

**Absolutely
Noiseless**

Yours very truly,

MEIER S. BLOCK.

**Turner & Fish Co.
Chicago, Ill.**

October 26, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: Your Model D, which we bought from Ralph Temple of this city early this summer, has proven itself beyond the shadow of a doubt the very best four cylinder car on the streets of Chicago. Repair bills are foreign to us since driving a National.

**No Fear of
Mud, Sand
or Hills**

The writer drove our car over 1,000 miles in September, from Chicago to St. Louis, across Illinois to Indiana, all through Indiana back to Chicago without a single adjustment, which is marvelous, considering the fact we drove over 90 miles one day through Sangamon County, Illinois, during a heavy rain when our running board was dragging the ground part of the time in black, sticky mud. We have no fear of mud, sand or hills while driving a National.

Yours very truly,

TURNER & FISH CO.

Harry J. Fish, Pres.

**Ralph Temple Automobile Co.,
Chicago, Ill.**

November 10, 1906

National Motor Vehicle Co.,
Indianapolis, Ind

**Extreme lack
of Cause
For
Adjusting**

Gentlemen: During the past seven years I have handled almost every make of automobile manufactured in this country, that is in any wise prominent to-day, and I have also sold most of the best French makes.

I state as an absolute fact that the most satisfactory car handled by me in all this time has been the National (particularly during the past season). The Nationals have been very satisfactory alike both to my customers and myself, due to the fact that there have been so few repairs of any kind, and an extreme lack of cause for adjusting or overhauling.

The National is always ready to run quiet, smooth and easy, and I state it as my opinion that your splendid engine is only one of the many good features with which the car abounds.

I consider the National frame the strongest, and the best designed. Also that the transmission, shaft drive, differential, rear axle system to be the best manufactured in the world. Candidly and honestly I do not think there is another car on the market that is as strong and reliable in every point. Good as your machine has been during the season of 1906 I am confident through the careful inspection I have given your new Models for the coming year that the 1907 National will have no superiors—and no equals.

Yours very truly,

RALPH TEMPLE AUTOMOBILE COMPANY.

Ralph Temple, Prest.

**Rockford Watch Company,
Chicago, Ill.**

Ralph Temple Automobile Co., City.

Gentlemen: In response to your query as to whether the four cylinder National that you sold me about three months ago is giving satisfaction, will say I am highly pleased with its performance.

**Highly
Pleased
With Its
Performance**

It is the smoothest running machine I ever rode in, and I have never had occasion to stop once while out riding for any adjustment of whatsoever kind. Two weeks ago I made the run to Rockford, Ill., returning the next day. The whole trip was made with as little difficulty as if we were going over a boulevard.

I remain

Very truly yours,

J. FRANKS.



**Shearson, Hammill & Co.,
Chicago, Ill.**

September 26, 1906

Ralph Temple Automobile Co.,
Chicago, Ill.

Gentlemen: I bought a four cylinder National car in June of this year and have had it at my summer home in Oconomowoc, Wisconsin, in a public garage for four months. I have not had a chauffeur and the only attention the car has received has been from the man at the garage, who is not an expert.

**High
Quality of
Work-
manship**

Personally, I know very little about the machinery of the car, but I have not had the least trouble; have run thousands of miles, and have had the pleasure of hauling in more expensive and well known cars, and I am more than pleased with the National and most cheerfully testify to its high quality of workmanship, durability and lasting qualities under all circumstances.

Very truly yours,

CHARLES H. SIMMS.

**Chicago Evening Post,
Chicago, Ill.**

September 25, 1906

Ralph Temple Automobile Co., Chicago, Ill.

**Ample Horse
Power
Under all
Conditions**

Gentlemen: I have your favor of the 24th and note fully its contents. I am quite satisfied with my six cylinder National car which I purchased of you early this year. It operates quietly and has ample horse power under all conditions that I have met thus far.

Yours very truly, J. C. SHAFFER.

**Dr. O. L. Schmidt,
Chicago, Ill.**

October 18, 1906

Ralph Temple Automobile Co., Chicago, Ill.

**Required No
Changes
or Repairs**

Gentlemen: The National automobile that I obtained through you last June has thus far given perfect satisfaction. The machine proper, although in almost daily use, has required no changes or repairs, but runs today as it came from the factory. I strongly recommend the National and will be glad to give any prospective purchaser my future experience with it at his request.

Very truly yours, O. L. SCHMIDT.

**J. H. Fahrney,
Chicago, Ill.**

October 15, 1906

National Motor Vehicle Co., Ralph Temple Automobile Co., Agents, City.

**No Expense
Has Been
Necessary
for Repairs**

Gentlemen: February 9, 1906, I received through the Ralph Temple Automobile Company, one of your four cylinder, 1906 model National automobiles, and I am pleased to state that same has given entire satisfaction in every respect. Since purchasing the auto no expense has been necessary for repairs.

Yours respectfully, J. H. FAHRNEY.

**Procter A. Gamble Distributing Company,
Chicago, Ill.**

October 1, 1906

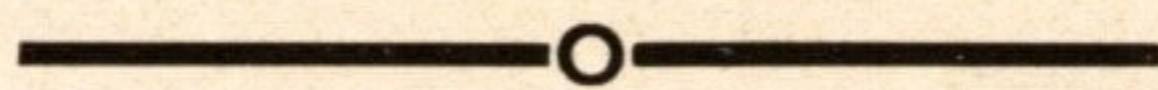
Ralph Temple Automobile Co., Chicago, Ill.

Gentlemen: It gives me much pleasure to state that the National car, which I purchased from you in June last and which I have been running all summer over both city and country roads, has given the greatest possible satisfaction for quiet, easy motion and apparent durability. My chauffeur has just overhauled the machine completely and reports that it is in perfect order and there is no necessity to replace any parts.

**Given the
Greatest
Possible
Satisfaction**

I will certainly take pleasure in recommending the National whenever I find opportunity.

Yours very truly, CHAS. L. BARTLETT.



**Windsor Folding Bed Co.,
Chicago, Ill.**

November 13, 1906

Ralph Temple Automobile Co., Chicago, Ill.

Gentlemen: I am just in receipt of your favor of the 8 inst., in which you ask me how I am satisfied with my six cylinder National car, purchased from you May 1, last. Replying, I am very well pleased with the car in every respect. It is certainly the most quiet and the smoothest running car I have ever been in. I have had several four cylinder cars of the best makes before buying your six cylinder. I find in the six cylinder far more flexibility; therefore, very seldom necessary to change the lever from the high speed. I have run the car over six thousand miles and up to the present time there has been absolutely nothing done to the engine. I think, now, however, that the engine should be taken apart and all the carbon removed, which will no doubt put the car in as good condition as when it was new.

**The
Smoothest
Running
Car**

Wishing you success with your 1907 National model, I remain

Yours very truly,

M. N. MOYER.

Chicago, Ill.

December 27, 1906

Ralph Temple Automobile Co., Chicago, Ill.

