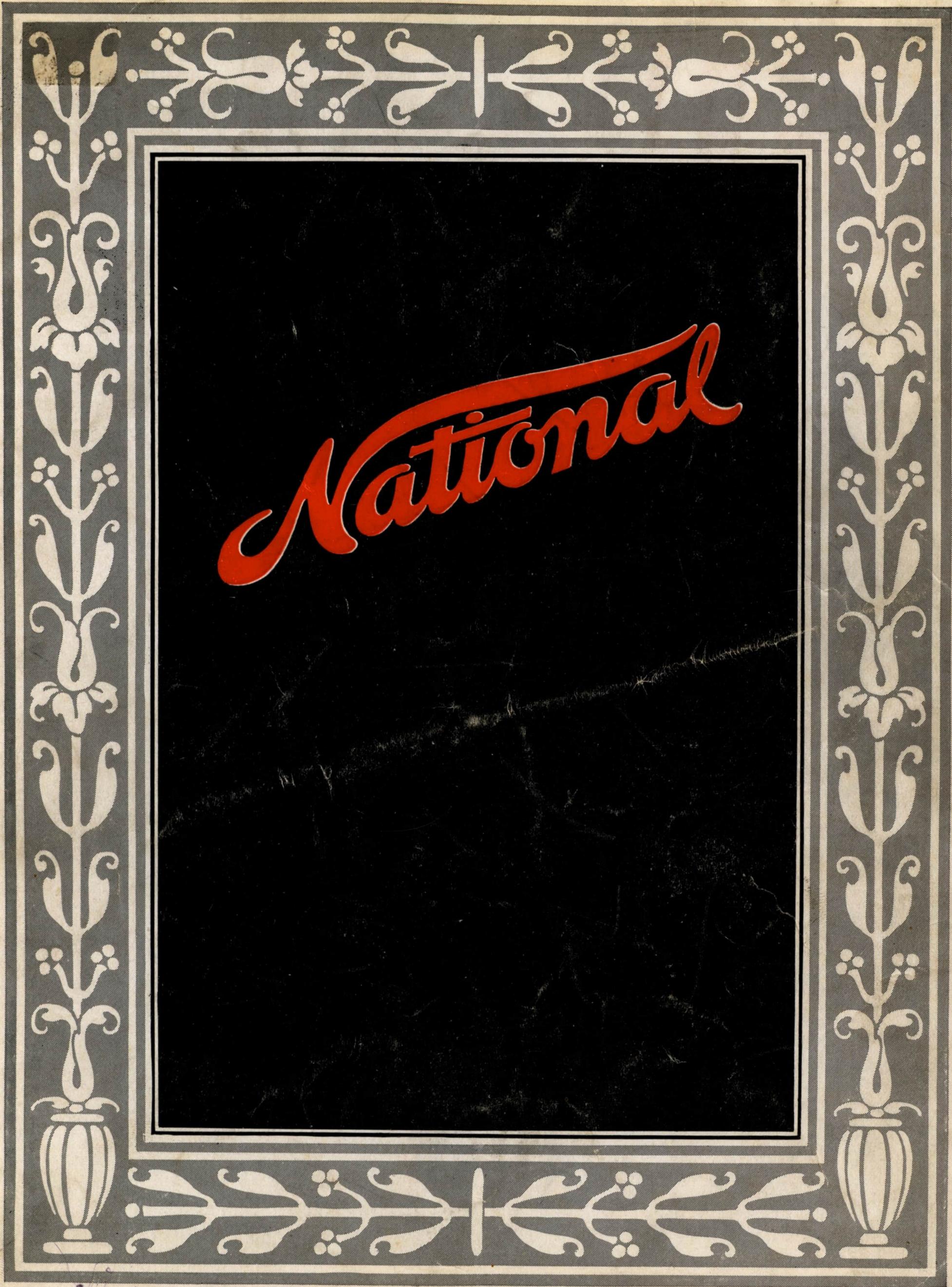


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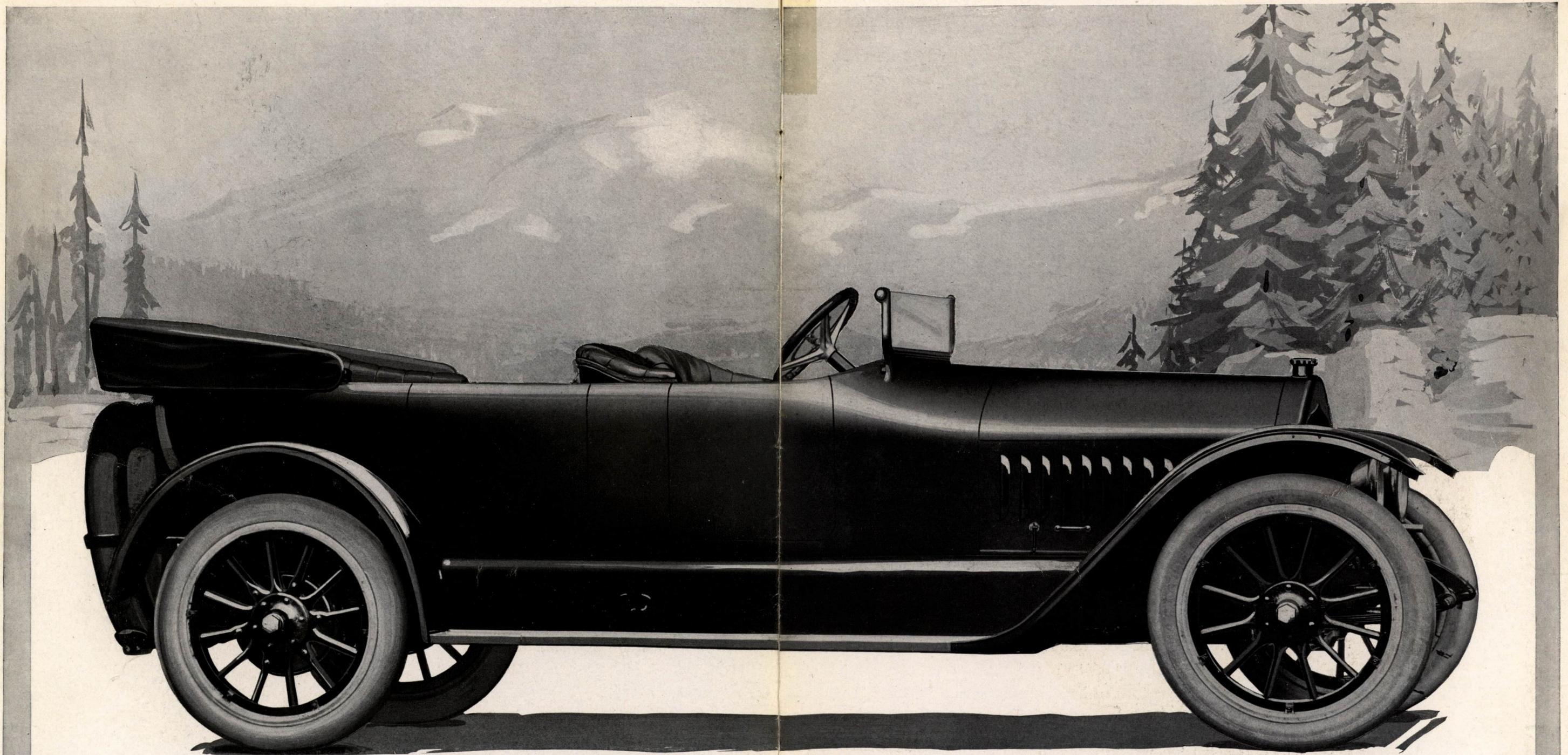


