

REPRODUCTION

National

Coupe and
Touring Sedan



National Highway Touring Sedan

For the coming season we predict that the touring sedan type of car will be the one big new feature.

In the past, each season has marked some important improvement in motor car advancement. Sometimes the improvement has been mechanical and very often it has been in the way of new body styles. But each year has had some one improvement that has stood out prominently ahead of all the many minor changes and advancements.

In 1911 the fore-door touring car came into vogue. It was a distinct advancement.

In 1912 the self-starter and the electric lights were the big sensation.

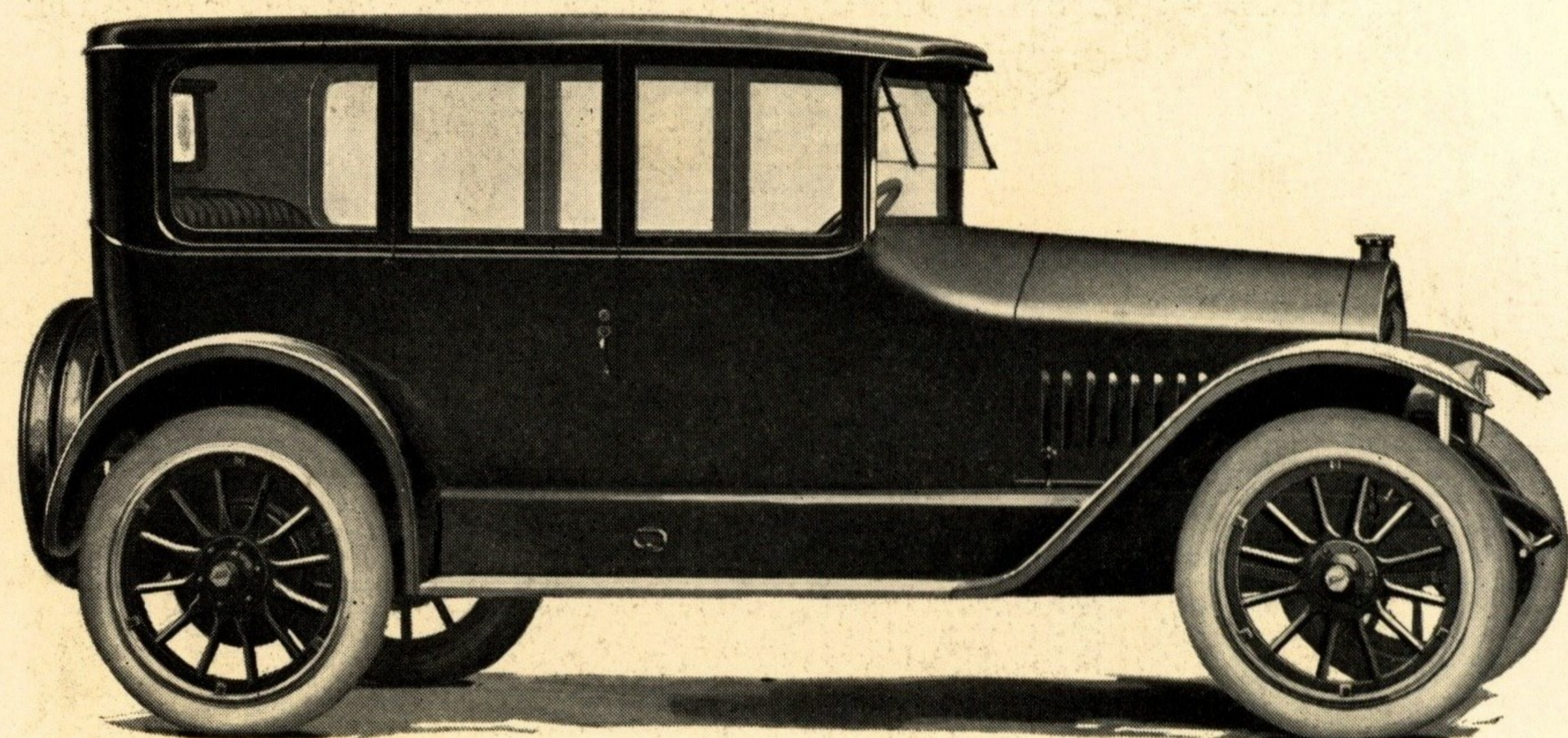
In 1913, left drive, center control and the cowl dash were the most notable improvements.

