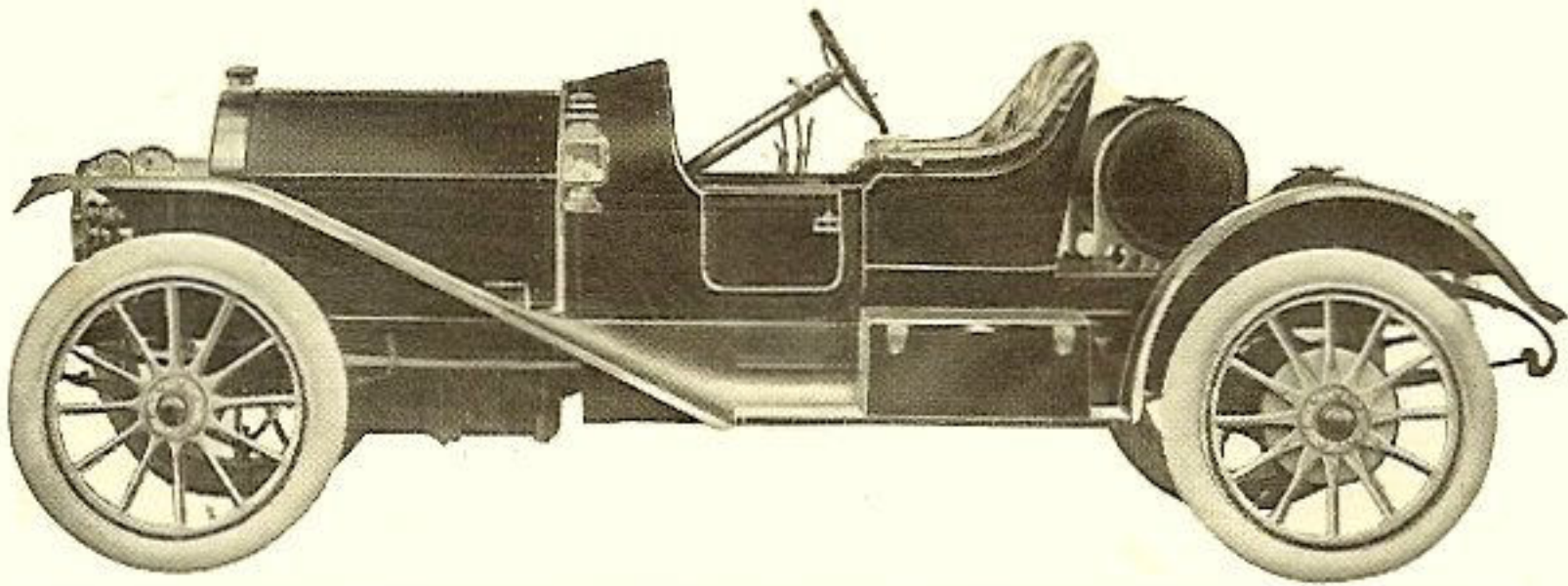


*National*

"40"



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National "40" Speedway Roadster \$2,500

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## ANNOUNCEMENT

**T**HE success of National "40" motor cars in speed contests, strenuous endurance runs and in the satisfying service rendered to exacting private owners under all conditions, indicates a high attainment in automobile construction, and admits of only a few slight changes in the way of improvements. These minor differences are found almost entirely in the body design.

The popularity of the fore-door and the desire for the greatest comfort and easy riding qualities find expression in the new optional closed front body equipment of the National "40" cars and the increase in width and length of the tonneau in touring cars. The chassis, motor, long wheel base, transmission, large braking surface and all other mechanical features remain the same. The improvements consist chiefly in the strengthening and in the refinement of various details throughout the car.

The remarkably low price of the National "40" remains the same—\$2,500—except for the fore-door touring and toy tonneau bodies. This magnificent machine is the real marvel of motordom. In no other car at or near the price is found the same great power, wonderful speed, pleasing flexibility, the same beauty, the same luxurious style and grace, or the same high grade materials and faultless construction.