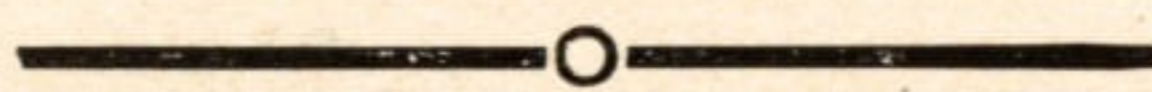
**Shall
Continue to
Recommend
It to My
Friends**

Gentlemen: In reply to yours of recent date inquiring about my National machine, I would say that I am entirely satisfied with same, as you already know, because I have induced several friends of mine to purchase Nationals on account of its fine qualities. You are not aware, however, of the fact that I made about 15,000 miles in my car this summer, over the hills and mountains of Pennsylvania. I never had an accident, nothing ever went wrong; the car never stopped running and I always came home from a run no matter how far I went.

I am pleased to say I am entirely satisfied with the National and shall continue to recommend it to my friends.

Sincerely yours,

DAVID L. FRANK.



**Spiegel's House Furnishing Company,
Chicago, Ill.**

October 5, 1906

Ralph Temple Auto Co., Chicago, Ill.

**Proved
Satisfactory
in Every
Respect**

Gentlemen: It affords me great pleasure to inform you that the National car delivered to me early this spring has proved satisfactory in every respect. I have run over 5,000 miles with hardly an adjustment except a few minor repairs. I intend to run the car over the winter months, and after the limousine body which you are now fitting to the car is ready, I am positive I will complete the year with the same satisfactory record the National has shown up to this date. I can consistently recommend the car and have done so to friends and acquaintances.

Wishing you success, believe me to be

Yours very truly,

M. J. SPIEGEL.

**Standard Distilling & Distributing Co.,
Pekin, Ill.**

October 11, 1906

Ralph Temple Auto Co., Chicago, Ill.

Gentlemen: I am pleased to state that your National car, which I purchased last April, has given good satisfaction, especially as to quietness, horse power and other material qualities. During a tour of two thousand miles this summer, the car stood up well. I have had some trouble with the tires, but must say in extenuation that I have met with some unusual road conditions. On the whole I have no hesitancy in saying of the National, as manufactured by your company, that it has met all reasonable expectations and I am glad to recommend it as being fully up to the representations made to me at the time of purchase.

**It Has
Met All
Reasonable
Expectations**

Very truly yours,

C. G. HERGET.



Jacksonville, Fla.

October 27, 1907

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: In reply to yours of the 24th inst., in reference to my National bought of you last May, will say that I have used the same in touring for the past four months, through the states of New York and New Jersey, and I look upon the machine as one of the very best machines in this country. Have not had the least trouble with the exception of a punctured tire or two. I have travelled six thousand miles over the roughest roads in New York State and have never yet been unable to climb any grade that I might run across.

**One of the
Very Best**

Very truly yours,

JAMES E. T. BOWDEN.

**Farson, Son & Company,
Chicago, Ill.**

November 13, 1906

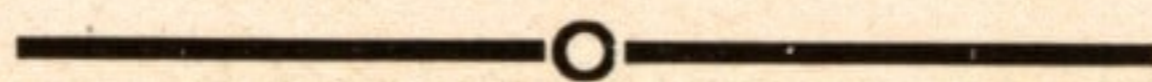
National Motor Vehicle Co., Indianapolis, Ind.

**Is in All
Respects a
High Grade
Car**

Gentlemen: During the past season I have used one of your six cylinder National cars, which has afforded me excellent satisfaction. The car is practically noiseless, is a splendid hill climber, has needed comparatively no repairs and is in all respects a high grade car.

With my best respects, I am

Yours very truly, JOHN FARSON.



**Rockford National Bank,
Rockford, Ill.**

September 28, 1906

Ralph Temple Automobile Co., Chicago, Ill.

**The Car is
Doing Splen-
did Work**

Gentlemen: Replying to yours of September 24th, I take pleasure in stating that the four cylinder National car, which I purchased from you last May, has given me perfect satisfaction. I have run the car about 3000 miles and the repair bill has not been over \$5.00 outside of the cost of maintaining the tires. The car is doing splendid work and I take pleasure in recommending it.

W. F. WOODRUFF.



**Wisconsin Northern Grain Company,
Minneapolis, Minn.**

October 1, 1906

National Motor Vehicle Co., Indianapolis, Ind.

**Most Satis-
factory Ser-
vice in Every
Respect**

Gentlemen: Referring to your favor of the 23d inst., beg to advise that the writer purchased through the Fawkes Automobile Company some three months ago a four cylinder National, and I can honestly state that it has given most satisfactory service in every respect.

Yours truly, J. J. DONAHUE.

**The Macey Co.,
Grand Rapids, Mich.**

October 26, 1906

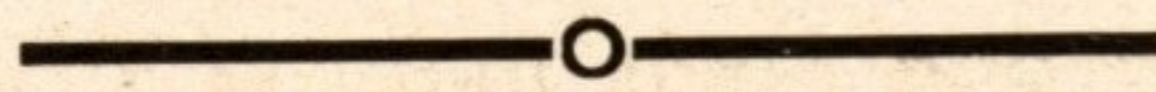
National Motor Vehicle Co., Indianapolis, Ind.

Gentlemen: The Model D which I bought of you last winter has covered nearly 9000 miles this season. I know when I start for some place that I will get there and get back too. During June I toured Michigan, Indiana, Illinois, Iowa, South Dakota and Minnesota. The roads were fierce and sometimes for hundreds of miles my gasoline consumption would average fifteen gallons in fifty miles. You can imagine what the roads must have been. In good roads I can go from 100 to 130 miles with fifteen gallons of gasoline. For speed and comfort I'll put the "D" against any car. I hold the record between Grand Rapids and Macatawa Park, my summer home, distance thirty-eight miles. I covered this run about forty times in all kinds of weather at from fifteen to thirty minutes under the time ever made by any other car. My principal troubles have been broken springs, but considering the roads and the way I make time, I don't blame the car.

**Has that
Comfortable
Feeling**

The owner of a National has that comfortable feeling which many motorists hope for, but few realize, that he can "go some" and can do it whenever he wants to.

Sincerely yours, O. L. WERNICKE.



**C. E. Fawcett,
Cedar Rapids, Iowa.**

Ralph Temple Automobile Co., Chicago, Ill.

Gentlemen: Replying to yours of September 24th, will say the National Model D which I purchased through you for Mr. George Stuart of this city, has given excellent satisfaction in every particular.

**Excellent
Satisfaction
In Every
Particular**

I have driven one of the Model C National cars for two seasons with the very best results.

Very truly yours, C. E. FAWCETT.

**Richard E. Cook,
Minneapolis, Minnesota**

October 3, 1906

National Motor Vehicle Co., Indianapolis, Ind.

**3,000 Miles
and not a
Cent for
Repairs**

Gentlemen: In reply to your favor of the 25th ult., will say that our National has given us perfect satisfaction in every way. Have run car about three thousand miles and it has not cost us one cent for repairs. Car is very economical on tires and same have not shown the least wear and have not had a puncture as yet. We always have plenty of reserve power and engine is running better every day.

