

# National

Highway  
Cars

TWELVE &  
SIX CYLINDER  
Models

Airplane Type Motor

NATIONAL MOTOR CAR  
*and* VEHICLE CORPORATION  
INDIANAPOLIS

EIGHTEENTH SUCCESSFUL YEAR

**I**F there can be in so young a project as the automobile industry such a thing as tradition, certainly it is inseparably associated with the name National.

Back eighteen years, when the motor car was still a "contraption" and two noisy and uncertain cylinders represented the height of engineering achievement, National began its manufacturing career.

There was much pioneering to be done in those days, much costly and laborious experimentation, and in the task of improvement

which has since been carried on so far, National performed its full part.

It was this early endeavor, put forth under conditions of extreme difficulty and discouragement, which laid the foundation of the present National reputation and success.

When the four-cylinder car was at the peak of its favor, National delivered a Four that humbled all competition on speedway and road.

When the trend in Europe was toward six cylinders, National developed and sold the first stock American Six, a car without parallel in its field.

When, in the last few years, public preference swung to the multi-cylinder V-type engine, National again responded with a Twelve.

It may justly be said that the experimental

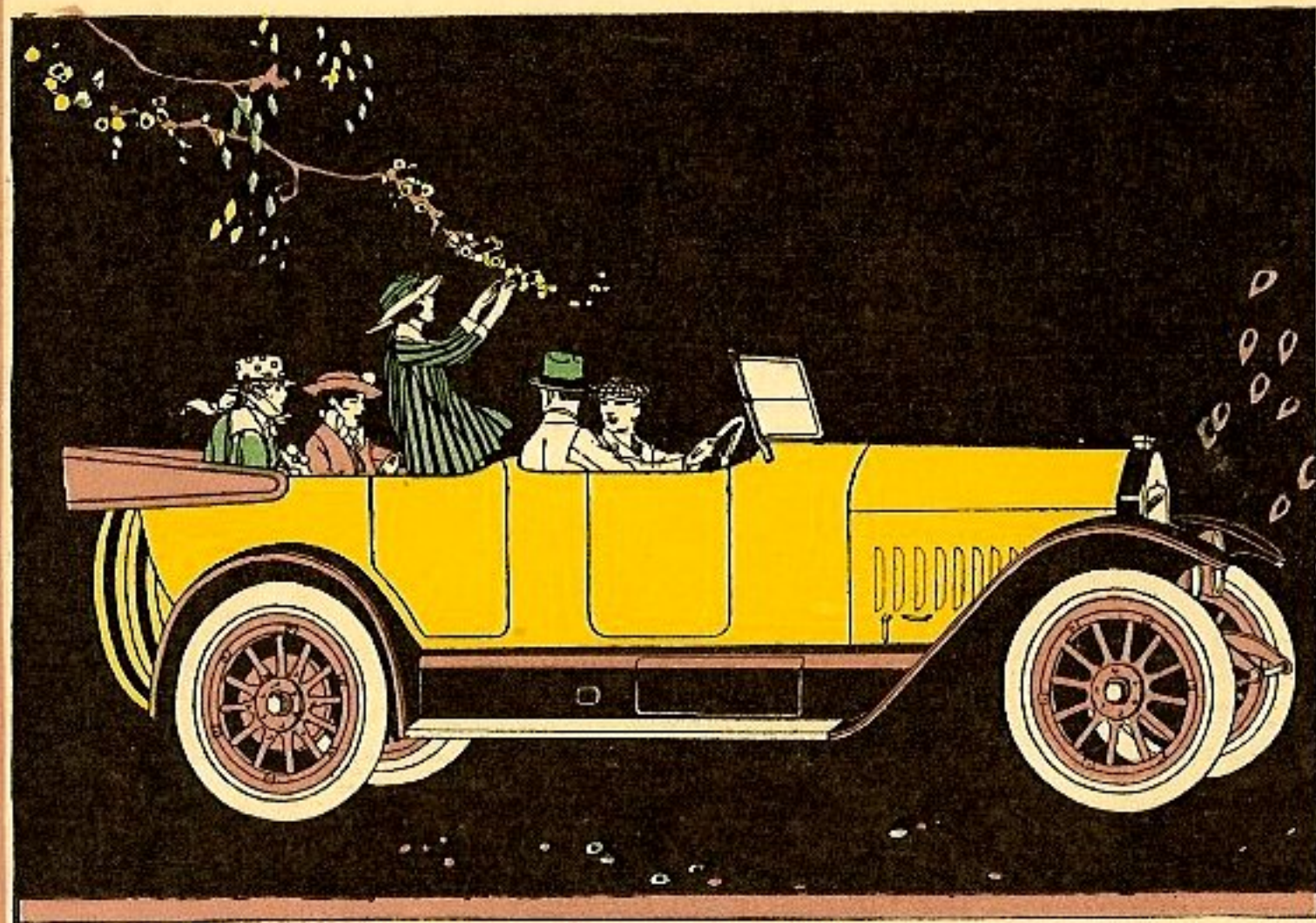
laboratory of the great National factory is an accurate barometer of motor car progress.