Study the specifications of the National "40." Compare them carefully—detail for detail—with the specifications of other cars costing twice as much. Secure the advice of any disinterested expert engineer. No car can offer more than the National "40," regardless of the price.

Here is a great motor, with unusually large valves, arranged on opposite sides with a bore of 5 inches and a stroke of 5 11-16 inches. This big, flexible, reliable power plant, made from the best steels and following the most approved lines of construction, develops more than 70 horse power. It will carry you past anything on the road. It will take any hill with an ease and lack of stress that is amazing.

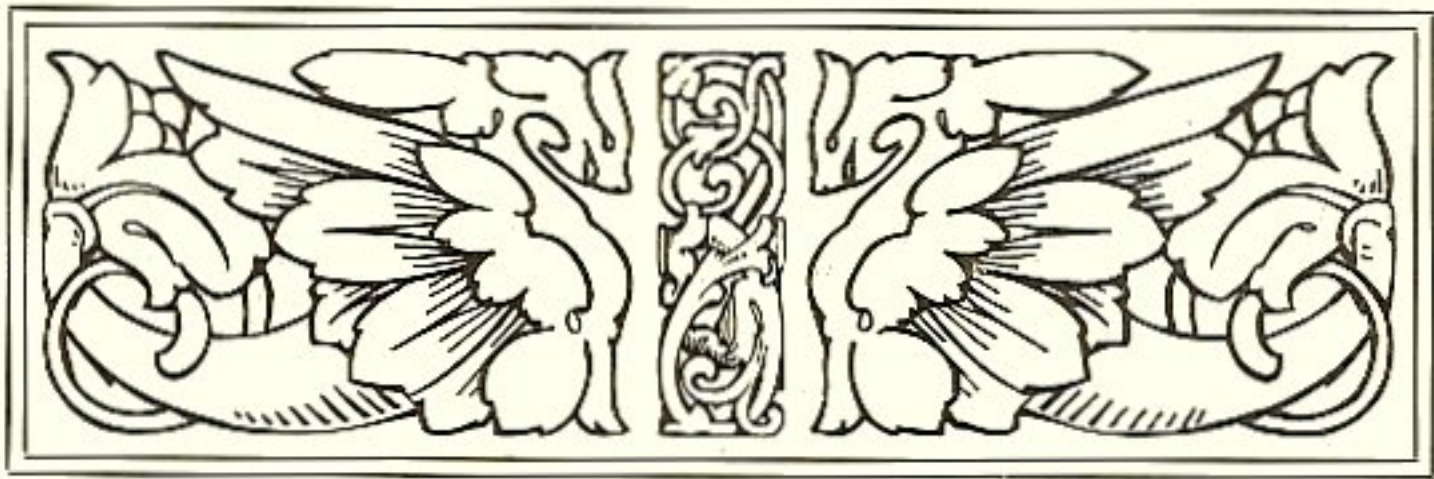
Nothing is stinted. The best material in the raw is gathered from every source, regardless of cost, and formed, cast, tooled, machined and combined into a powerful, complete, faultless car by the best talent that money can procure, supervised by the most minute inspection. The finished product is put to the severest possible tests before it is offered to the public.

Completely standardized throughout, the National "40" parts are accessible and interchangeable.

## National Motor Vehicle Company

Indianapolis, Ind.