National

911

National
HIGHWAY SIX

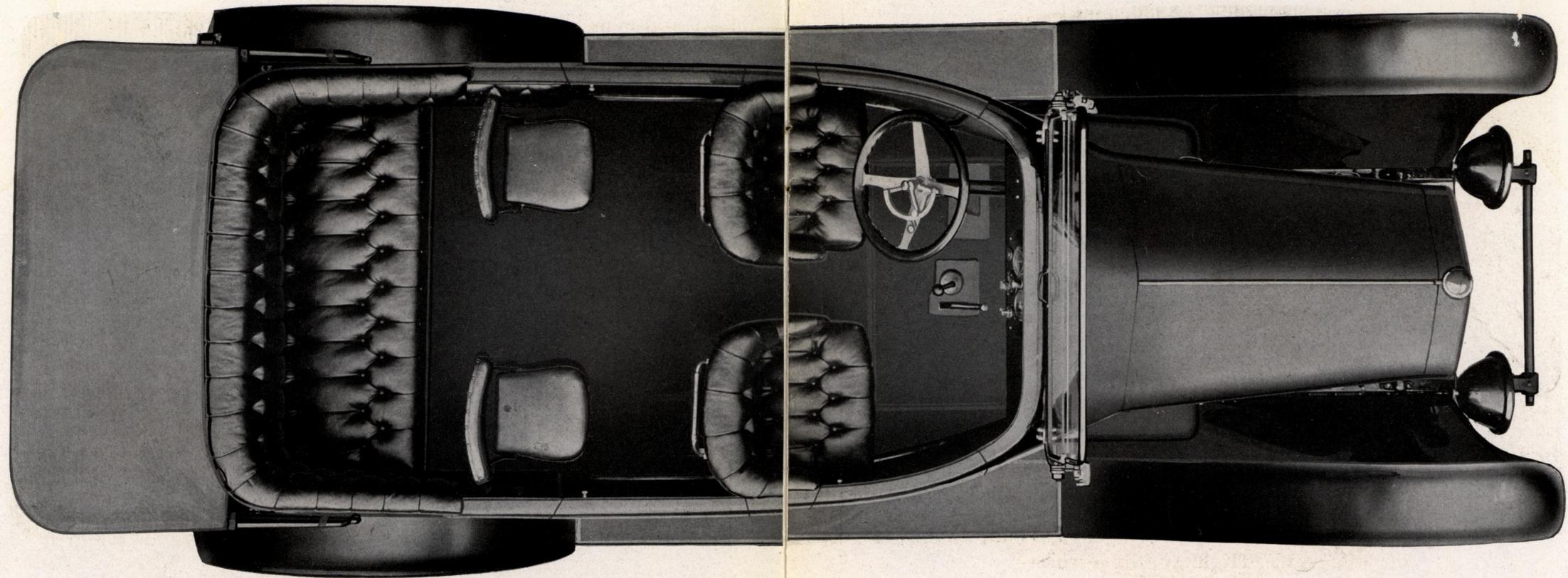




National "Highway Six" — Price, \$1690

The National "Highway Six" is the latest achievement of a factory organization that has successfully produced high-grade cars for fifteen years. Its stylish appearance reflects quality building. Sides of body are neatly and cleverly molded "round," eliminating all moldings on top and around doors. Special axle design permits unusually narrow turning radius of 33 feet. Light weight, with extra volume of power in proportion to weight of car.

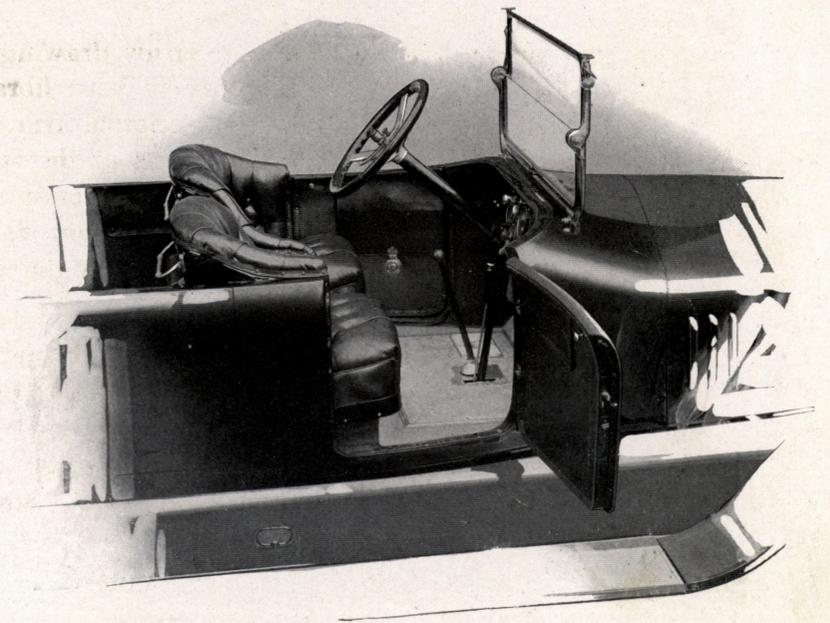
SPECIFICATIONS—128-inch wheel base; 34 x 4 1/2-inch tires; six-cylinder 3 1/2 x 5 1/4-inch motor, developing 51 horsepower without fuss or vibration at a fuel efficiency up to eighteen miles per gallon; high tension magneto ignition; National cantilever springs; full-floating rear axle; Westinghouse electric starting and lighting system; seventeen gallon gasoline capacity with vacuum feed; completely equipped for luxurious touring.



