



National

*There are now two models of
National Cars*

The Highway Six Cylinder

and

The Highway Twelve Cylinder

Shisler-Bidlack Auto Sales Co.

Agents and Distributors

High Street and Sixth Ave.



AMERICAS BEST LOOKING CARS



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National

The National Radiator

HHEAD-ON in the distance, winging down the country road, slipping through the traffic tangles, you know the face of the National.

Throughout seventeen years the lines of the radiator have been distinctive. Long since, you accepted it as an old friend.

It conjures to mind stanch favorites of the pioneer days: Joe Dawson and "Number 8," Johnny Aitken, and Oldfield at the wheel of "Old Glory."

A wealth of pleasurable associations have centered around the National radiator until it has become the accepted escutcheon of an organization.

It stands sponsor for the Nationals of the past and the Nationals that are to be. At once it reflects the just pride of a great family. It is the hallmark of Cardom, the symbol of success.

National

*Two Models
Six or Twelve Cylinder*

THIS year there are two National chassis models, a six-cylinder and a twelve-cylinder. Both types are supplied with Touring Car, Roadster, Phaeton, Coupe and Touring Sedan bodies. You may now have your favorite style of body with the type of motor you prefer. Sixes and Twelves are the most advanced, best balanced and most efficient motors of today. They are the recognized standards.

National built and sold the first American Sixes and was one of the first to produce the Twelve.

The reputation of the National company as expert motor builders extends back through the "stock" racing days when National built motors, won victory after victory and established many world's stock records, most of which have never been equaled. Even today a

National

National engineer, John Aitken, is the foremost American race driver and motor authority.

Seventeen years ago the first National car was built, with one thought behind it, for the man who is not satisfied with the commonplace.

You have but to turn back the pages of motor history to see how closely National has held to that course.

While the National has never been extravagantly priced, yet with it cost has ever been secondary. With the name and the radiator has always been associated a legend of speed, great power and the finest bodies of the carriage-builder's craft.

The difference between a National motor and the ordinary type has ever been a fixed equation—the difference between the trained athlete and raw, untutored force.

NATIONAL MOTOR CAR & VEHICLE CORPORATION
Seventeenth Successful Year
INDIANAPOLIS, INDIANA, U. S. A.