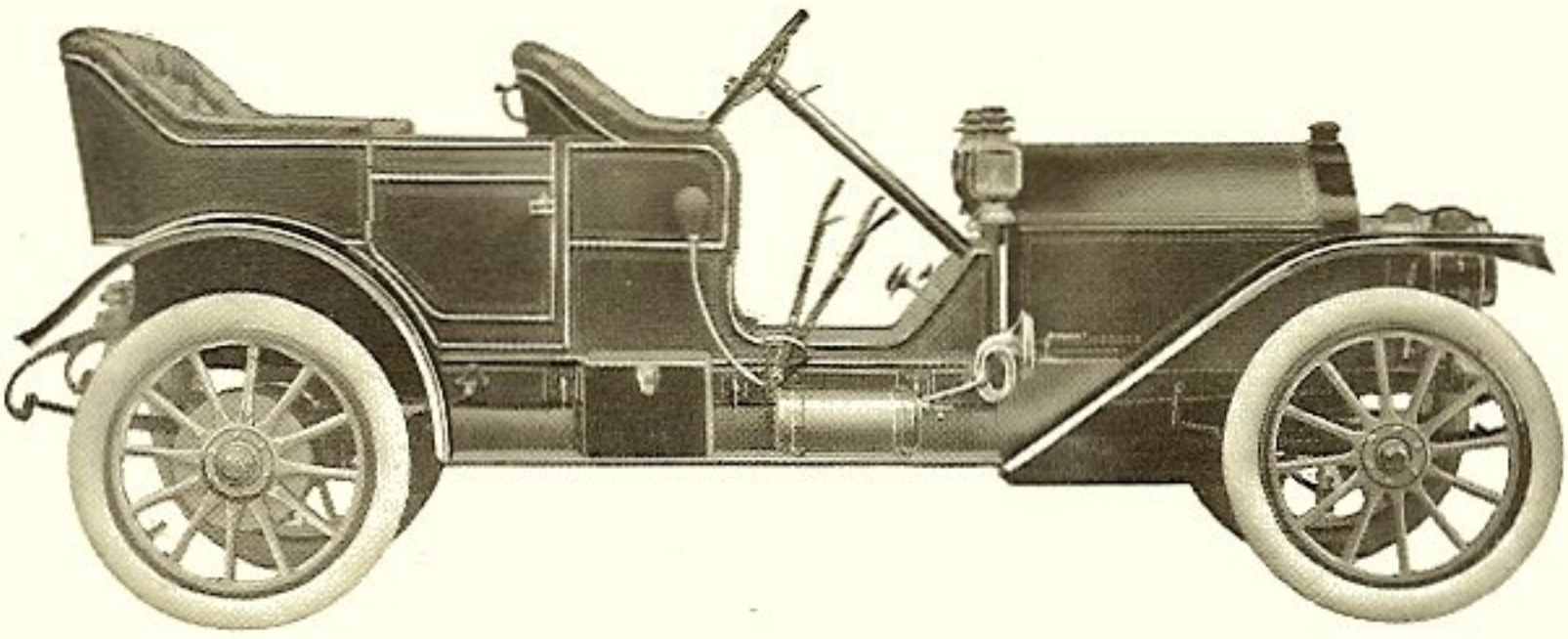
LICENSED UNDER SELDEN PATENT



**N**ATIONAL CARS have always been as faultless in appearance as they are distinguished in performance and mechanical excellence. The new body lines of the Touring Car and Toy Tonneau shown here follow the prevailing trend toward closed front construction, which finds its reason not only in greater beauty but also in increased comfort and cleanliness. **Q** Big, luxurious and attractive in every line, the National creates genuine admiration wherever it goes.

**T**HE following options in bodies are offered on the standard chassis

Open Front Touring Car,	5 Passenger,	\$2,500
Open Front Toy Tonneau,	4 Passenger,	2,500
Speedway Roadster,	2 Passenger,	2,500
Fore-Door Touring Car,	5 Passenger,	2,600
Fore-Door Toy Tonneau,	4 Passenger,	2,600
Torpedo Touring Car,	4 Passenger,	2,800
Limousine,	7 Passenger,	3,750



National "40" Open Front Touring Car \$2,500

## National "40" Specifications

**Motor**—Four-cylinder, 5 x 5 11-16 inches vertical, cast in pairs, mounted on main frame, extra large mechanical valves, exhaust and admission on opposite sides and interchangeable. Two separate sets of spark plugs. Tapered nipples used on intake, exhaust and water pipes in place of packing. Extra long Faxon's white bronze bearings. 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 bearing on main and countershafts. Gears run in oil.

**Wheel Base**—124 inches.

**Gauge**—56 inches.

**Drive**—Bevel gear. Through propeller shaft and flexible joint to rear axle of improved design.

**Oiling**—Crank case, constant level force feed oiler, oiling all working parts of motor. Capacity, four gallons. The roadster has an auxiliary oil tank on rear deck containing seven gallons. Pressure feed to crank case.