TO ride in this National is to enjoy drawing-room comfort on wheels—to go out into the highway in your library chair. The National “aisleway” front seats are veritable arm chairs. Movable driver’s seat is adjusted to suit all members of the family. The Highway Six is long, low and roomy. Each of the four or five passengers have a comfortable seat without crowding. Two auxiliary folding seats, at additional charge of \$30, makes a full six or seven passenger car.

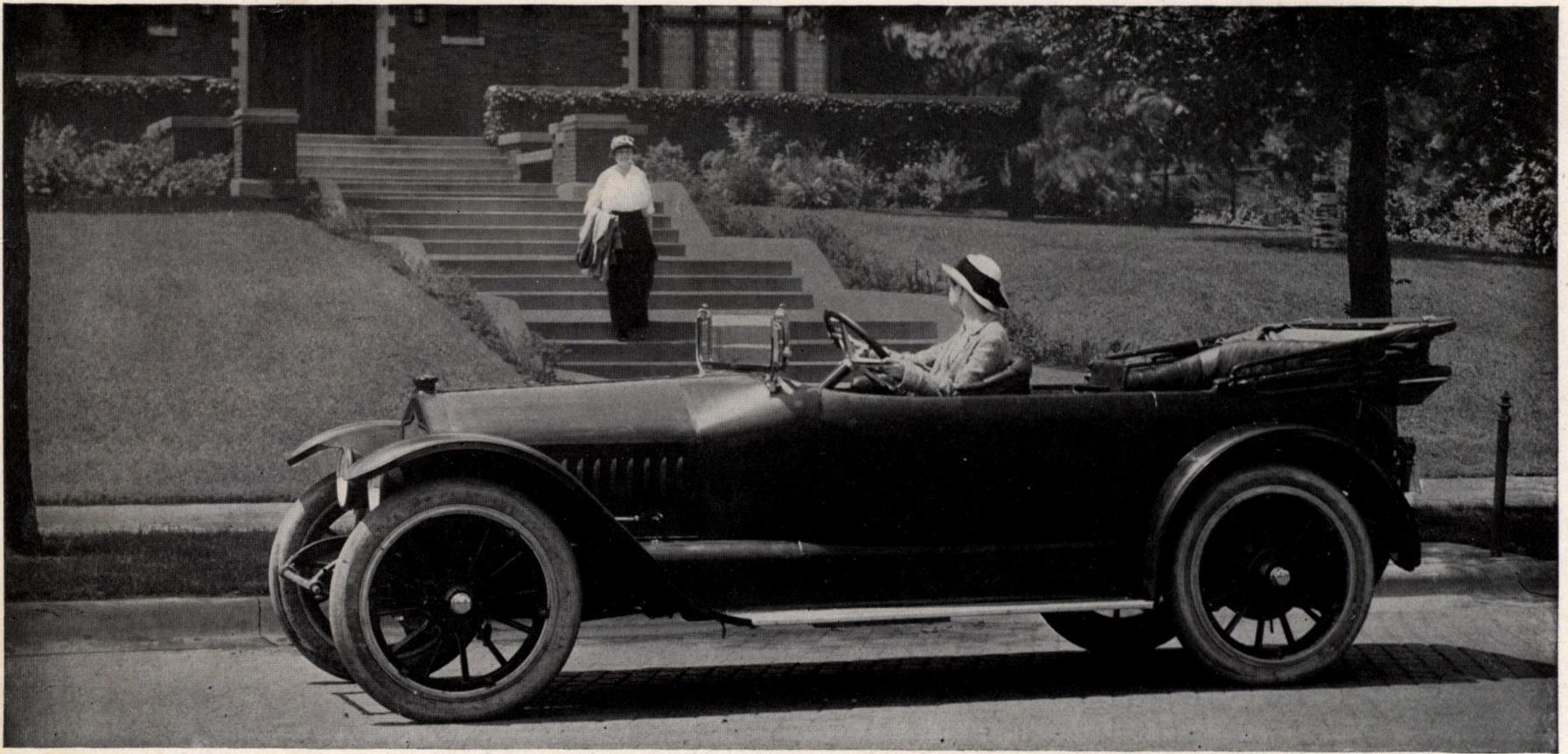
To imagine motoring with all the comforts of home is one thing; to find a car whose performance will conform with your desire, is another. Comfort was reckoned within the initial conception of the Highway Six. It was provided for in every dimension; it dictated the very design of the car. Luxurious upholstery is an excess nicety, and not a substitute for something more fundamental. National horizontal cantilever springs absorb all jolts and bounces, and level all roads.

National
“Highway-Six”
Interior
Arrangement



National Motor Vehicle Company, Indianapolis

For Fifteen Years Successful Builders of High-Grade Cars



The Spirit of the Highway

Tan your family.

Take them out and fan them full of fresh air and sunshine.

Out past the canning factory, just beyond the smoke of the steel mill, lies the green open country, where the air is all ozone.

The motor car is treatment—treatment for whole families—five or six persons at a sitting.

They wind up at meal-time hungry as wolves, and sleep at night like rocks. They grow tan and healthy.

These days, the motor car goes places.

The day of the lazy house-dog-automobile is at an end—the big, timid car for which one hundred miles was a long journey, full of unimaginable perils.

The motor car horizon has widened and widened like the world-horizon widened in the days of Columbus.

The National Company has built a car—the Highway Six—which you may think of as your own private train—good for a thousand-mile trip if you wish—or more.

It is a car for striking from ocean to ocean.

It has been built for big jobs—but that does not lessen its value for the day-by-day existence which a motor car necessarily lives most of its life.

But it is so full of dependability—so unending in its comfort—that if you live in Pennsylvania and think of the San Francisco exposition, there may jump into your heart, at the same time, a hope for a motor trip to the coast and back—or if you live up north and think of Florida—why, we shall motor down.