National



The Highway Touring Car

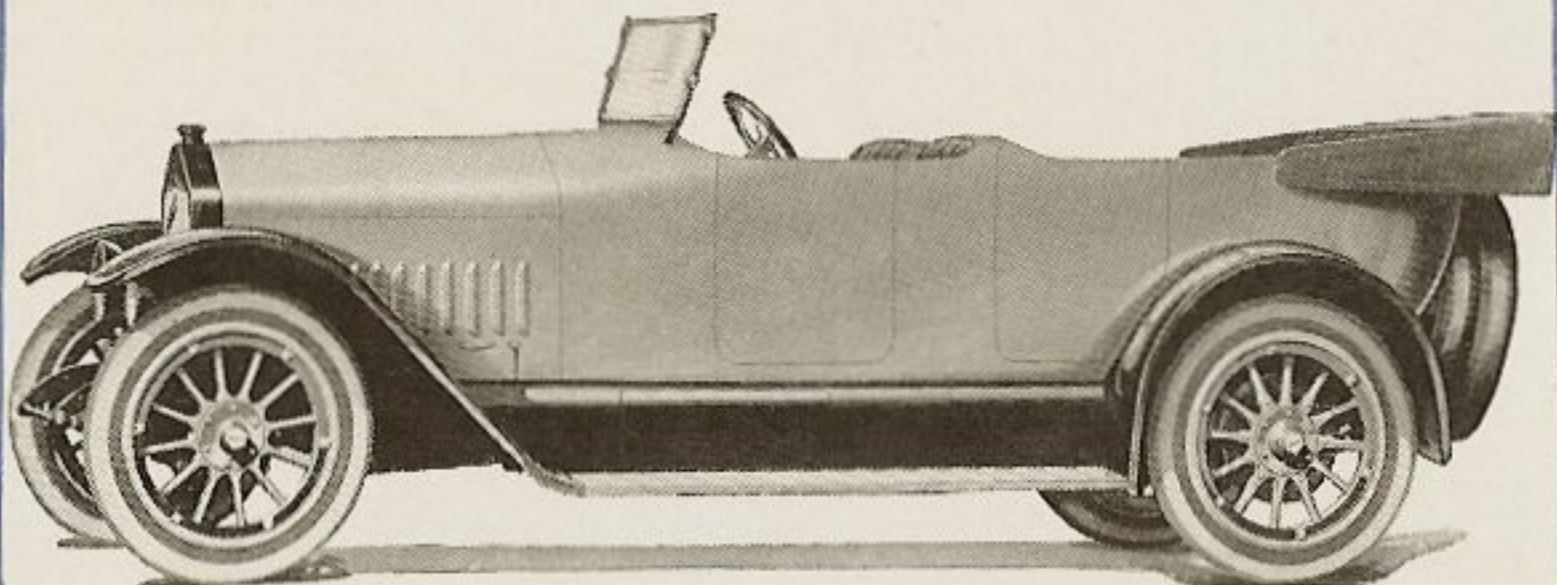
Seven-passenger

Built in both Six and Twelve
Cylinder Models

Highway Six Touring Car . . . \$1750

Highway Twelve Touring Car . . . 2150

Color—Option of Highway blue or Highway grey



National

The Highway Touring Car

WITH a body of generous proportions, built for the accommodation of seven passengers, the new Highway Touring is a stately car. Folding auxiliary seats tuck away in the backs of the front seats when not in use.

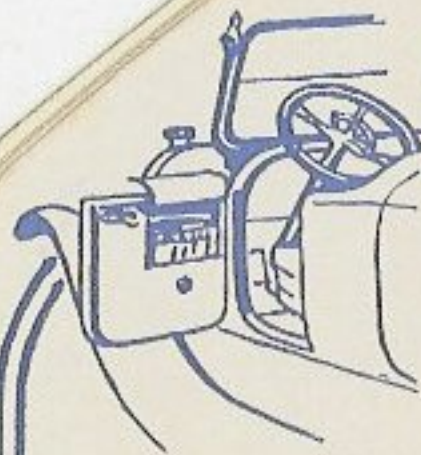
For the use of Madame while shopping, two compact parcel compartments are fitted snugly in the back of each front seat and guarded with lock and key.

The windshield is tilted to a rakish angle. This decreases wind resistance and banishes annoying reflections.

Mere tribute to par excellence in balance and good breeding will halt you before the window of a National showroom. A step inside, an examination of finish, upholstery and seating arrangement, and you are a prospect.

Aisleway seats, a National attribute for four years, converts the car into a real drawing-room on pneumatics.