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

**Tires**—36 x 4. Diamond, G & J, Michelin, Continental or Firestone, 36 x 4½, 36 x 5, 34 x 4½ or 34 x 5 wheels and tires options at extra cost.

**Dust Protection**—Detachable metal dust pans protect all working parts.

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

**Gasoline Feed**—Touring cars, toy tonneaus and torpedo, gravity; roadsters, pressure.

**Carburetor**—Schebler, 1¾-inch; metal strap holding it rigid to crank case.

**Gasoline Capacity**—Touring, toy and torpedo, twenty gallons; roadster, thirty gallons.

**Brakes**—Two systems. Two internal expanding metal to metal hub brakes operated by foot pedal, and two brakes on outside of rear wheel drums operated by hand lever.

**Frame**—Pressed steel, 4½-inch channel section firmly riveted and braced and curved up over rear axle. No sub-frame.

**Front Axle**—I-beam steel one-piece forging.

**Rear Axle**—Compound construction; inner axle used only as a driver; wheels turn upon double bearings on hollow axle which carries all weight.

**Body**—Straight line, sheet metal, side entrances. Divided front seats. Carrying capacity—touring car, five passengers; toy tonneau, four passengers; torpedo body, four passengers; speedway roadster, two passengers.

**Finish**—National blue, National green or National red for body and gears.

**Upholstering**—Luxuriously upholstered in either dull or bright black long grain leather. Special spring mattress cushions.

**Steering System**—Eighteen-inch handwheel, inclined post. Worm and gear, non-reversible chuck. Ball joint connection to steering knuckle.

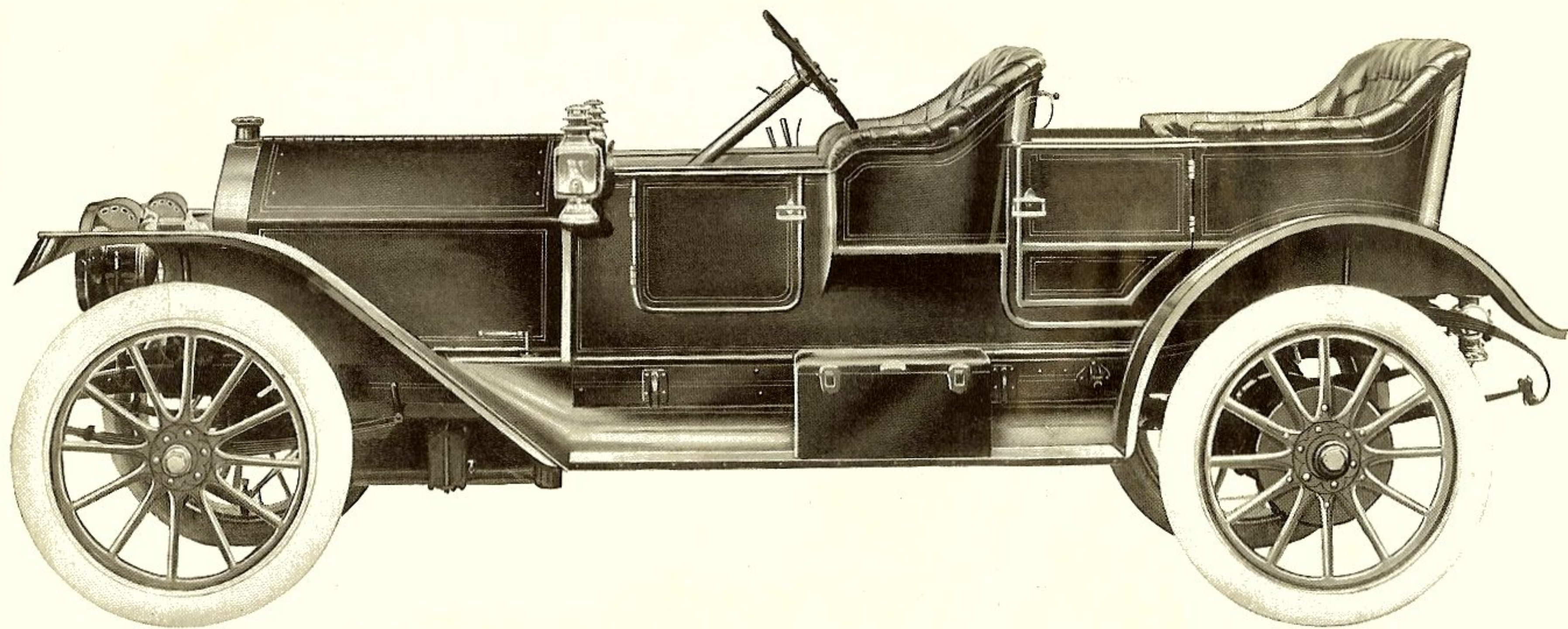
**Cooling System**—Special straight line cooler, ball bearing fan attached to engine base. Circulation by centrifugal pump.