You know you own a locomotive-parlor-car of an automobile. You know that if you want to go to a town 75 miles

away, you may go out-of-doors, in the breeze, instead of shut up in a Pullman. And if the kids clamor, you may kill two birds with one stone—business and the pleasure of your whole family. Take 'em along.

Let them sniff the odor of clover and get rosy with rays of the sun.

Brown your family.

It is noteworthy that you can get a National car now for \$1690. The National Company has made this slightly smaller and lighter car to answer the desire of many persons. The public has wanted a lighter National car, structurally similar to the great Nationals of racing fame—and the National Company has designed and built it.

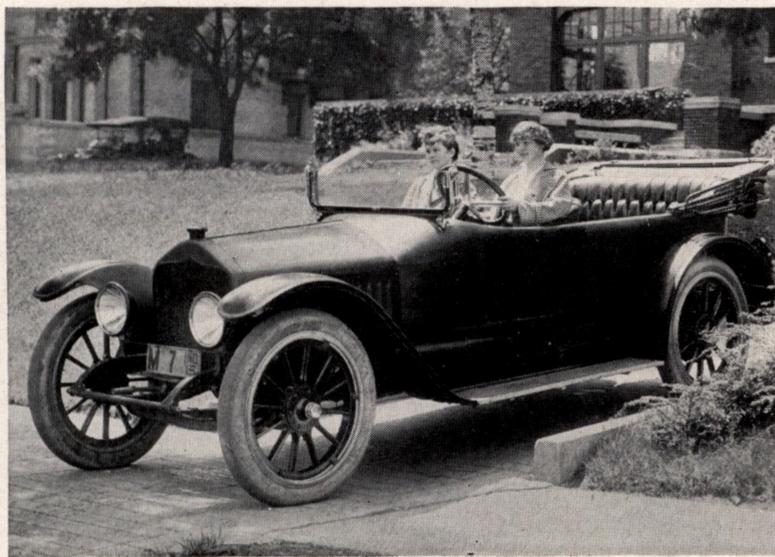
A lot of people have wanted Nationals—have yearned for a car with fight in its blood and strength in its sinews—but have felt that the larger Nationals have been a little bit too much for them financially.

The National Highway Six is a family touring car—made to carry six persons comfortably—and indefinitely.

It has the same distinctive, superior mien as the more costly Nationals.

The National Highway Six will be seen in front of good homes, but it will be seen most where its name says—out on the white roads, fanning families full of good air, beating it over into the heart of another state, or driving to the west coast.

Brown your family.



National Sixes Now in Two Sizes

BEGINNING with the sixteenth year of successful automobile building, the famous National six-cylinder cars are furnished in two models—the National Highway Six at \$1690, and the National Newport Six at \$2375. The Newport models are a new series of the successful line of National Sixes which have proven to be popular during the past season, as evidenced by bona fide orders, 50 per cent. in excess of the factory production.

The National Highway Six is smaller in size than the Newport, but incorporates the same full measure of power and distinctive style that has characterized all previous Nationals.

The name Highway was chosen because it very properly describes the style and type of this new National. This is pre-eminently the year of touring, and the very appearance of the National Highway Six suggests a transcontinental trip.

National six-cylinder motors are the direct descendants of a long line of successful motors. The National built and sold their first six-cylinder cars in 1905. These were the first stock six-cylinder cars marketed by any American manufacturer.

An automobile shows its breeding. It tells you in its face and in its manners what kind of family it came from. It can not be any better than the factory behind it.

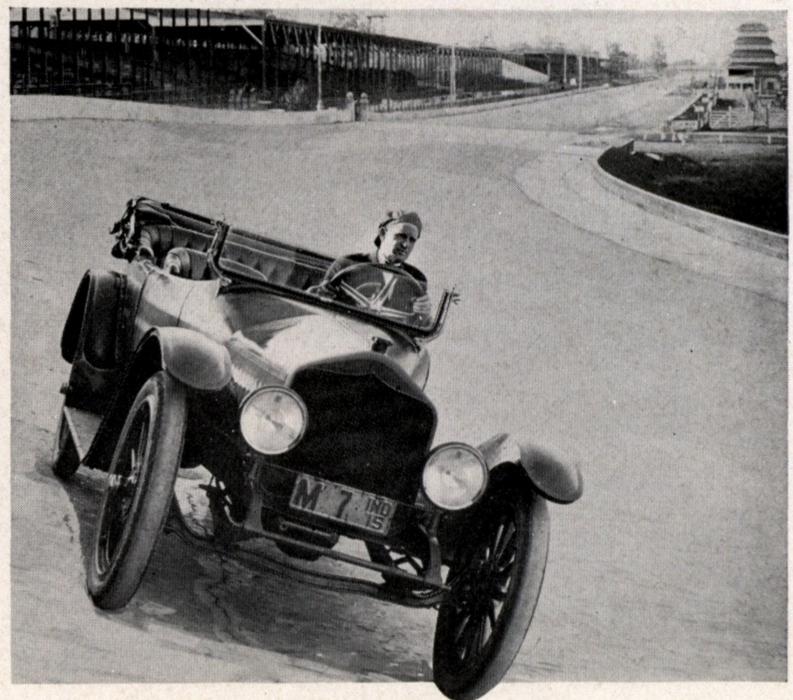
The National car is from one of the fine old pioneer automobile factories. For fifteen years, which goes back almost to the beginning of the automobile industry, the National factory has been an active and successful institution. The management of the National Company to-day is the same as the management of the National Company fifteen years ago. So every National car to-day represents accumulated knowledge. You may trace a

lineal likeness in all models of National cars. This shows that the central idea has always been the same.

It is generally conceded that the distinctive appearance of National cars makes them one of the style leaders of the industry. Every new style of body that has been created by the National in recent years has proven to be in advance of the time, and all have been very widely copied.

There is a certain smartness about National cars which tells of the fighting and racing strains in National blood. National cars seem more lithe and more aggressive than cars of absolutely conventional design.

With all the new types of bodies that have been presented to the public by the National, not one has been a freak. Every change, every new effect, has been for an improvement. No changes have been made merely for the sake of changing. National advancements are evolutionary rather than sporadic. The same things that are characteristic of the National Company itself and of the working machinery of the National car are evidenced also in the new designs: substantiality—plus style and distinctive appearance.