You may refer any prospective customer to me as to the qualities of your car and I will be pleased to tell him all about its sterling qualities.

Yours very truly, R. E. COOK.

**National Life Insurance Company,
Minneapolis, Minn.**

October 1, 1906

National Motor Vehicle Co., Indianapolis, Ind.

**Another
Season and
Possibly
Longer**

Gentlemen: Your favor of Sept. 25th received and in reply I do not hesitate to state that my car has given me unusual satisfaction, and from what I can learn in an indirect way, above the average, as I have now run the car over one year without any great amount of repairs, but one puncture and no breakdowns whatever. The car has never refused to operate, and has always been in running order. In view of these facts I have not hesitated at any time to take long runs.

With my past experience, I think if I were to secure a new car I certainly would buy a National, but as my car has given entire satisfaction I am simply going to have it repainted this winter and run it another season, and possibly longer, as I do not think I can greatly improve my condition with a new car.

Very truly yours, H. G. MURPHY.

**Meginness Bros.
Tonopah, Nevada**

October 29, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: We will drop you a few lines to let you know what we think of the National Model E car that we bought of you last month. As far as satisfaction is concerned we are more than satisfied. We have seen almost every make of automobile, we believe, but give us the National as she is the most easy riding, makes less noise and has more power, as this car has gone up hills on the high speed, whereas other large cars thought they were doing exceedingly well running on the intermediate speed.

**Nevada Hills
on the High
Speed**

The first long trip we took we went over a rough mountain where the road was washed out and it was the roughest kind of a road, but the old National was there with "the goods;" some places the road was very steep and other places the sand was very deep, but it came through much to the surprise of everyone. Well, to be candid, I never want to go over such a road again, but then it gives me great satisfaction to have the car show such great power and, of course, we were more than pleased to know we had made a good selection in getting a National car. We are satisfied with the test we have given the car. The car seems to be very saving on gasoline and oil, judging from what the other large cars use to go a certain distance. We have driven this car several hundred miles, so when we express our opinion, it is from actual experience and not guess work with us. We are not trying to flatter you at all, but it is simply a case of great satisfaction and we want to let you know just how we feel about it—give us the National or none at all.

Yours truly,

MEGINNESS BROS.

**National Auto Garage,
Seattle, Wash.**

National Motor Vehicle Co., Indianapolis, Ind.

**Has Given
the Very
Best
Satisfaction**

Gentlemen: In reply to your inquiry of recent date would say I received my demonstrating car, Model D, the seventh of July, 1906, and up to present date has given the very best of satisfaction and have not had a particle of trouble.

In my estimation there is no car on the market that will compare with the National and it will demonstrate for itself.

Yours very truly, W. M. GILLESPIE.

Oakland, Cal.

October 30, 1906

Rarig Automobile & Garage Co.,
Oakland, Cal.

**Entirely Satisfactory and
Runs
Perfectly**

Gentlemen: We have had a 1906 four cylinder National for ten weeks, having run it 1,500 miles during this period, and are pleased to state it has proven entirely satisfactory and runs perfectly.

Yours truly,
I. H. GORRILL.

Alameda, Cal.

October 28, 1906

Rarig Auto & Garage Co., Oakland, Cal.

**Without
Doubt the
Easiest Running
Car**

Gentlemen: I have had my Model E National for about two months and am greatly pleased with it. The running expenses amount to almost nothing and it is without doubt the easiest running car in the country. It gives me great pleasure to say that I am more than pleased with the car and predict its success on California roads.

Very truly yours,
W. G. EVERTS.

**The Best Manufacturing Co., Inc.,
San Leandro, Cal.**

October 5, 1906

National Motor Vehicle Co.,
Indianapolis, Ind.

Gentlemen: As we have just come in from a trip to Shasta County, we thought you would like to know how the six cylinder National performed.

**900 Mile
Trip, Never
a Miss**

We are very anxious to tell you about it for the fact that during the 900 mile trip there was never a miss in the entire construction of the machine.

Plunging into dry creek bottoms where the bottom was covered with gravel ranging in size from that of a hen's egg to that of a foot ball, one would think that so large a car would squirm itself to pieces, but we went through ditches where the water would come a quarter of the way in the radiator, only to plunge into dust on the other side from 4 to 8 inches deep, but still we went, striking hidden rocks in the dust and throwing the boys on the back seat very nearly through the top of the car and we never so much as tightened a screw or bolt.

We were somewhat surprised to find that the consumption of gasoline does not exceed that of other cars of less horsepower and of less carrying capacity. and we think your double carburetor is a "peach."

We are more than pleased with our car and think if you do not skin them all it will not be the fault of the machine.

Yours very truly,

THE BEST MFG. CO.

P. S.—As for hill climbing, she will take a 35 per cent grade on the middle gear and a 20 per cent grade on the direct. This is not based on a smooth boulevard but on a dusty road.

Menlo Park, Cal.

October 29, 1906

National Motor Vehicle Co., Indianapolis, Ind.

**More Than
Met Our
Expectations**

Gentlemen: It is perfectly natural that you should wish to know how the new National I purchased this year is doing. I cannot say too much in its favor. I thought we had in our first National a perfect machine, but the 1906 model has more than met our expectations. My daughter, when she was sixteen, learned to operate the 1905 model and she is the only one that has run the two machines. The little adjustments that a chauffeur would make we have had to have done at a garage. They often remark how little trouble we have with the motor and how simple it is to take care of.

We are satisfied that it is a much easier riding machine than any we have ever tried and think it is as near perfect as a machine can be made.

Sincerely yours, N. P. MOULTON.

**Mines & Farish,
Los Angeles, California**

September 27, 1906

National Auto Co., Los Angeles, Cal.

**Excep-
tionally
Satisfactory
Results**

Gentlemen: It is with pleasure we beg to advise you as being the owners of a National four cylinder, that this car has been run about nine thousand miles by us and has given exceptionally satisfactory results.

For the power this car develops, and for the ease of the spring suspension, silence and economy, we are of the opinion that there is not a car in existence today that will equal same, at least none that we are acquainted with.

The ignition has proven especially satisfactory in every respect and it is a pleasure to us to attest to the efficiency and general satisfaction of this car.

Very respectfully,

**MINES & FARISH,
Per C. E. Farish.**

**Title Guarantee & Trust Co.,
Los Angeles, Cal.**

June 30, 1906

National Auto Co., Los Angeles, Cal.

Gentlemen: How do I like the sixty horse power, six cylinder National that I purchased from you some time ago? Well, you can just say to anyone interested that it is the most wonderful creation in the automobile line that ever struck the coast. No four cylinder car can approach it for power, speed and absolute absence of noise and vibration. As to the riding qualities of the car, it is unequalled by any other machine I have tried, either with one or eight passengers aboard. As you know I drive my own cars and the "Big Six" handles as easily and turns as readily as any touring car, while the engine is, of course, far more flexible in its control than any four cylinder.