National



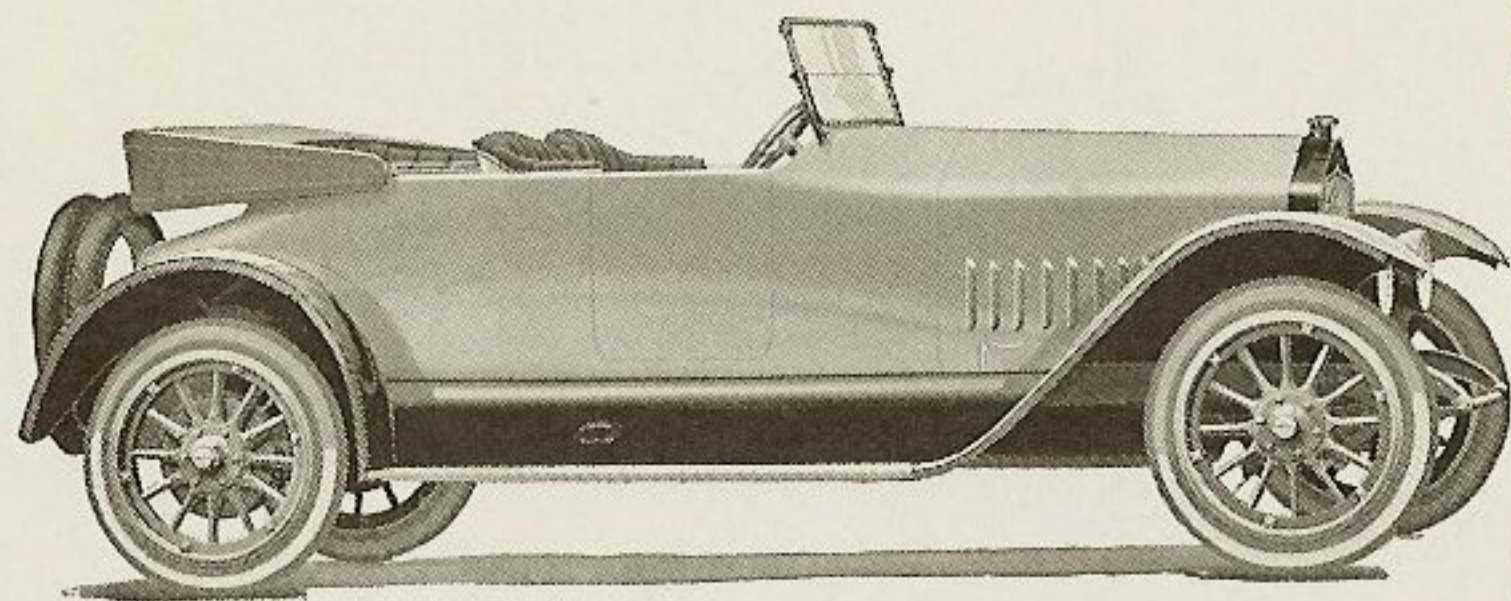
The Highway Roadster

Four-passenger

Built in both Six and Twelve
Cylinder Models

Highway Six Roadster \$1750
Highway Twelve Roadster . . . 2150

Color—Option of Highway blue or Highway grey



National

The Highway Roadster

ALTHOUGH it is a roadster, this Highway model is a full four-passenger car. The rear seat is wide and deep. The back comes up as high as the backs of the front seats. This extra seat is not a makeshift of the ordinary clover-leaf variety, but is fully as comfortable and roomy as the front seats. All four passengers are "in the party."

The passage-way makes the front seats veritable armchairs. There is plenty of room for "bag and baggage" in the carrying compartment in the rear deck. The tools are carried in specially fitted pockets in the door at the driver's left. A Yale lock protects the spare tires.

With its ample wheelbase of 128" and the sturdy, solid construction of the National chassis, the National Highway Roadster is a conveyance of unusually easy riding qualities and extraordinary power.