The National "Newport" Six

THE National Newport Six is the antithesis of anything gaudy, awkward or uncouth. It automatically named itself. The mention of Newport instantly brings visions of all the latest refinement, style and beauty that wealth can secure.

During the past season the National Newport Six won an overwhelming sales victory. Expressed in actual figures, this popularity was evidenced by excess orders amounting to 50 per cent. of the factory production. Although a new series, the present Newport Six is a proven car that has arrived in the good graces and good standing with the select coteries of the fashionable rich.

To appear in public in a Newport Six is to be properly introduced, as this National is the acme of style design and instantly reflects its owner's good taste and business judgment.

There is an intrinsic value to beauty and style such as represented in the National Newport models. A car out of

style suffers an actual depreciation in commercial value. Not only this, but there is a discontentment in the possession of a cumbersome or old-fashioned automobile, and criticism of your car rightly touches your deepest sensibilities.

The National Newport Six is meant to fill a correct station between excessive cost and inferior quality. It may be said, perhaps, to be the best possible car immediately before you cross the line into the extravagant class.

If a car is to last a number of years, there must be classic elements in its design—beauty which will endure and stay good in spite of senseless style-changes made for sales impetus or some other ulterior motive, among the general run of cars. There is a correctness and elegance in the National Newport design which is quite apart from any passing style and quite independent of it.

A wide range of distinctive body designs is offered on the Newport Six chassis.

Specifications of National "Highway" and "Newport" Six-Cylinder Cars

MOTOR

CYLINDERS—L-head, cast en bloc. Large water jackets. Removable top cover to allow free access to water jacket space. By a special process the National cylinders are annealed—a process which removes all the strains from the iron so that no unusual pressure or strains can result. Highway size, $3\frac{1}{2} \times 5\frac{1}{4}$; Newport size, $3\frac{3}{4} \times 5\frac{1}{2}$.

HORSEPOWER—National Sixes develop the maximum power without fuss or vibration. Highway, 51 horsepower, 296 cubic inch piston displacement; Newport, 61 horsepower, 364 cubic inch piston displacement.

PISTONS—Each piston is fitted with three rings. They are provided with special oil recesses and drilled with relief holes to prevent motor smoking in the event too much oil is used. The pistons and all reciprocation parts are of highest quality material. They are unusually light in weight. Corresponding weight has been added to the crank case and crank shaft, which makes the National motor light and economical but solid and sturdy in operation. High speed is possible without vibration.

CRANK CASE is of special aluminum alloy. It is strong and rigid. It holds the moving parts in perfect alignment at all speeds. Crank case is divided horizontally, the upper half contains shaft and bearings, while the lower half serves as oil basin. This oil basin can be quickly removed. The pistons and connecting rods can be readily removed from below without disturbing the main bearings.

CRANK SHAFT is heavy and firm. It is drop forged from open-hearth steel, heat-treated. The solid crank shaft and rigid crank case are greatly responsible for the long life of the National motor. They compel all other parts to perform without strain or vibration. There are four extra large main crank shaft bearings. They are nicked babbit, bronze backed. Size of bearings—

	FRONT	TWO CENTER	REAR
Highway	$1\frac{3}{4} \times 2\frac{7}{8}$	$2 \times 2\frac{1}{4}$	$2\frac{1}{8} \times 3\frac{1}{4}$
Newport	$2 \times 3\frac{1}{8}$	$2 \times 2\frac{1}{2}$	$2\frac{1}{8} \times 4$

VALVES—Valve mechanism is entirely enclosed and operated by one-piece cam shaft. Valves are all located in right side. Valve stems and push rods work in separate removable bushings and are protected by removable side plates. Liberal size valves.

CARBURETION—National-Rayfield design of carburetor. Carburetor is hot-water jacketed, also warmed by hot air from the exhaust. It gives a positive mixture and a wonderful flexibility to the motor. "Choking" is practically impossible. Dash adjustment and primer for cold weather use are conveniently located.

IGNITION is supplied by a reliable high-tension magneto, the most positive ignition to be had. Entirely separate

and independent of electrical equipment. Ignition wires neatly held in non-conductive tube.

TIMING GEARS are cut helical, insuring noiseless gears at all times.

COOLING—Special radiator of improved National design. (National "Shield" radiator first used in 1907.) Radiator mounted on trunnions. Adjustable ball-bearing fan. Water circulated by centrifugal pump. Capacity of water system: Highway, 5 gallons; Newport, 6 gallons.

LUBRICATION is of the self-contained, positive feed type, the oil being pumped from the oil reservoir, beneath the crank case, and forced to top of main bearings. From there the oil overflows into pockets in bottom of crank case into which the connecting rods dip. Pockets have overflow holes which allow the oil to drain back into reservoir beneath so that a constant level of oil is maintained. An indicator, which shows at all times the amount of the oil, is placed adjoining the filling tube. Oil pump and strainer are removable from the outside of crank case without disturbing any other parts.

CLUTCH AND TRANSMISSION

CLUTCH—Aluminum cone, faced with durable material, operating in fly-wheel of motor. National design, and successfully used for years in National cars. Proven efficient by many gruelling races.

TRANSMISSION—Selective type. Three forward and one reverse speed. Large, broad-face gears. Annular ball-bearings throughout.

GASOLINE SUPPLY

TANK in rear, securely fastened to main frame and easily filled without disturbing passengers. Highway capacity, 17 gallons; Newport capacity, 21 gallons.

MILEAGE—National Newport owners throughout the country testify, unsolicited, to the remarkable records made. Fuel efficiency of fifteen miles per gallon is a fair average. Many owners claim more. Highway models average sixteen to eighteen miles per gallon.

ELECTRICAL SYSTEM

LIGHTS—Conveniently controlled by one switch on the dash. The two powerful headlights are also fitted with small bulbs, thus giving two sets of lights in front. Small, enclosed lamp illuminates the dash. Tail lamp is combined with the license holder. Lighting system is entirely automatic. Current generated by small dynamo and stored in storage battery for use when car is standing. Dynamo is separate from starter motor, eliminating possibilities for troublesome "shorts". Battery is concealed behind running board splashers and accessible by means of easily removed cover.

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

WHEELS

WHEELBASE—Highway models, 128 inches; Newport models, 134 inches.

TIRES—Option of Firestone, Goodrich or United States. Highway size, 34 x 4½; Newport Four and Five Passenger Touring Cars, 36 x 4½; Newport Six Passenger Touring Car, 37 x 5.