**Absolute
Absence of
Noise and
Vibration**

Very truly yours,

L. C. BRAND.



**Kerchkoff-Cuzner Mill & Lumber Co.,
Los Angeles, California**

National Automobile Co.,
Los Angeles, Cal.

Gentlemen: When I bought my forty horse National from you last spring, you will possibly recall that I said I was doing so out of friendship and not because I particularly wanted that make of car.

**Over the
Newhall
Grade**

You expressed the fervent hope that a few months use of the machine would improve my opinion of it, as it would be a pity to lose the only reason that influenced the purchase.

A few weeks ago I drove the car, with full complement of passengers, over the steepest hill

in Southern California, the dreaded Newhall Grade. It went up on the run. In the course of that trip I unavoidably gave the car some hard usage that I am convinced would have smashed most other cars into matchwood. As it was I drove home, thirty miles, without repairs at top speed, and a little straightening out made it as good as ever.

If I were buying a car to-day it would be a National.

Sincerely yours,

GUY L. CUZNER.

Los Angeles, Cal.

November 1, 1906

National Auto Co., Los Angeles, Cal.

**Reliability,
Power and
Ease of
Control**

Gentlemen: I want to tell you of my experience with the 40 H. P. National touring car that I purchased from you last December. I think this experience is unique, at least as far as

Southern California is concerned.

The first thing you did was to teach my two daughters to handle the car and after half a dozen lessons each, it was turned over to them and they drove it home. My residence is at the summit of a steep hill and is off the city pavements.

Since that time they have driven it continuously and almost daily, over the hills and through the congested streets of Los Angeles and they have never had a breakdown nor failed to return the car to my stable under its own power. My stableman keeps it clean, oiled and filled and outside of a few punctured tires, I have not spent a cent on the car.

For reliability, power and ease of control the National is without an equal.

Sincerely yours,

GEORGE F. COPE.

**C. E. Stoner, M. D.,
Los Angeles, Cal.**

National Automobile Co.,
Los Angeles, Cal.

Gentlemen: It is asserted that there are two thousand automobiles in this "City of the Angels" (and Red Devils) and when one gets in a jam of them at Third and Spring, with the trolley cars a bad second, he is apt to believe it.

**Is a Great
Source of
Satisfaction**

At all events there were enough to afford Mrs. Stoner and myself every opportunity to test the different makes, and as we owned a car that sufficed for our pressing needs, we made a most thorough canvass.

I bought a National Model D from you without regard to size or price, because it was the easiest riding car that we found and have no cause to regret it on any other score.

The feeling of reserve power in the car, no matter what task is required from it, is a great source of satisfaction. Another comfort is the knowledge that your sparking batteries are not running down to fail you when miles from help.

I would not exchange my National for any other car built.

Wishing you all success, I am

Very truly yours, C. E. STONER.

**Hasson Brothers,
Los Angeles, California**

National Auto Co., Los Angeles, Cal.

Gentlemen: You had your nerve with you all right when you sold me a forty H. P. National last March. I had owned several good cars previously and I was cocked and primed to jump on its weak points. Well, all I have to say is that I have run it several thousand miles in this "land o' sunshine" and haven't jumped yet.

**Like a
Canoe in
Still Water**

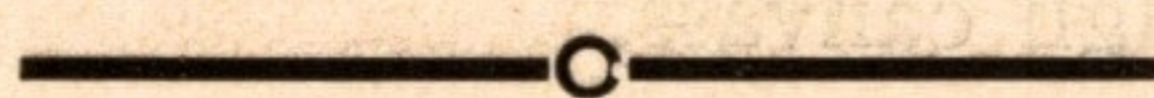
I can run it four or sixty miles an hour on the

direct drive and carry five over the Fremont pass as if it were a hole in the ground. It runs like a canoe in still water and is so silent that I have exhausted the supply of horn bulbs in town. You have sown the seeds of discontent in my general satisfaction by getting out that ball-bearing engine; fifty-five horse power in a four cylinder of $4\frac{7}{8} \times 5$ is certainly getting a hundred percent. out of every drop of gasoline that goes into it.

It's me for a National.

Yours truly,

T. NESTOR HASSON.



Pasadena, Cal.

October 15, 1906

National Auto Co., Los Angeles, Cal.

**Proved Itself
to be Very
Reliable**

Gentlemen: I have driven the National touring car, which I purchased from you a year ago, 3,800 miles over the roads of California.

It has proved itself to be a very reliable machine and has never failed me on my numerous trips to Santa Barbara, Riverside and other outlying sections.

One excellent feature that I have greatly appreciated in mountain touring is the large amount of clearance under the car and the absolute dust and mud protection of its working parts.

The spring suspension is unusually good and there is an entire absence of jolting in the tonneau when the rear wheels are dropped off the edge of a chuckhole at high speed.

I am awaiting the arrival of your 1907 Nationals with much interest, as it would seem that the use of annular ball bearings in the engine is the final refinement that can be made on these cars.

Yours truly,

ERNEST N. WRIGHT.

**Arnaz-White Company,
Los Angeles, Cal.**

National Automobile Company,
Los Angeles, Cal.

Gentlemen: The two National touring cars that we purchased from you last summer and put into the livery service have given the best of satisfaction to our customers, our drivers and to ourselves as a pecuniary investment.

**Given the
Best of
Satisfaction**

Owing to its ability to handle large parties, our six cylinder car is in constant service day and night and we hardly find time to wash and fill it. The four cylinder National is preferred by the public to several four and five thousand dollar cars here, as it is much easier riding.