National



The Highway Coupe

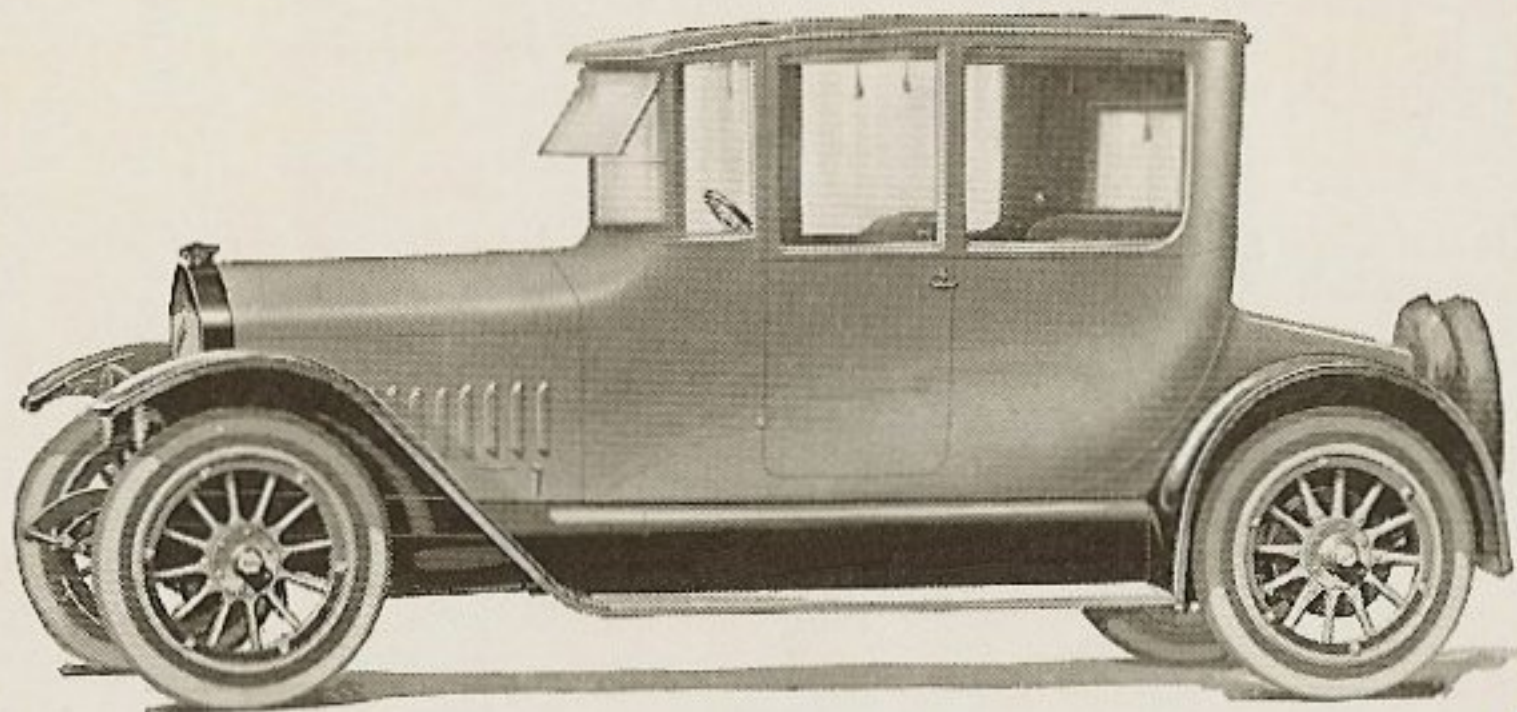
Four-passenger

Built in both Six and Twelve
Cylinder Models

Highway Six Coupe \$2400

Highway Twelve Coupe 2800

*Color—Option of Highway blue or Highway grey
Upholstery—Grey Whipcord*



National

The Highway Coupe

LIKE the Touring Sedan, the Coupe performs a dual function. When the heavy plate glass windows are lowered, you have a National Roadster.

Close the windows, adjust the rain vision shield, and there you have a roomy carriage for four passengers.

Two passengers are comfortably accommodated on the large main seat. Then comes the driver's seat, slightly advanced. The fourth seat is a folding chair in front.

It is Madame who will appreciate the achievement wrought in the interior decoration. The walnut instrument board, the soft grey whipcord that covers sides, ceiling and seats, the dome light, the six window shades of mauve silk, will all strike her fancy. All are protected by the Yale lock on the door.

In the rear deck is a roomy compartment that will engulf bag and baggage without protest. Inside, back of the seats, are two separate carry-alls. Each is accessible through a hinged door level with the top of the seats.