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

FRAME

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

BRAKES

SERVICE BRAKES—National brakes stop car gently without jerks or noise. Easily operated by foot pedal. Pedals adjustable to suit driver. Brakes contract on rear wheel drums. Highway size, 15 x 2; Newport size, 16 x 2¼.

EMERGENCY BRAKES—Instantly applied by convenient hand lever. Internal expanding type.

SPRINGS

FRONT—Semi-elliptic type. Fitted with special lubricant pockets on each leaf, which keep springs quiet. Highway size, 38 inches; Newport size, 38 inches. Newport fitted with Hartford shock absorbers.

REAR—National horizontal cantilever; attached rigid on rear axle, swiveled to frame at center, and "linked" in front, giving rocker effect and soft riding qualities. Highway size, 51 inches; Newport size, 53 inches.

CONTROL

STEERING COLUMN—On left side. Plenty of room in driver's compartment—enter car from either side.

LEVERS—In center of the car. Handy, but do not obstruct passageway.

CONTROL BUTTONS—Magneto switch, light switch and carburetor adjustment, within easy reach on the dash. Starter button on the toe board. Hollow heel plate facilitates driving with accelerator.

FINISH

COLOR—National reputation for high-class finish is not excelled. Standard color of cars is National blue. Fenders black enameled. All metal trimmings black and nickel.

UPHOLSTERING—Unusually deep, plump and durable. Genuine leather. Special deep cushion springs.

AXLES

FRONT—I-beam, one-piece steel forging. Large adjustable roller bearings in hubs.

REAR—Full-floating axle; wheels turn upon two rows of large roller bearings. Weight carried on housing, live axles used only for turning wheels. Driving pinion and ring gear have spiral cut teeth. These spiral gears are silent.

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

EQUIPMENT

TOP—Graceful "one-man" top made of "Never-leak", a water-proof material. Each top specially tailored to conform to graceful outlines of car. National tops are fitted with Jiffy curtains of same material.

WINDSHIELD—Ventilating and rain-vision style. Solid mountings. Easily operated.

SPEEDOMETER set flush in dash. Speedometer driven from drive shaft.

HORN—Under-hood type of electric horn, large button in center of steering wheel.

TIRE PUMP permanently mounted on motor. It is set to operating by pushing small lever. Long tube to reach all tires. Equipped with tire gauge.

TIRE CARRIER—Double tire carrier in rear.

GASOLINE GAUGE—Accurate gauge on tank.

TOOLS—Full complement of tools, carried in specially fitted pocket located in the front door. Neat lock on flap protects the tools.

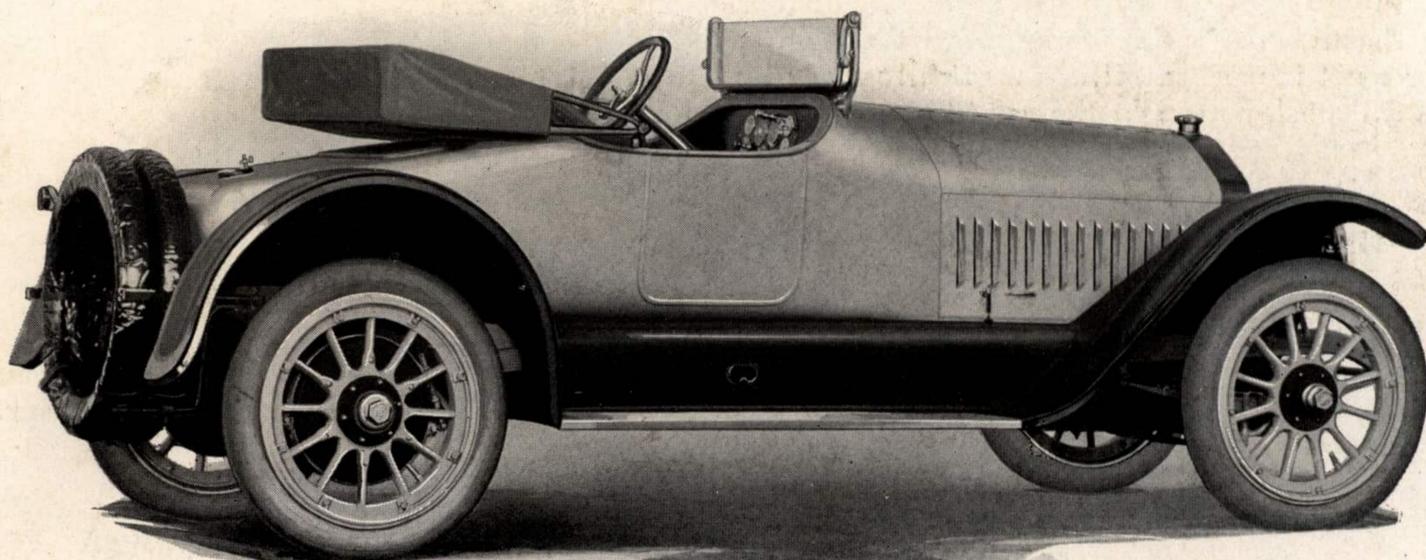
WARRANTY

We Warrant each new motor vehicle manufactured by us, whether passenger car or commercial vehicle, to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof which shall, within six months from date of shipment from our factory, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles.