**Control**—Single lever at driver's right controls all speeds. Three forward and one reverse. Torpedo control levers inside of body.

**Springs**—Half elliptic, 40-inch front; 48-inch rear, three-quarter scroll elliptic.

**Tool Boxes**—Under tonneau seat and metal box on running board.

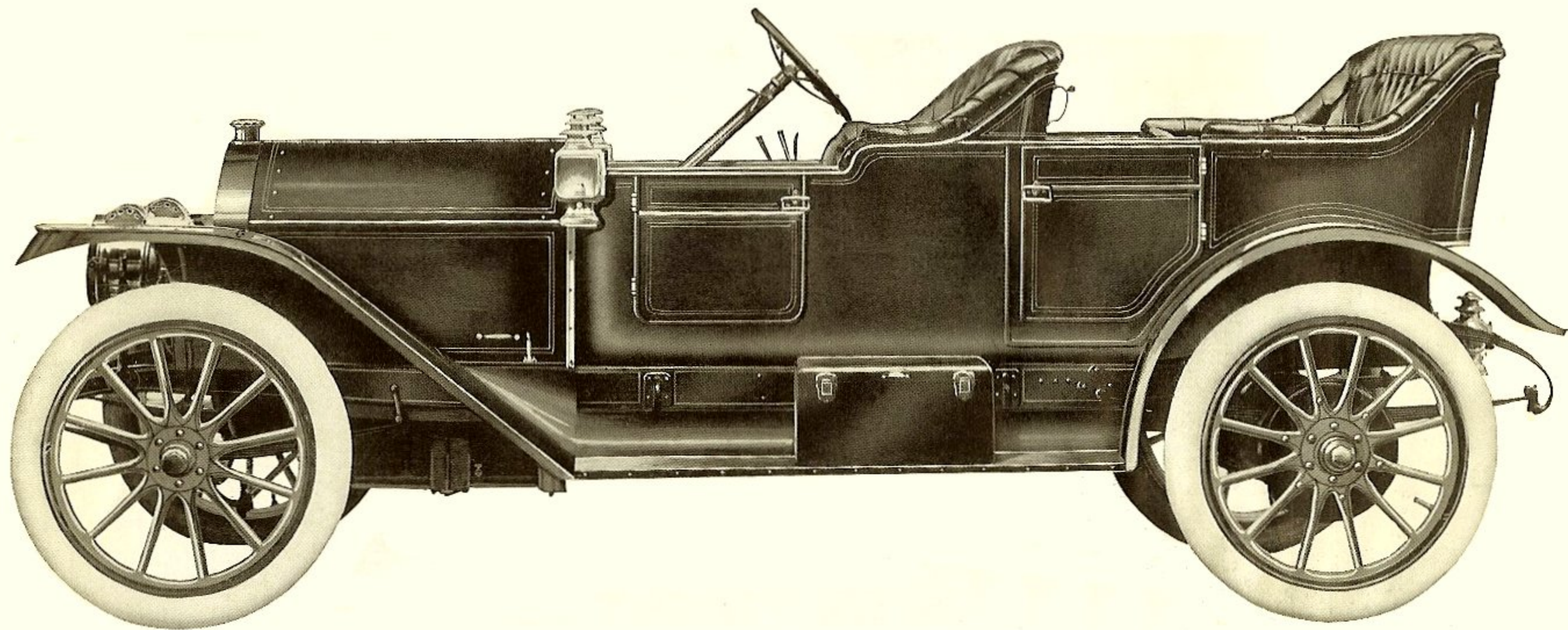
**Equipment**—Two eight-inch Gray & Davis gas lights with Prest-O-Lite tank; side and tail oil lamps; horn, tools, jack.