The present National models are the product of eighteen years' experience, and in appearance and construction embody the best learned in that time.

They are staunchly and carefully made, of the finest materials, and built to the idea that they are to last many seasons.

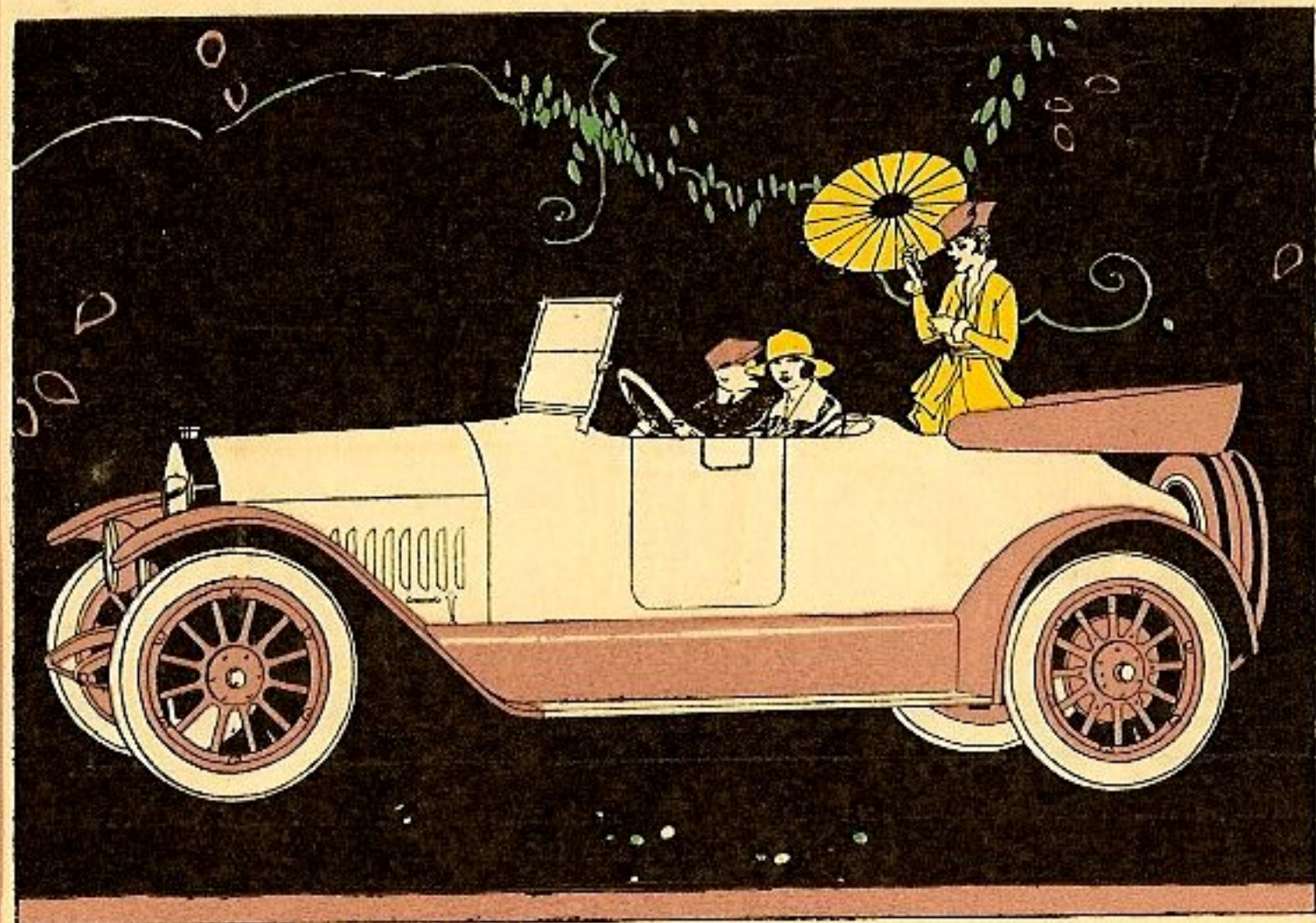
While they are conspicuously able in the field of performance, they are unusually economical to operate and maintain.