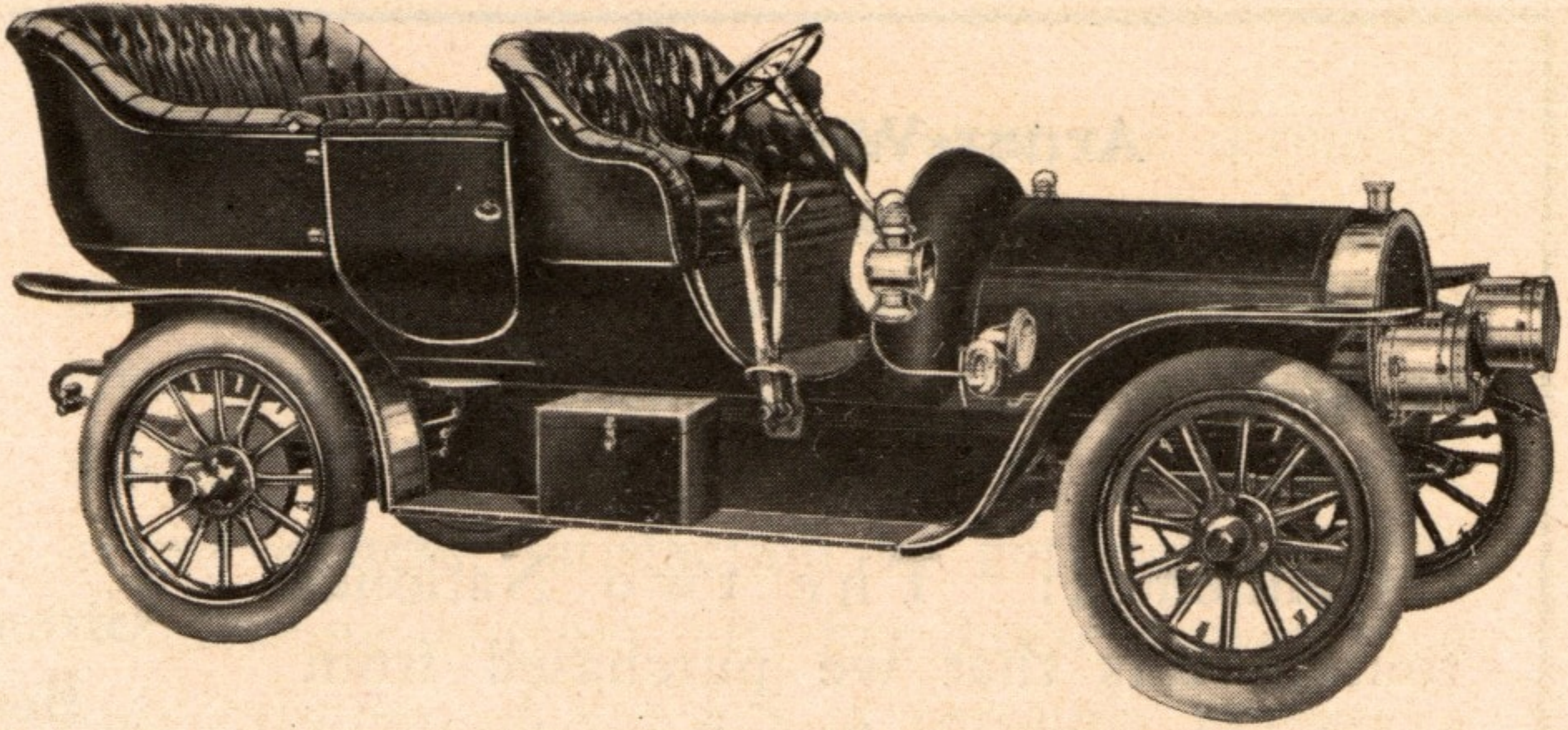
Livery service is the hardest use a car can be put to and the profits soon vanish if the machine breaks down on the road, stays in the repair shop or is hard on the tires.

We are disposing of our other cars and shall add several 1907 Nationals to our stable when the tourist season opens.

Yours truly,

**THE ARNAZ-WHITE COMPANY.
A. M. Arnaz, Pres.**





National

FOUR CYLINDER—MODEL H—50 H. P.

MOTOR—50 H. P. four cylinder, vertical, individually mounted on sub-frame. Mechanical valves, exhaust and admission on opposite sides and interchangeable. Ball bearing crank shaft and ball bearing cam shafts. Two separate sets of spark plugs. Tapered nipples with clamps used on intake, exhaust and water pipes. No packing at any joint. Extra long Parsons white bronze bearings on connecting rods. Gear driven distributor. Divided aluminum crank case. Interchangeable parts.

CLUTCH—Self-contained, aluminum cone, leather faced, spring cushioned.

TRANSMISSION—Sliding gear selective type. Three speeds forward and one reverse, direct on high. Self-contained annular type ball bearings on main and counter shafts. Gears run in oil.

WHEEL BASE—112 inches.

DRIVE—Bevel gear through ball bearing propeller shaft and flexible joint to rear axle of improved design.

BEARINGS—Annular type ball bearings throughout.

OILING—Seven feed Crandall mechanical gear driven oiler, oiling direct to each cylinder of engine, transmission, clutch and rear system.

IGNITION—Two separate, complete systems. One a gear driven high tension magneto. The other a storage battery, single coil and distributor. Each system has a separate set of spark plugs.

GASOLINE CAPACITY—17 gallons.

WATER CAPACITY—6½ gallons.

WHEELS—Wood artillery pattern, twelve 1½ inch spokes front and rear.

TIRES—34 x 4½. Diamond or G. & J.

BRAKES—Two systems. Four dust proof internal expanding metal to metal hub brakes. Hand lever applies one set. Foot push pedal applies the second set.

GUARDS—Continuous enclosed metal guards front and rear. Metal dust shield between frame and runningboard.

FRAME—Pressed steel 4½ inch channel section with sub-frame firmly riveted and braced.

FRONT AXLE—Seamless, cold drawn steel tubing, heavy gauge, forged yokes.

REAR AXLE—Compound construction, inner axle used only as a driver, wheels turn upon double annular type ball bearings on hollow axle which carries all weight.

DUST PAN—Metal dust pan under all working parts.

BODY—Cast aluminum, removable tonneau, platform type, side entrances. Divided front seats. Carrying capacity, seven passengers. (Two on folding seats in tonneau.)

BODY FINISH—Coach carmine, black stripes.

GEAR FINISH—Coach carmine, black stripes.

UPHOLSTERING—Luxuriously upholstered in bright or dull black leather. Special spring mattress cushions.

STEERING SYSTEM—Hand wheel, inclined post, double screw and nut. Non-reversible chuck. Ball joint connections to double connecting rods, front and rear of forged steering knuckles.

COOLING SYSTEM—Cylindrical cooler, vertical tubes, ball bearing fan attached to engine base. Circulation by direct driven gear pump.