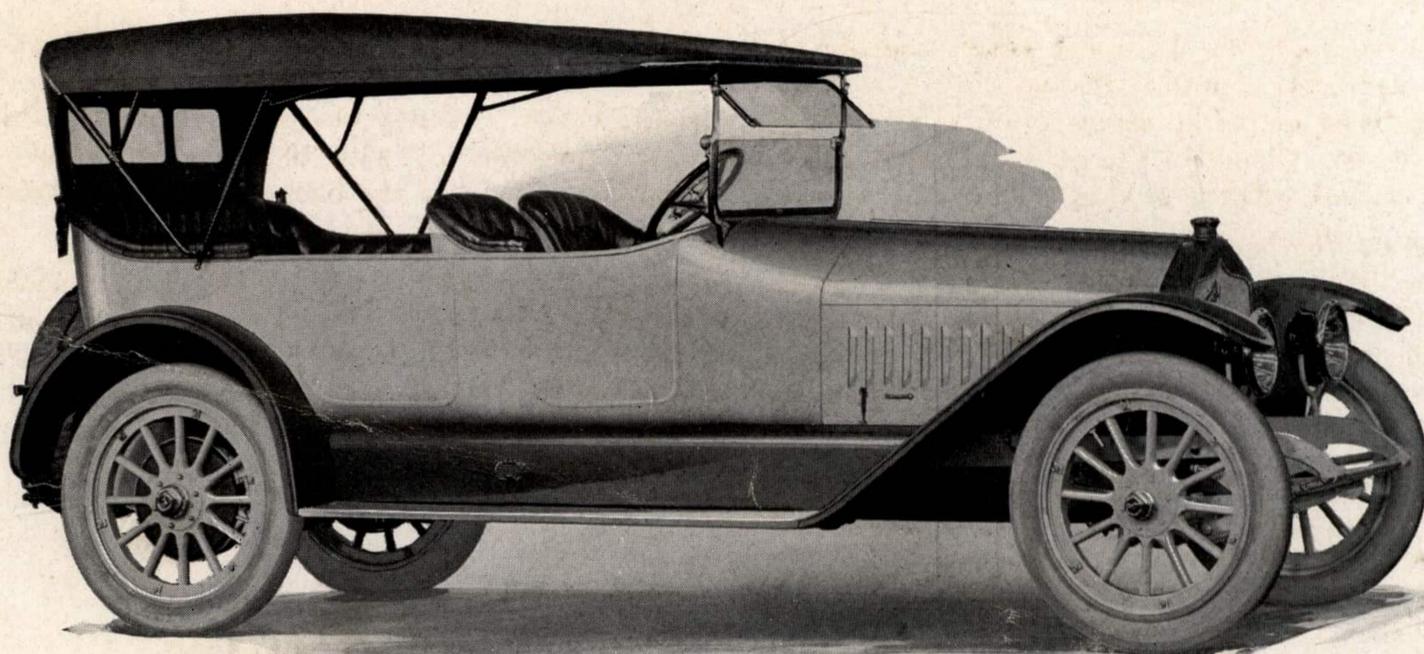
This warranty shall not apply to any vehicle which shall have been repaired or altered outside of our factory in any way so as, in our judgment, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident, nor to any commercial vehicle made by us which shall have been operated at a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.

We make no warranty whatever in respect to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.