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National "40" Fore-Door Toy Tonneau \$2,600

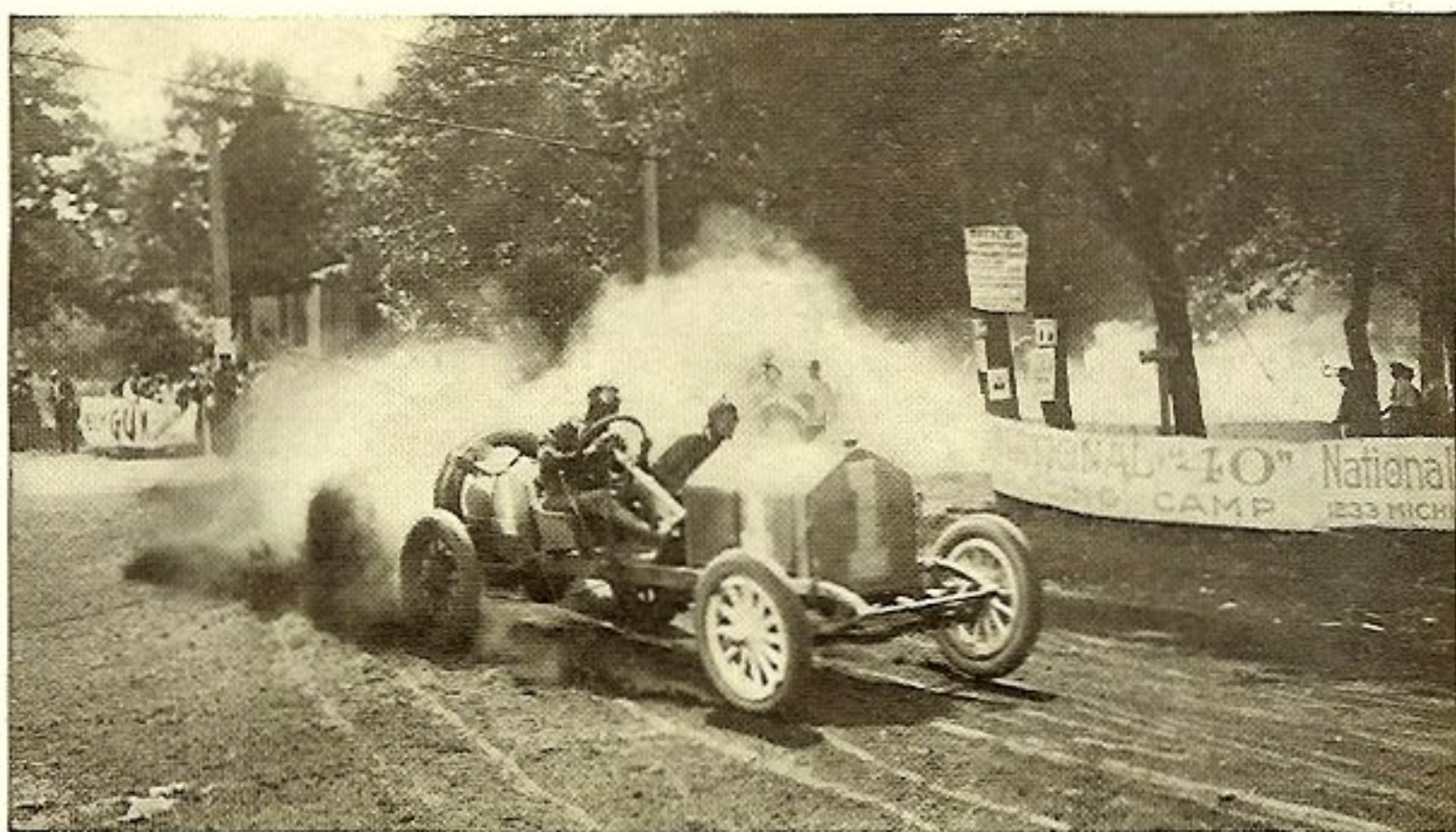
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National "40" Fore-Door Touring Car \$2,600