In 1914, six-cylinder cars came into vogue in a big way. There were some sixes prior to that time (National had the first in 1905) but in 1914 new sixes were the big thing.

1915 did not produce any one big advancement. This is the exception that proves the rule.

In 1916, multiple cylinder cars, particularly the twelve-cylinder type, marked another decided advancement in the industry.

For 1917 the touring sedan body will have the call. The coming season will see the start of a new body style which will grow in popularity until it becomes the most dominant type.



For winter or stormy weather the Highway Touring Sedan offers all the advantages of the Limousine.

For Use the Year Around

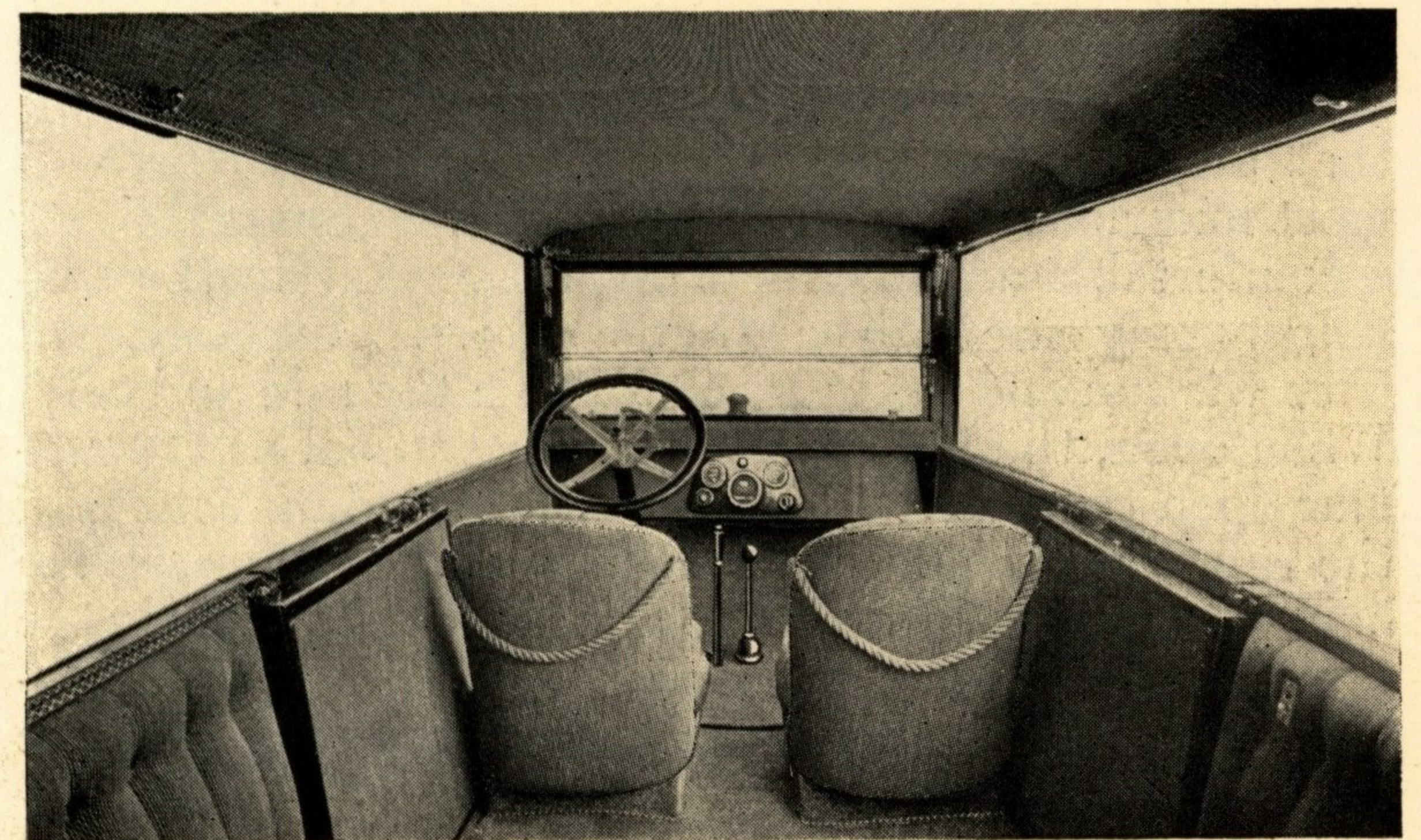
For fair weather the Touring Sedan can be instantly converted into a regular touring car with the top up. The upper part of the doors slide in the lower section. The front and rear windows on each side can be easily removed. The top is permanent. Experience has proven that the most comfortable way to drive either in the summer-time or winter is with the top up. Lady passengers in particular now object most strenuously to the glaring sun and the annoying dust that is occasioned with the top down.