National

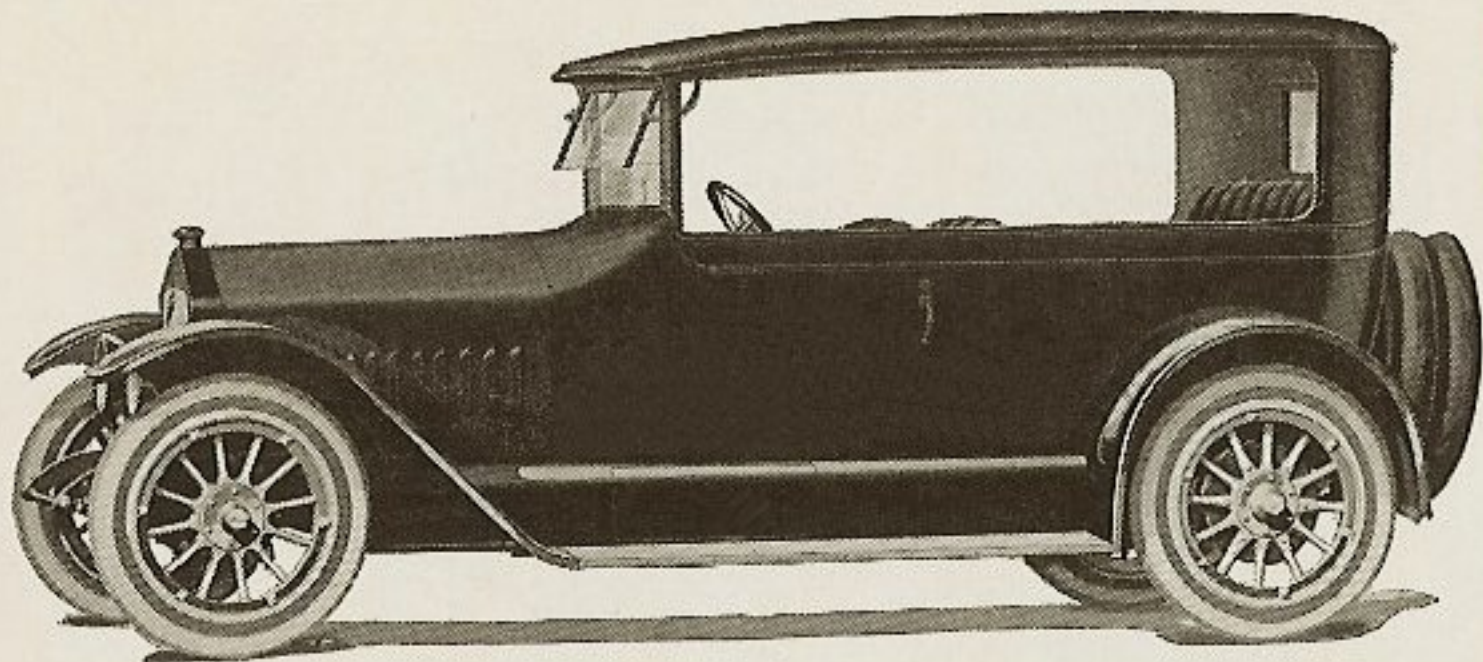


The Highway Touring Sedan
Springfield Type

Built in both Six and Twelve
Cylinder Models

Highway Six Touring Sedan . . . \$2350
Highway Twelve Touring Sedan . . . 2750

Color—Highway blue. Upholstery
—Grey Whipcord



National

The Highway Touring Sedan

THE new National Highway Touring Sedan is convertible. It is either an open touring car or a snug closed carriage. The top is permanent the calendar 'round. Experience has by all odds proven that the more comfortable way to drive, summer or winter, is with the top raised.

When the sun is shining the front and rear windows are easily removed out of sight, the upper part of the doors slide into the lower section, and there is a big open touring car, ready for a cross-country hike. Vice versa, when the wind blows chill, up come the protecting glasses. 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.

The front seats are of the separate club chair type with an aisleway between. The broad rear seat carries three.

One door suffices for each side, and each is provided with Yale lock and push button catch.

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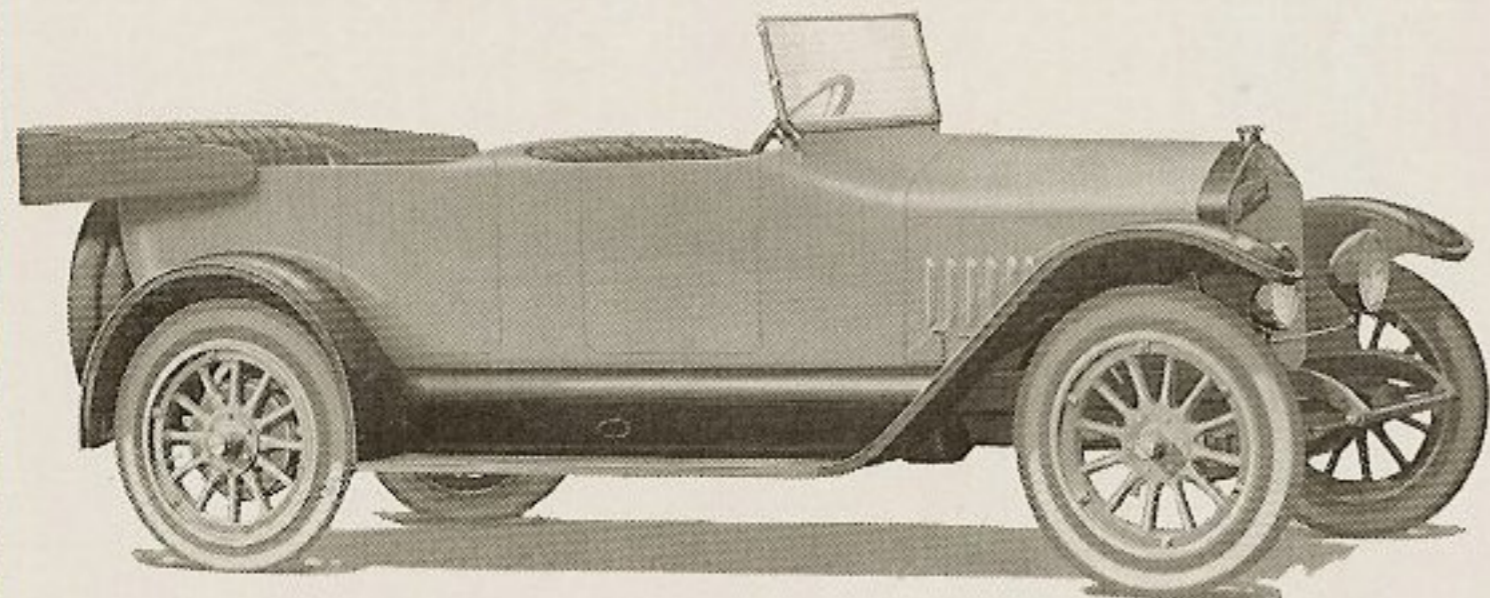
The Highway Phaeton