The full range of body styles is available in both twelve and six-cylinder models.



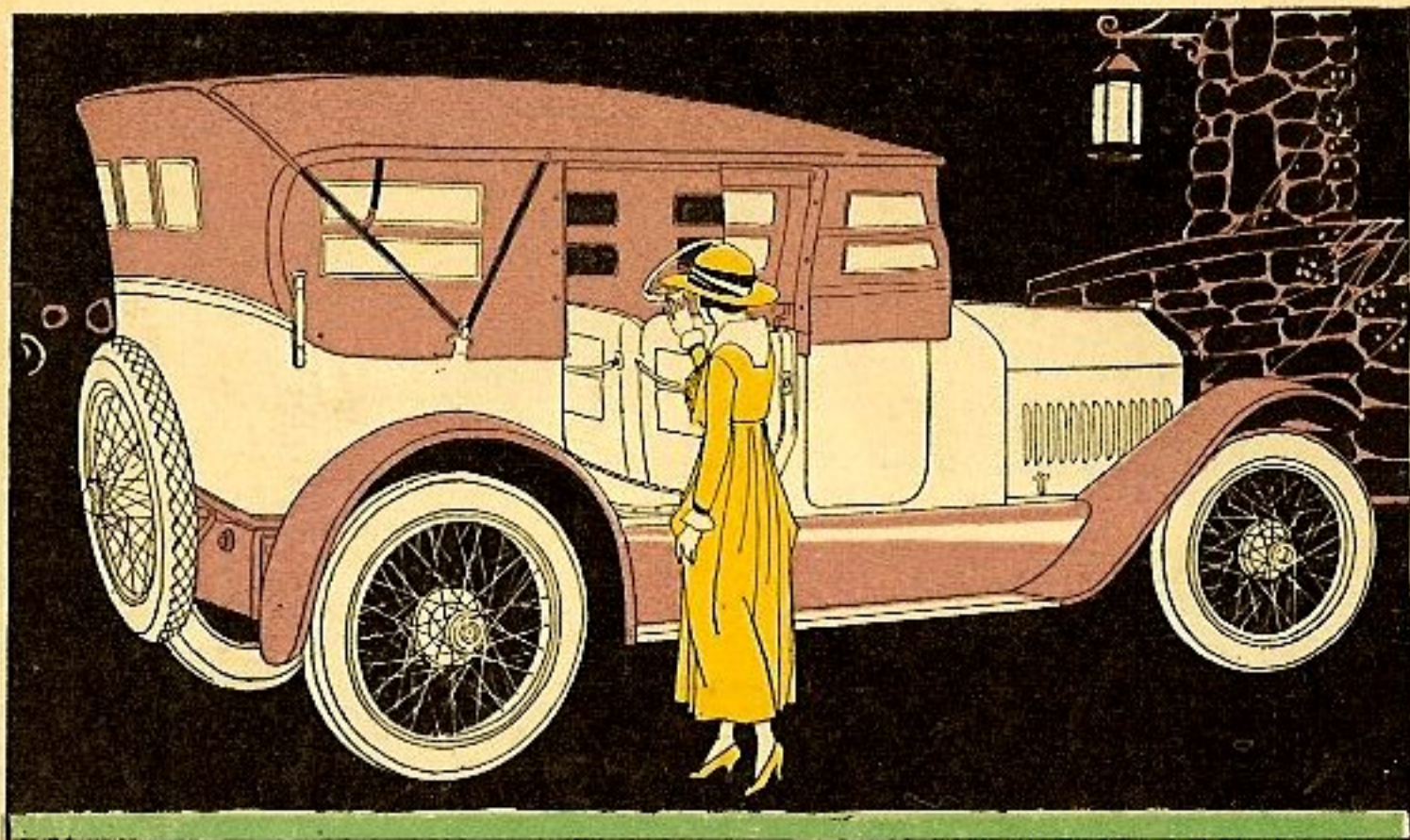
SEVEN-PASSENGER TOURING CAR

**T**HE character of this popular and impressive model is noticeable in the first glance. The body is graceful and very roomy, the auxiliary seats fold out of sight in the back of the front seats when not in use, the car has not been skimped in a single detail of finish or equipment. Like all National models, this car is cushioned by shock absorbers and swung on cantilever springs over a long wheel base—on even the roughest roads it is exceedingly comfortable. It may be had with either the six-cylinder or the airplane type twelve-cylinder engine.



FOUR-PASSENGER ROADSTER

**A**LTHOUGH it is truly a roadster, this smart National model is a full four-passenger car. The rear seat is wide and deep, fully as comfortable as the front seats, the back coming up as high as the backs of the front seats. An extraordinary performer, this car hangs securely to the road even at extreme speeds. With its ample wheelbase of 128 inches, and the solid construction of its chassis, it rides easily at all times. It is built in both types of motor.