This new National body accommodates five passengers. The front seats are of the separate, club chair type with passageway between them. The broad rear seat accommodates three. There is one door on each side. The doors are provided with Yale locks, also with a push button catch. To open the door, either from the outside or inside, it is only necessary to touch a button and the door is automatically opened.

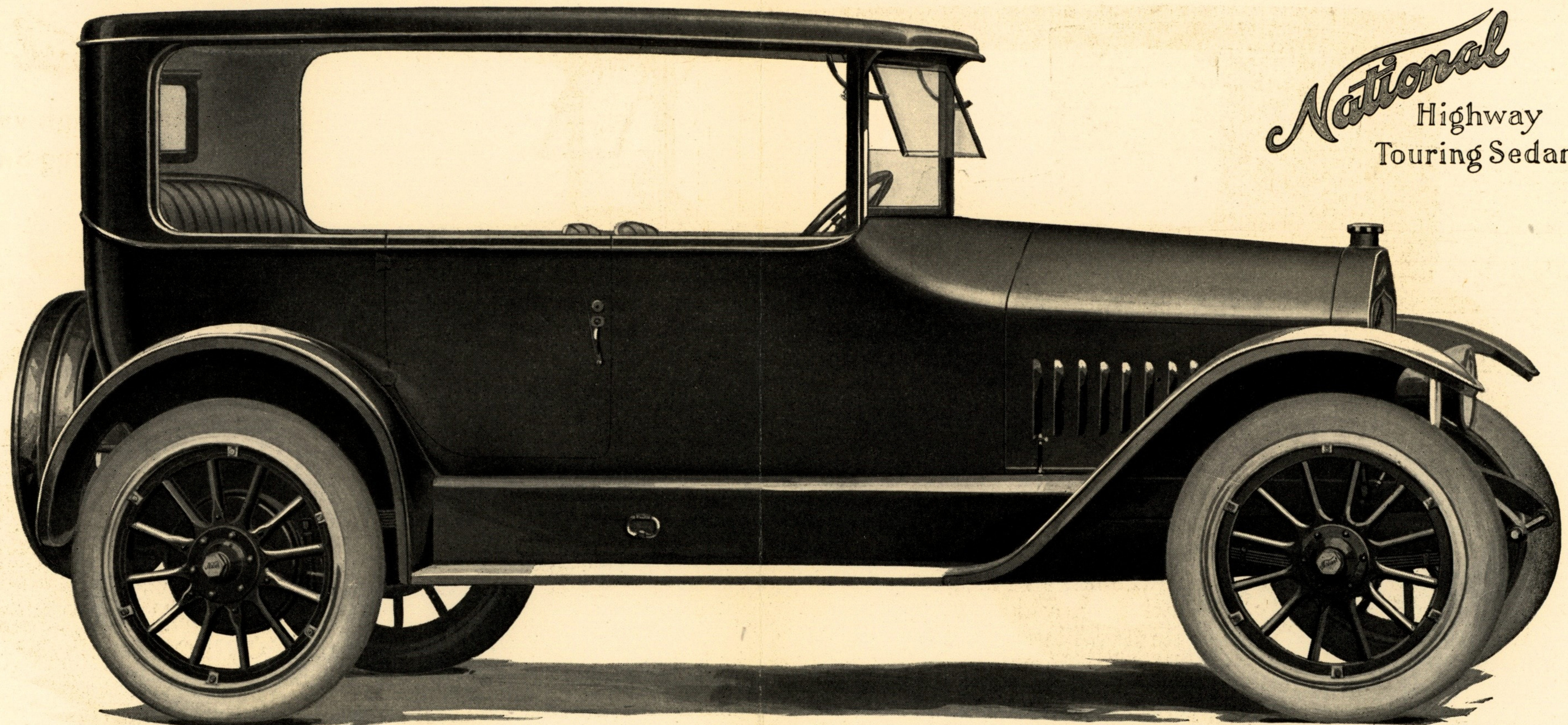
The interior finish and appointments of the Highway Touring Sedan have left nothing to be desired. The upholstery is of gray whipcord. An electric dome light has been provided. The dash is leather covered. The coat and robe carrier on the backs of the front seats are of heavy cord to match the upholstery.