Four-passenger

Built in both Six and Twelve
Cylinder Models

Highway Six Phaeton \$1750
Highway Twelve Phaeton 2150

Color—Option of Highway blue or Highway grey



National

The Highway Phaeton

WITH its straight sides, smart appearance, rakish lines and tilted windshield, the four-passenger Phaeton is the "Sport" type of the National line.

Long and narrow, yet roomy and comfortable. One piece seat and cushion, in front with body fitting back. Broad center cowl. The rear seat is deep, and, being nearer to the car center, is extremely comfortable when touring.

The handy and well designed Newport cabinet in the tonneau makes the Phaeton an ideal cross-country car. This cabinet is divided into three sections. The two smaller ones open from the tonneau dash which is of walnut, the same as the dash in front. Below is a *real* compartment designed to accommodate a full size suitcase. The sides of the Newport cabinet are covered with black, long grain leather to match the upholstery.

National

The Six-Cylinder Models

Five Body Types

OUTLINE SPECIFICATIONS

Motor—Six cylinders, size $3\frac{1}{2}$ " x $5\frac{1}{4}$ ", 51 horsepower.

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—Size 34" x $4\frac{1}{2}$ ". Option, Goodrich, Firestone or Kelly-Springfield.

Wheelbase—128 inches.

Equipment—Warner speedometer; ammeter; electric horn; power tire pump; double tire carrier with Yale lock; Hartford shock absorbers in front; foot rail; robe holders; tools, etc.

Art Folio with complete mechanical data on six-cylinder cars sent on request. See last page.

National

The Twelve-Cylinder Models

Five Body Types

OUTLINE SPECIFICATIONS

Motor—Twelve cylinders, $2\frac{7}{8}$ " x $4\frac{3}{4}$ ", 70 horsepower.

Lubrication—Force Feed.

Carburetor—Rayfield.

Ignition—Delco.

Clutch—Cone.

Transmission—Selective type; three forward speeds.

Lights and Starter—Bijur 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—Size 34" x $4\frac{1}{2}$ ". Option, Goodrich, Firestone or Kelly-Springfield.

Wheelbase—128 inches.

Equipment—Warner speedometer; ammeter; electric horn; power tire pump; double tire carrier with Yale lock; Hartford shock absorbers in front; foot rail; robe holders; tools.

Art Folio with complete mechanical data on twelve-cylinder cars sent on request. See last page.

National

Service

PERHAPS the most abused word used in connection with automobiles is the word "service." It has been used to convey a world of vague understandings and promises.

Service, as applied to a motor car, can mean only one thing—satisfaction *after* you have bought your car. The best kind of service and the only satisfactory kind is the variety that is built into the car, and not a thing that is promised to be delivered later. National cars render service and satisfaction because they are built to do that very thing. Seventeen successful years prove that they do.

As to the type of "service" that properly belongs under the heading of "parts replacements" and which is made necessary on account of accidents or overhauling, the National factory and National distributors have a system that is approved and appreciated by thousands of National owners. Large stocks of replacements parts covering National cars for a ten years' period are located in the main distributing centers.

Repair departments are maintained by National dealers, where cheerful, instant and reliable *services* are obtainable. These repairmen are constantly trained and instructed by an efficient traveling corps of factory experts, sent out and paid by the National factory.

*Get a copy of the new National Art Folio
—Send this Coupon*

..... Cut Here

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INDIANAPOLIS, INDIANA, U. S. A.

Send me literature checked:

- Complete information and Illustrations on the National Highway Six Cylinder Cars.
- Complete information and illustrations on the National Highway Twelve Cylinder Cars.

Name _____

Address _____

City _____

Now have a _____ car.

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