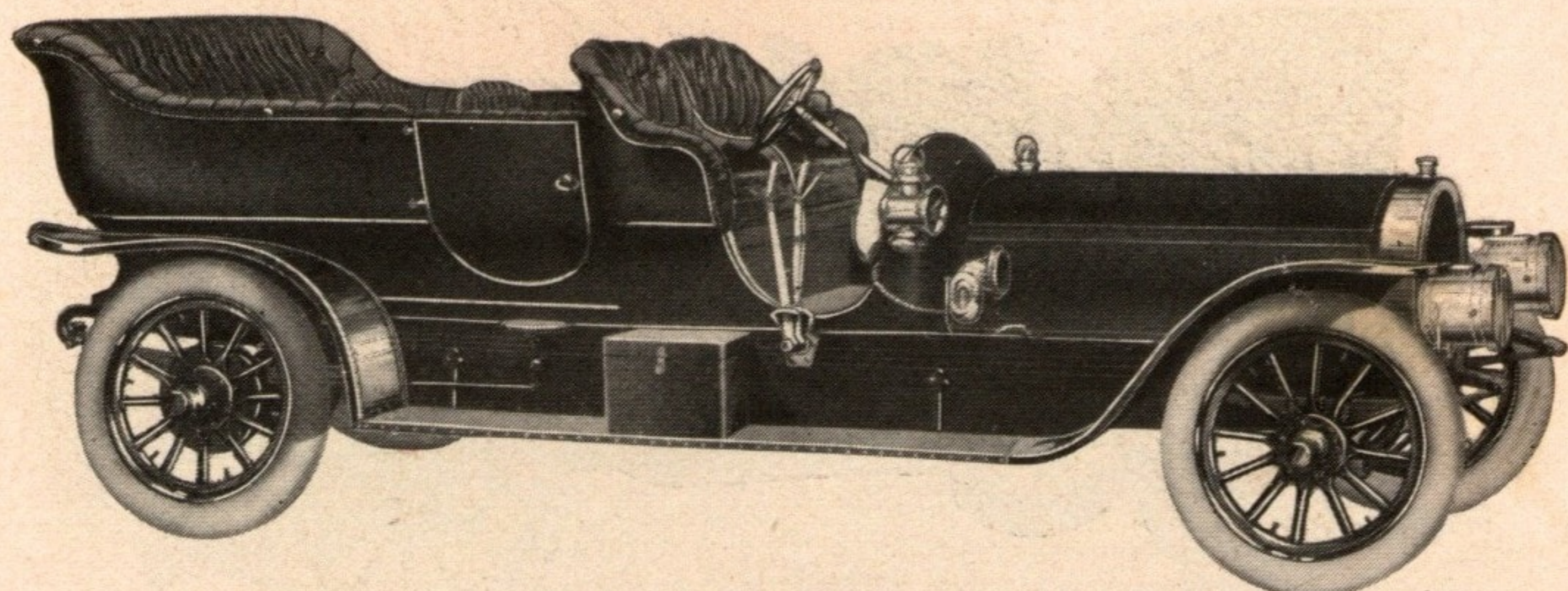
CONTROL—Single lever at driver's right controls all speeds. Three forward and one reverse.

SPRINGS—Half-elliptic, 40 inch front, under frame; 50 inch rear, outside of frame.

TOOL BOXES—Under tonneau seat and metal box on runningboard.

EQUIPMENT—Two 8-inch Rushmore searchlights with generator; Ham's "Cold Blast" side and tail lamps. Storm aprons, horns and tools.

PRICE—\$3,500.00, F. O. B. Indianapolis.



National

SIX CYLINDER—MODEL L—75 H. P.

MOTOR—75 H. P. six cylinder, vertical, individually mounted on sub-frame. Mechanical valves, exhaust and admission on opposite sides and interchangeable. Ball bearing crank shaft and ball bearing cam shafts. Two separate sets of spark plugs. Tapered nipples with clamps used on intake, exhaust and water pipes. No packing at any joint. Extra long Parsons white bronze bearings on connecting rods. Gear driven distributor. Divided aluminum crank case. Interchangeable parts.

CLUTCH—Self-contained, aluminum cone, leather-faced, spring cushioned.

TRANSMISSION—Sliding gear, selective type. Three speeds forward and one reverse, direct on high. Self-contained, annular type ball bearings on main and counter shafts. Gears run in oil.

WHEEL BASE—127 inches.

DRIVE—Bevel gear through ball bearing propeller shaft and flexible joint to rear axle of improved design.

BEARINGS—Annular type ball bearings throughout.

OILING—Nine feed Crandall mechanical gear driven oiler, oiling direct to each cylinder of engine, transmission, clutch and rear system.

IGNITION—Two separate, complete systems. One a gear driven high tension magneto. The other a storage battery, single coil and distributor. Each system has a separate set of spark plugs.

GASOLINE CAPACITY—20 gallons.

WATER CAPACITY—8 gallons.

WHEELS—Wood, artillery pattern, twelve $1\frac{3}{4}$ -inch spokes front and rear.

TIRES—36 x 5. Diamond or G & J.

BRAKES—Two systems. Four dust proof internal expanding metal to metal hub brakes. Hand lever applies one set. Foot push pedal applies second set.

GUARDS—Continuous enclosed metal guards front and rear. Metal dust shield between frame and running board.

FRAME—Pressed steel, 5-inch channel section, with sub-frame firmly riveted and braced.

FRONT AXLE—Seamless, cold drawn steel tubing, extra heavy gauge, forged yokes.

REAR AXLE—Compound construction, inner axle used only as a driver, wheels turn upon double annular type ball bearings on hollow axle which carries all weight.

DUST PAN—Metal dust pan under all working parts.

BODY—Cast aluminum, side entrances, removable tonneau, platform type. Divided front seats. Carrying capacity, seven passengers (five carried in tonneau).

BODY FINISH—Coach carmine, black stripes.

GEAR FINISH—Coach carmine, black stripes.

UPHOLSTERING—Luxuriously upholstered in bright or dull black leather. Special spring mattress cushions.

STEERING SYSTEM—Hand wheel, inclined post, double screw and nut. Non-reversible chuck. Ball joint connections to double connecting rods front and rear of forged steering knuckles.

COOLING SYSTEM—Cylindrical cooler, vertical tubes. Ball bearing fan attached to engine base. Circulation by direct driven gear pump.

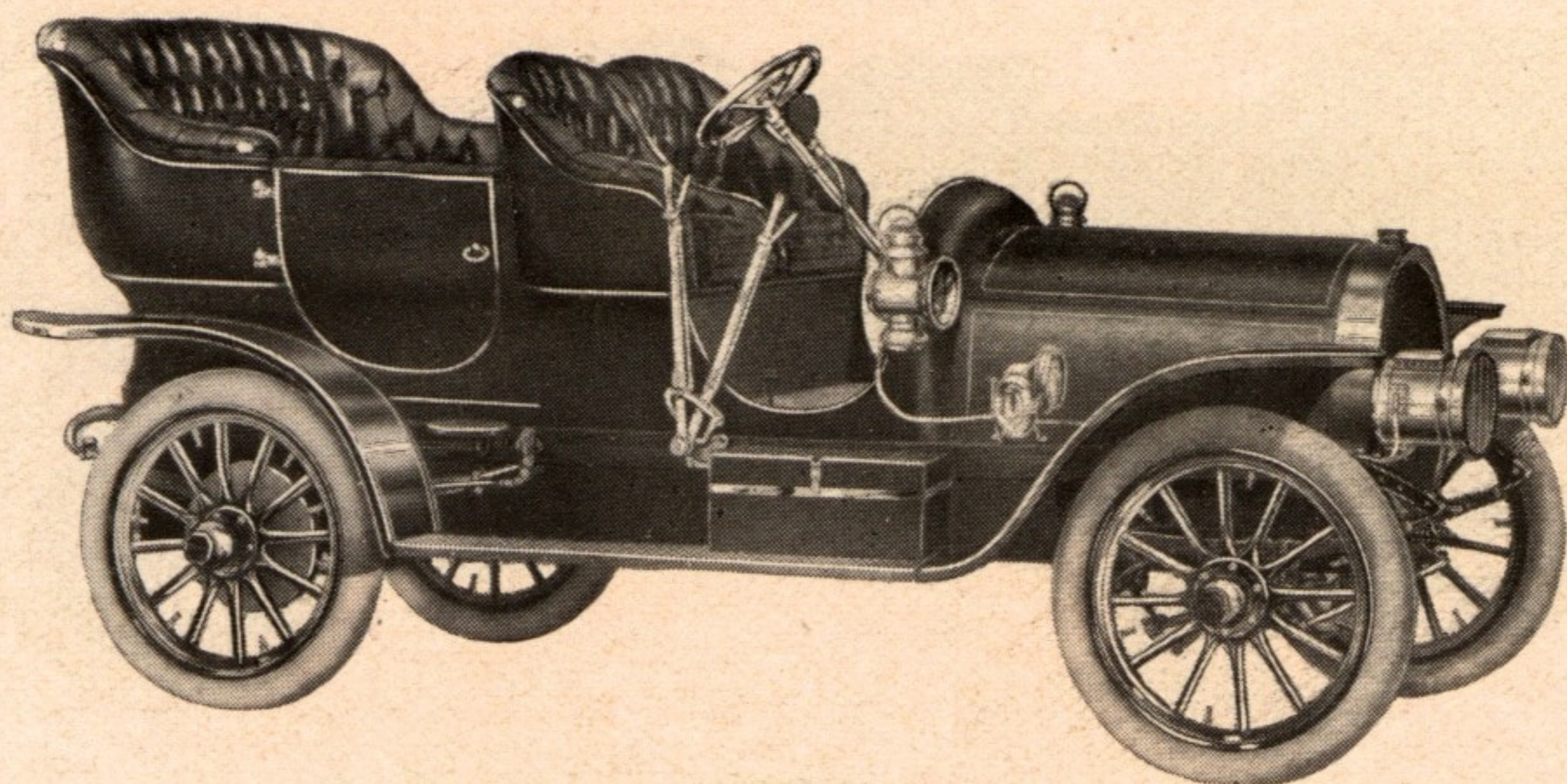
CONTROL—Single lever at driver's right controls all speeds. Three forward and reverse.