Carrying compartments are located under both of the front seats, also under the rear seat.

Standard painting is Highway Blue.



One broad door on each side. Club type armchairs in front with passageway between. Gray Whipcord Upholstery.



National
Highway
Touring Sedan

When open, the Highway Touring Sedan is a practical, luxurious open touring car with a permanent top.

National Highway Touring Sedan—Six or Twelve-Cylinder

Highway Six-Cylinder \$2350. Highway Twelve-Cylinder \$2750

It is the individual owners who dictate the type of body that shall be built. For a long time these buyers have felt the need of and have wanted some different kind of body style and yet they have been unable to express in a concrete way just exactly what they needed. The following expressions, however, have grown until they have practically become actual demands.

Automobile owners have wanted to use their cars the year round.

The modern car operates so easily that Mr. Owner now wants to drive it in the winter-time as well as in the summer, and yet he does not want to own two cars. He does not want to have two cars for two very good reasons. First: because he does not want to invest his money in two cars. Second: because he does not want the upkeep cost of the heavy limousine with its necessary chauffeur.

He has tried the removable top and has found it wanting.

Owners have learned by experience that it is cooler, more comfortable and much cleaner to drive with the top up in the summer-time.

With all of these hints and expressions it was only logical that the automobile designers should have created the touring sedan—a car that gives Mr. Motorist all the advantages he has wanted, without throwing in any disadvantages.

The new Highway Touring Sedan is built on both the Highway Six and Highway Twelve-cylinder chassis. Mechanically, the touring sedans are like the open touring cars. The equipment is also the same.

This new body style is an efficient and practical “all year round” car. It is a clean, comfortable open touring car and in addition, it replaces the heavy limousine. It may be driven by a chauffeur or by the owner as the arrangement and easy control make it all that could be desired for a family car.

For winter use or in stormy weather the Touring Sedan is an ideal conveyance. For the dinner, opera or dance no greater luxury in the way of a conveyance can be imagined.

National Highway Coupe

In keeping with the advancements that have been made in the open touring car and roadster bodies on the new series of National Highway cars, the new type coupe body also shows many improvements.

The new Highway coupe is built on both the Highway Six and Highway Twelve-cylinder chassis. Mechanically, the coupe cars are the same as the six and twelve-cylinder touring cars. The equipment is also the same as on the touring cars.