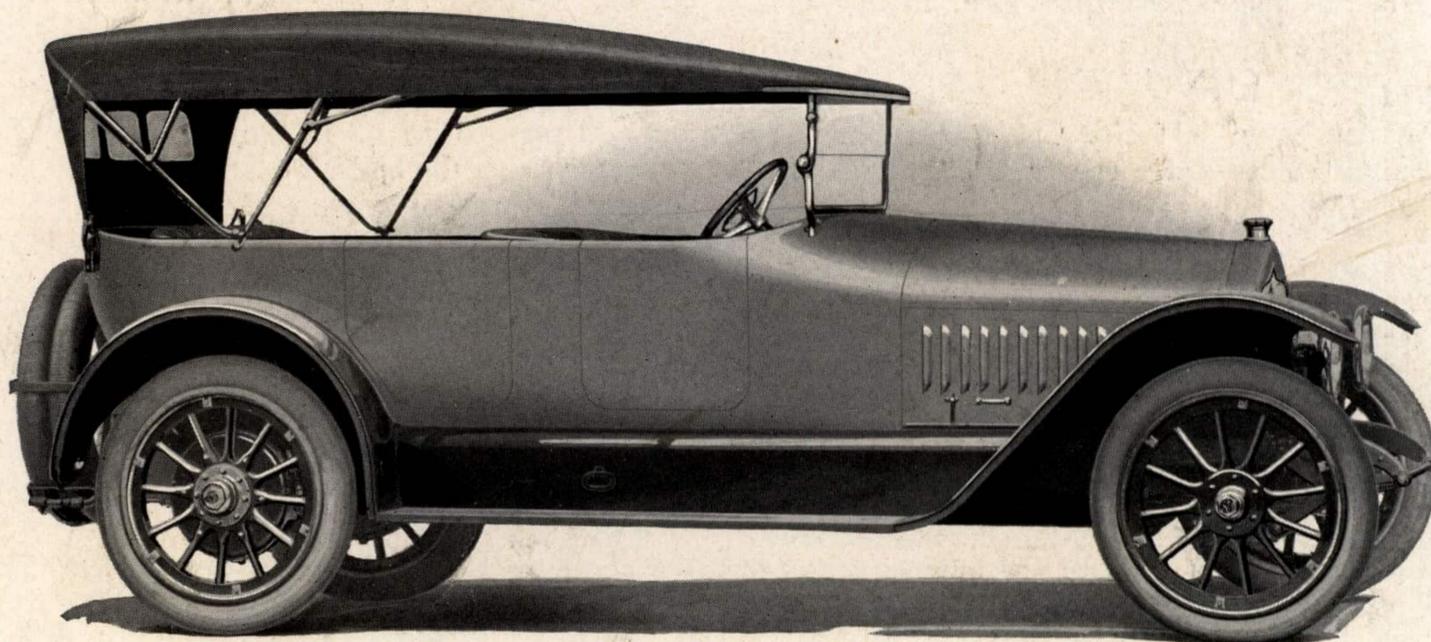
Body Styles of the "Newport" Six



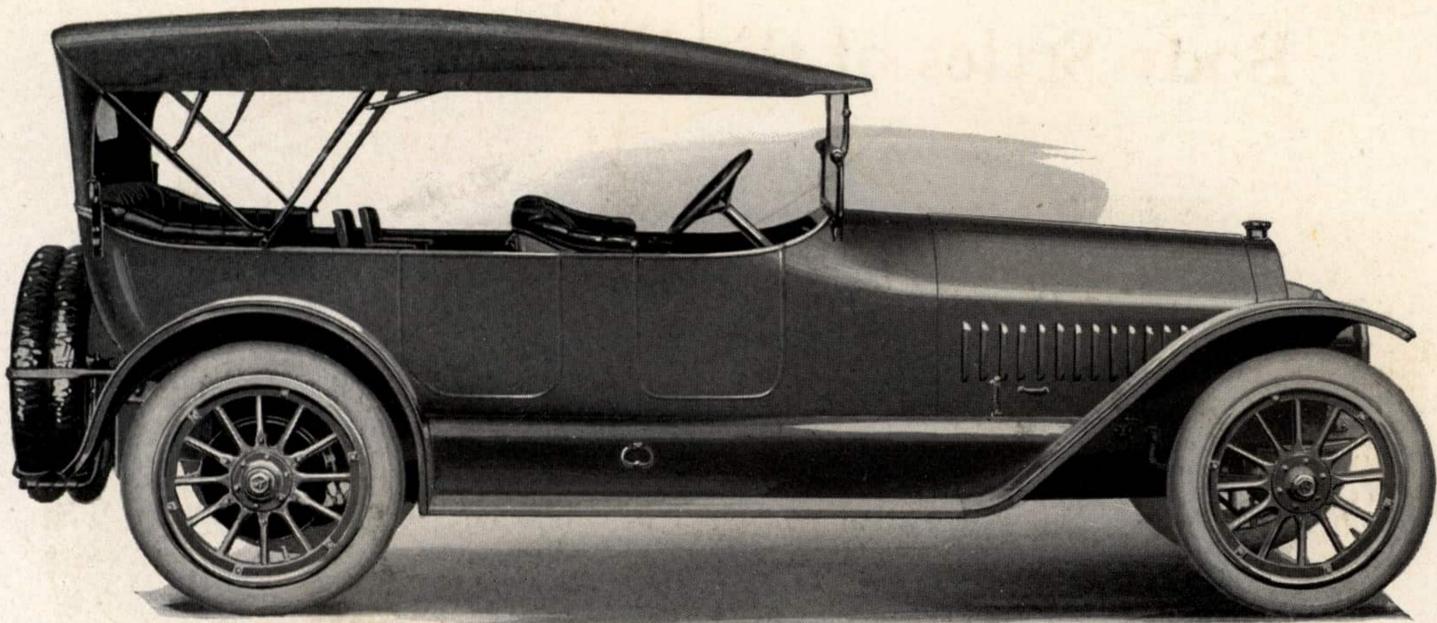
National Newport Roadster — \$2375



National Newport Five-Passenger — \$2375. Fitted With Two Auxiliary Seats — \$2400



National Newport Four-Passenger — \$2375. Option of Single or Divided Rear Seat



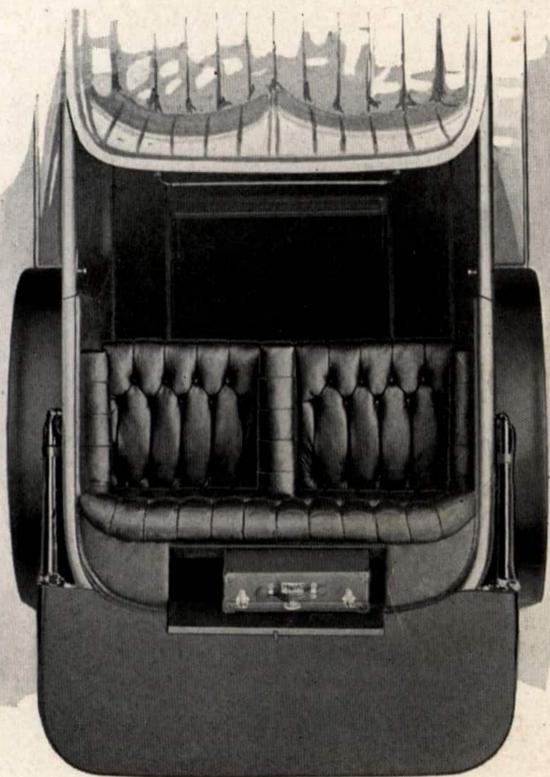
National Newport Six-Passenger — \$2500

NEWPORT FOUR-PASSENGER

The rear seat of the Newport four-passenger is located nearer the center of the car, thus giving the rear seat passengers the same riding qualities had in front seats. Choice of the divided rear seat or a single rear seat without any additional charge.

Arm rests for both the front and rear seats are inside the body. All passengers obtain the maximum comfort afforded by arm rests without placing their arms outside the car. The front seats are in a single piece so that the body can be narrow and thus give the car a lithe and aggressive appearance.

Cross-country drivers will appreciate the commodious baggage compartment of the Newport four-passenger, which is located back of the rear seat. It is instantly accessible whether the top is up or down.

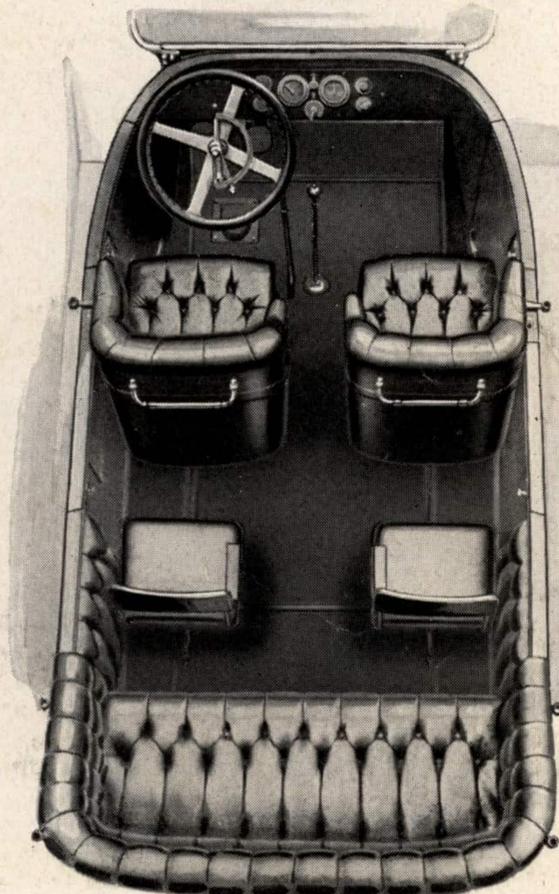


Baggage Compartment of the Four-Passenger

NEWPORT SIX-PASSENGER

The Newport six-passenger has divided front seats, and has the most "roomy" body of all the National touring cars. It may be converted instantly into a four-passenger car with the two extra arm chairs folded snugly into the back of the front seats and completely covered.

The advantages of the aisleway are many. It provides veritable arm chairs in front and a separate seat for the driver; it throws the entire car into one room so that passengers may readily change seats; it permits perfect ventilation from front to rear; and it makes the "one-man top" true to its name.



Newport Six-Passenger Seating Arrangement

National