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National "40" Winning Illinois Trophy

## NATIONAL VICTORIES ON SPEEDWAY, ROAD AND HILL

In the four great speedway meets of the year, the three great road races and the most important hill climb of the season, the National has won signal honors and demonstrated its marvelous speed, power, endurance and reliability.

Beginning in the spring at the Atlanta Speedway, the National "40" took the premier event of the meeting, the 200-mile race for the Atlanta Automobile Association Trophy. Though it was run in a driving rain, Kincade and Aitken (each driving 100 miles), went the 200 miles in 182:24.07, an average of 65.79 miles per hour.

At the May meeting on the Indianapolis Motor Speedway the National "40" captured the big stock car event, the 100-mile race for the Prest-O-Lite Trophy, in one-two order. It was a pretty race for first place between the two Nationals, driven by Kincade and Merz, Kincade making the 100 miles in 83:43.11 and Merz in 85:44.15.

At the September meeting on the Indianapolis Motor Speedway the National stock cars were the big winners, taking the biggest share of the prizes. In the 100-mile race for the Remy Grand Brassard and Trophy, the Nationals driven by Wilcox and Merz won first and second in a hair-line finish, Wilcox's time being 83:03.56 and Merz's 83:12.51. Both went the whole distance without a stop.

The prize event of the September meeting at Indianapolis was the 200-mile race for cars under 600 cubic inches. In this the National entries did what had never before been accomplished by one make of car in a long race—came in first, second and fourth, with Aitken, Livingstone and Greiner in the order named. Aitken's time for the 200 miles was 167:54.74.

At all these speedway meets the National also won a great many shorter races. The summary shows twenty firsts, twenty-seven seconds and twenty-three thirds.

The most important hill climb of the year was the event at Algonquin Hill, under the auspices of the Chicago Motor Club. In this the National made a clean sweep. Starting in seven events, it won first in seven events, capturing seven prizes and the Algonquin Cup for best performance.

The three great road races of the year have been the Elgin, Vanderbilt and Fairmount Park events, in every one of which the National made a remarkable showing.

At the Elgin Meet, on August 26th, the Illinois Trophy, distance 203 miles, for stock cars, 301-450 cubic inches piston displacement, was won by Livingstone in a National "40" in 201:08.53. Livingstone drove the race without a stop at an average of 60.6 miles per hour over rough country roads. The National "40" driven by Greiner came in fourth. The next day these same two cars entered for the Elgin National Trophy, a distance of 305 miles, for cars under 600 cubic inches. There had been no opportunity to overhaul the cars in the meantime, but they made a gallant fight, Livingstone winning second and Greiner third. Livingstone's time was 304:10.90, an average of 60.2 miles per hour.

In the Vanderbilt Cup Race, on October 1st, National "40" cars, driven by Aitken and Disbrow, won third and fourth. The distance was 278.08 miles, which was covered by Aitken in 257:29 and by Disbrow in 264:8. The third National car, driven by Livingstone, was just finishing when the crowd overflowed the course and the officials found it necessary to stop the race. This remarkable team showing of three cars entered and all running at the finish, with two placed, thus demonstrated again the consistency of National "40" performances.

In the Fairmount Park Road Race, at Philadelphia October 8th, the National "40" driven by Aitken won first in the 301-450 class, covering the 202½ miles in 222:20 without a stop, winning \$1,000 in gold and a \$400 trophy.