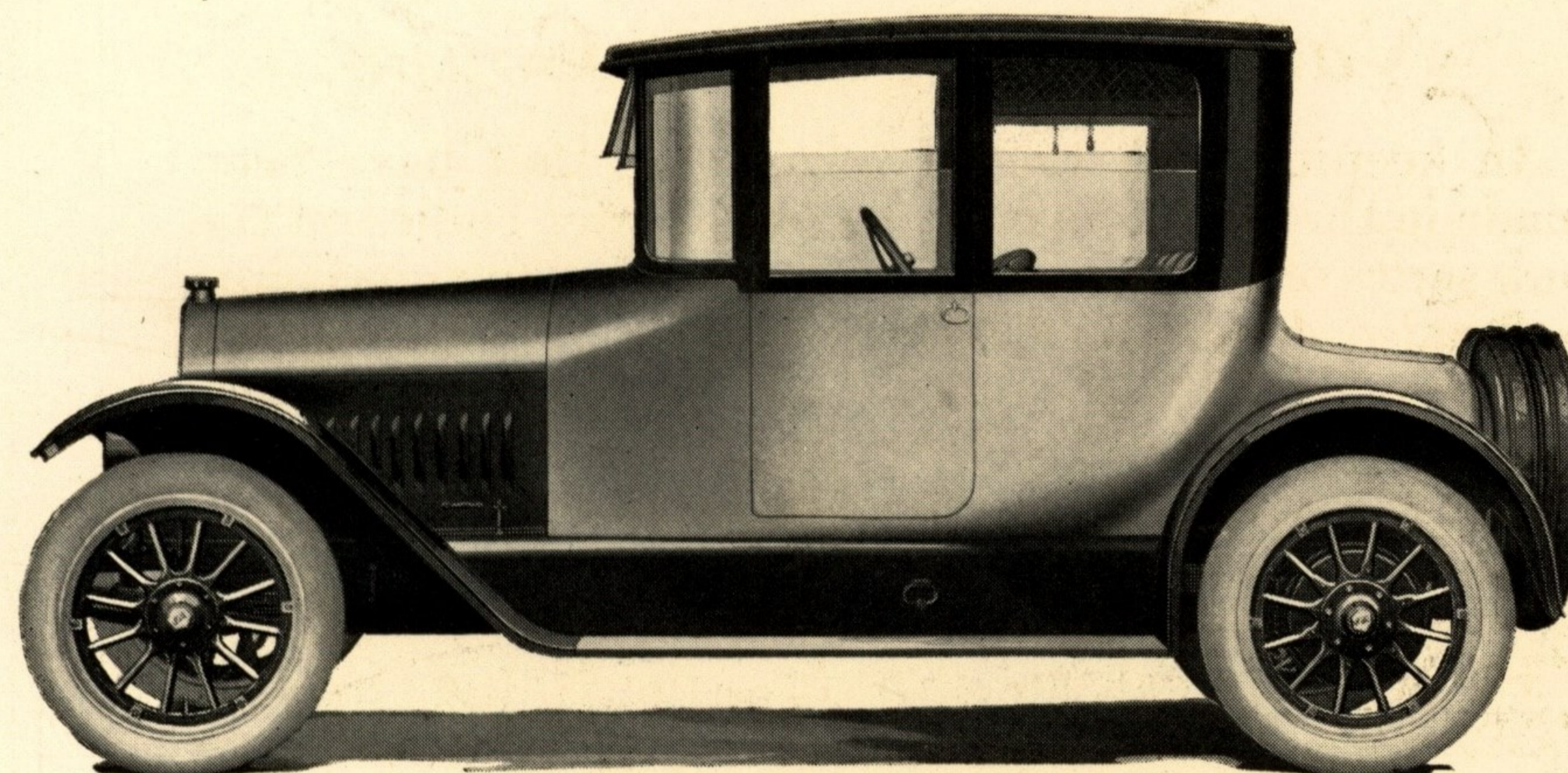
Of the National closed bodies, the National coupe has always been one of the most popular. This, no doubt, is because of the snappy designs of coupe bodies that we have put out heretofore. The new coupe certainly upholds National's reputation for distinctive type of closed cars. Its general outline is finely drawn, giving the car a smart, handsome appearance.

This new body is of four-passenger capacity. On the main seat there is room for two passengers in addition to the driver's seat, which is located slightly forward. The fourth seat is in front and of the conventional folding type. When folded, however, this auxiliary lies close to the body so that it is in the way of nothing.

It is easy to get in and out of the new coupe from either side. The broad doors are perfectly balanced and operate easily. A Yale lock is provided on the right hand door. The left hand door is locked from the inside.