SPRINGS—Half elliptic, 44-inch front, under frame; 56-inch rear, outside of frame.

TOOL BOXES—Under tonneau seat and metal box on running board.

EQUIPMENT—Two 9-inch Rushmore searchlights, with generator; Ham's "Cold Blast" side and tail lamps. Storm aprons, horn and tools.

PRICE—\$5,000.00, F. O. B. Indianapolis.



National

FOUR CYLINDER—MODEL F—40 H. P.

MOTOR—40 H. P. four cylinder, vertical, individually mounted on sub-frame; mechanical valves, gear pump direct driven. Gear driven commutator, divided aluminum crank case. Interchangeable parts.

CLUTCH—Self-contained, aluminum cone, leather faced, spring cushioned.

TRANSMISSION—Sliding gear progressive type. Three speeds forward and one reverse, direct on high. Self-contained, annular type ball bearings on main and counter shafts. Gears run in oil.

WHEEL BASE—104 inches.

DRIVE—Bevel gear through ball bearing propellor shaft and flexible joint to rear axle of improved design.

BEARINGS—Annular type ball bearings throughout.

OILING—Six feed mechanical oiler to engine, clutch, transmission and rear system.

IGNITION—Quad vibrator coil. Jump spark, one set dry cells and set of storage batteries in connection with dynamo.

GASOLINE CAPACITY—17 gallons.

WATER CAPACITY—6 gallons.

WHEELS—Wood artillery pattern, twelve spokes front and rear.

TIRES—34 x 4. Diamond or G. & J.

BRAKES—Two systems. Four internal expanding metal to metal hub brakes. Hand lever applies one set. Foot push pedal applies second set.

GUARDS—Continuous enclosed metal guards, front and rear. Metal dust shields between frame and running boards.

FRAME—Pressed steel 4 inch channel section with sub-frame, firmly riveted and braced.

FRONT AXLE—Seamless, cold drawn steel tubing, heavy gauge, forged yokes.

REAR AXLE—Compound construction, inner axle used only as a driver, wheels turn upon double annular type ball bearings, on hollow axle which carries all weight.

DUST PAN—Metal dust pan under all working parts.

BODY—Cast aluminum. Side entrances, removable tonneau, platform type, divided front seats. Carrying capacity, five passengers.

BODY FINISH—Coach carmine, black stripes.

GEAR FINISH—Coach carmine, black stripes.

UPHOLSTERING—Luxuriously upholstered in bright or dull black leather. Special spring mattress cushions.

STEERING SYSTEM—Hand wheel, inclined post, internal worm non-reversible chuck. Ball joint connections to double connecting rods front and rear of forged steering knuckles.

COOLING SYSTEM—Cylindrical cooler, vertical tubes. Ball bearing fan, circulation by direct driven gear pump.

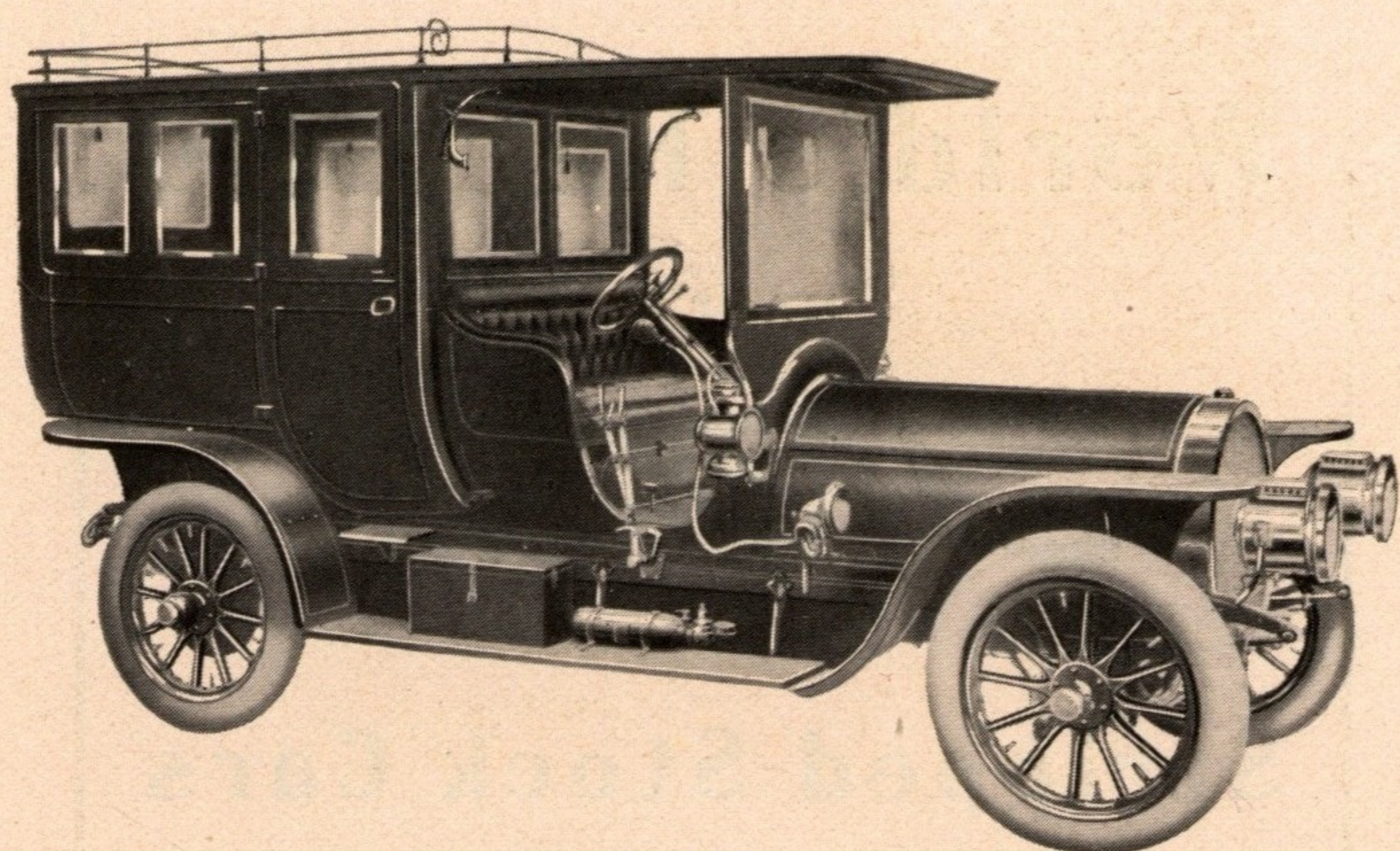
CONTROL—Single lever at driver's right controls all speeds. Three forward and one reverse.