The demand for cars with a permanent top for both winter and summer use is increasing very rapidly and it is predicted that before another season has passed the closed car will be used to a much greater extent than at the present time. In this connection it is notable that the new National coupe, in addition to being a most luxurious closed car, can be easily converted into a comfortable and pleasant open car wherein the passengers may ride with ease and comfort, being protected from the sun and dust as well as from the rain and cold. When open, the Highway Coupe is as cool as the regular open type car. The glass windshield in front is of the rain vision and ventilating type, the upper section being of double glass so as to afford a clear vision in the rain or snow. The roof overhangs in front much farther than most coupes. This is a decided advantage in stormy weather.

All windows and doors are of heavy plate glass of the sashless type. Every glass section is provided with



National Highway Four-Passenger Coupe

Six or Twelve-Cylinder

Highway Six \$2400

Highway Twelve \$2800

anti-rattling devices, which eliminate all troublesome noises. The curved glass in front is stationary. The glass in both doors and in the window in the back may be lowered all the way. The glass in the large window on both sides lowers half way. The windows and doors are provided with patented window raisers which permit the glass to be lowered or raised with the utmost ease.

The interior finish and appointments of the coupe are all that could be desired in a high class closed car. The instrument board is of walnut. The upholstery is of gray whipcord on the sides, ceiling and seats. A dome light is provided. Gray silk shades on automatic rollers are fitted to the doors and windows.

The many owners who like "a place for everything" will be delighted with the ample carrying spaces which have been provided. There are five in all. A large luggage compartment is located in the rear deck and is accessible from the outside through a door that is hinged towards the back of the body. This door is provided with a lock and is weather-tight. This large locked compartment is lined throughout. Inside of the body are four different carrying spaces. Two separate compartments are back of the seats. One long narrow space is back of the broad portion of the main seat. The other package compartment is back of the driver's seat. Both of these are accessible through hinged doors which are even with the tops of the seats. There are two large compartments for tools, etc., under the seats.

The standard painting is Highway Blue.

Highway Twelve Specifications

Coupe and Touring Sedan

- Motor*—Twelve cylinders $2\frac{3}{4}$ x $4\frac{3}{4}$.
Lubrication—Force Feed.
Carburetor—Rayfield.
Ignition—High tension magneto.
Clutch—Cone.
Transmission—Selective type; three forward speeds.
Lights and Starter—Westinghouse System of separate units.
Axle—Front—I-beam—roller bearings.
Axle—Rear—full floating—roller bearings.
Brakes—Two sets; size 15 x 2.
Springs—Front—38-inch semi-elliptic fitted with Hartford shock absorbers.
Springs—Rear—National Cantilever—51 inches.
Tires—Option, United States, Firestone or Goodrich.
Wheelbase—128 inches.
Equipment—Warner speedometer; electric horn; power tire pump; electric dome light; Hartford shock absorbers in front; foot rail; robe holders; tools.
Color—Standard color — Highway blue.
Upholstering—Gray whipcord.
Prices—Touring Sedan, \$2750; Coupe, \$2800; complete F.O.B. Indianapolis.

Highway Six Specifications

Coupe and Touring Sedan

- Motor*—Six cylinders $3\frac{1}{2}$ x $5\frac{1}{4}$.
Lubrication—Constant level splash.
Carburetor—Rayfield.
Ignition—High tension magneto.
Clutch—Cone.
Transmission—Selective type; three forward speeds.
Lights and Starter—Westinghouse system of separate units.
Axle—Front—I-beam—roller bearings.
Axle—Rear—Full floating—roller bearings.
Brakes—Two sets; size 15 x 2.
Springs—Front—38-inch semi-elliptic fitted with Hartford shock absorbers.
Springs—Rear—National Cantilever—51 inches.
Tires—Option, United States, Firestone or Goodrich.
Wheelbase—128 inches.
Equipment—Warner speedometer; electric horn; power tire pump; electric dome light; Hartford shock absorbers in front; foot rail; robe holders; tools.
Color—Standard color—Highway blue.
Upholstering—Gray whipcord.
Prices—Touring Sedan, \$2350; Coupe, \$2400; complete F.O.B. Indianapolis.

NATIONAL MOTOR VEHICLE COMPANY

INDIANAPOLIS, INDIANA

Sixteenth Successful Year

1916
68-N464