SPRINGS—Half-elliptic, 40 inch front, under frame; 50 inch rear, outside of frame.

TOOL BOXES—Under tonneau seat, and metal box on runningboard.

EQUIPMENT—Two 8-inch Rushmore searchlights with generator; Ham's "Cold Blast" side and tail lamps. Storm aprons, horn and tools.

PRICE—\$3,000.00, F. O. B. Indianapolis.

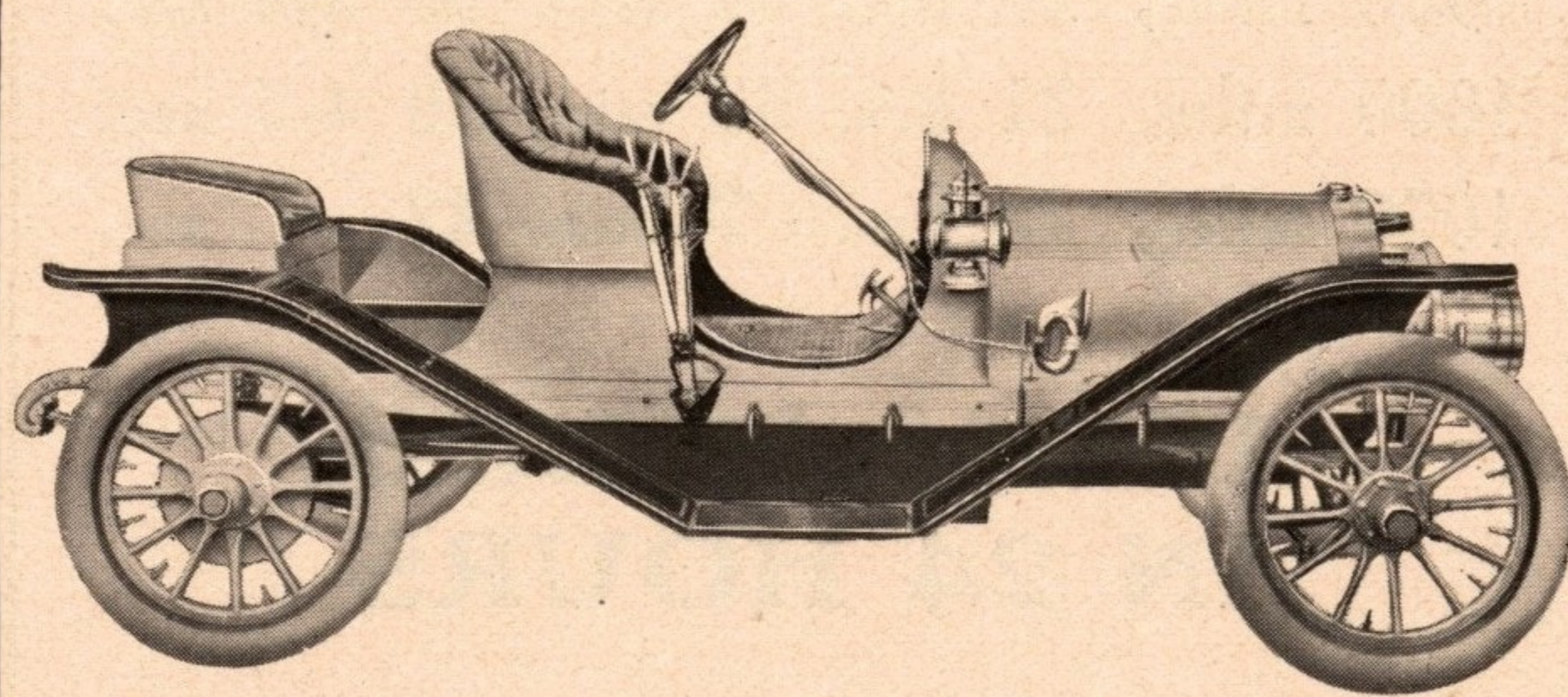


National LIMOUSINE

Model F—4-Cylinder—40 H. P. - - \$4,200.00

Model H—4-Cylinder—50 H. P. - - 4,800.00

Model L—6-Cylinder—75 H. P. - - 6,500.00



National RUNABOUT

Model F—4-Cylinder—40 H. P. - - \$3,000.00

Model H—4-Cylinder—50 H. P. - - 3,500.00

Model L—6-Cylinder—75 H. P. - - 5,000.00

World's Records

MADE BY

National

Stripped Stock Cars

November 4, 1905,

100 miles, 1 hr. -53 min.-21 4-5 sec.

November 16-17, 1905,

150 miles, 2 hrs.-52 min.-32 4-5 sec.

650 miles, 14 hrs.- 8 min.-51 2-5 sec.

700 miles, 15 hrs.-10 min.-29 3-5 sec.

750 miles, 16 hrs.-20 min.-25 2-5 sec.

800 miles, 17 hrs.-17 min.-26 1-5 sec.

850 miles, 18 hrs.-23 min.-44 2-5 sec.

900 miles, 19 hrs.-44 min.-48 1-5 sec.

950 miles, 20 hrs.-54 min.-50 3-5 sec.

1000 miles, 21 hrs.-58 min.-00 4-5 sec.

1050 miles, 23 hrs.- 7 min.-42 sec.

**1094 $\frac{3}{16}$ MILES
IN 24 HOURS**

Exceeding the previous Worlds Record by
78 $\frac{9}{16}$ miles.

The average speed maintained while running, was 51.9 miles per hour.

The above Worlds Records are still held
by the National.



National 1907
14-MR-N634