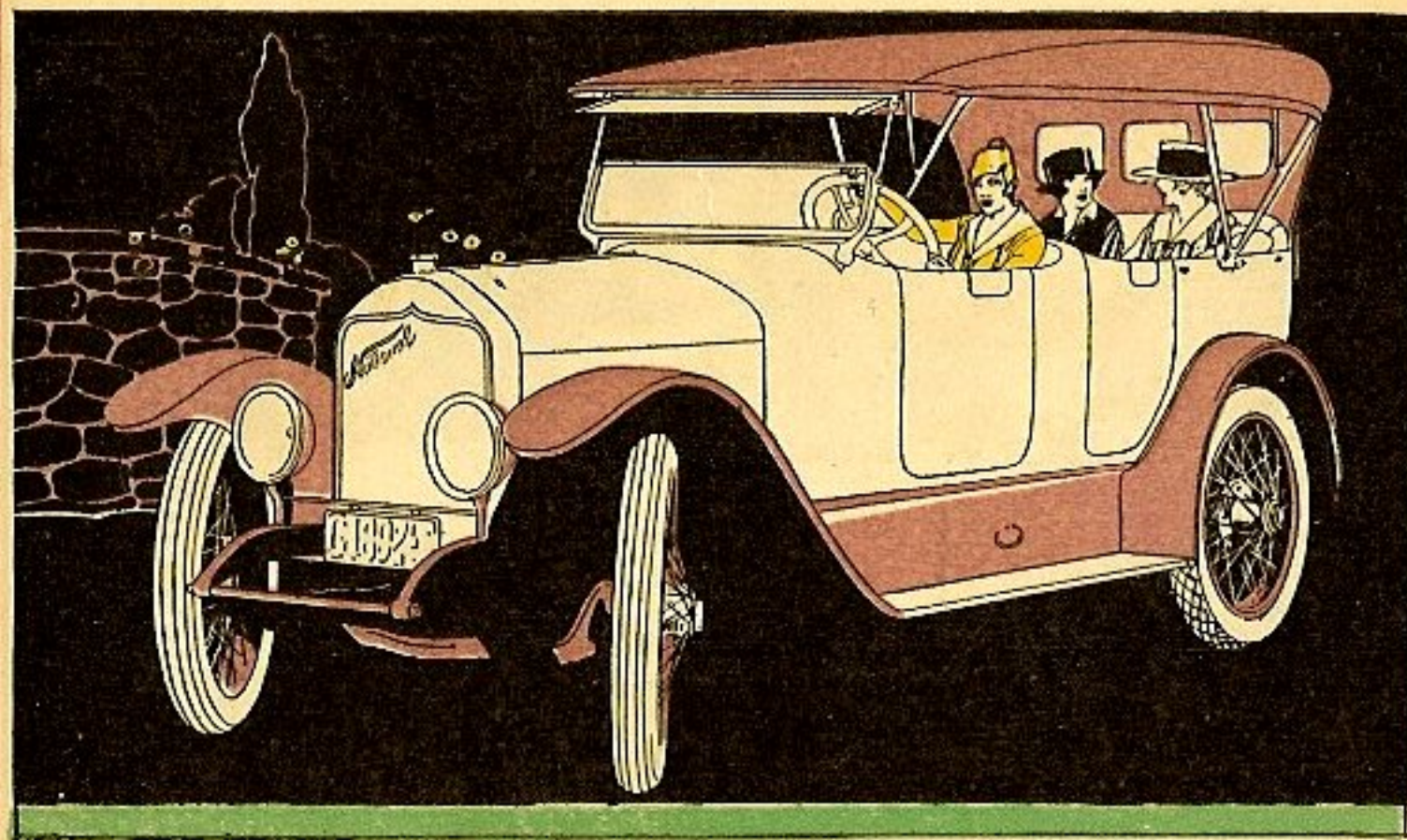
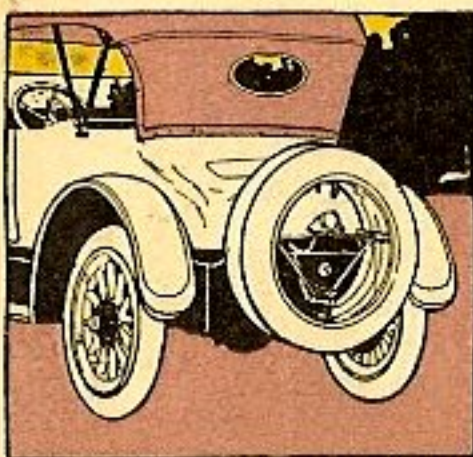


NATIONAL TOPS ARE INDIVIDUALLY TAILORED. THE SIDE CURTAINS OPEN WITH THE DOORS

Spare tires are firmly held without the use of straps and are protected by a Yale lock.

Sport Phaeton has a Newport carrying compartment for suitcases, thermos, etc.

Tools are under lock and key in special compartments in the left front door.

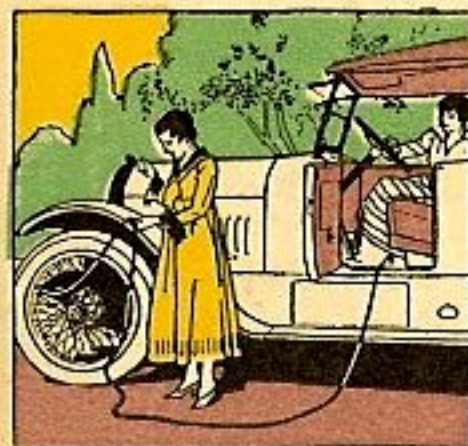


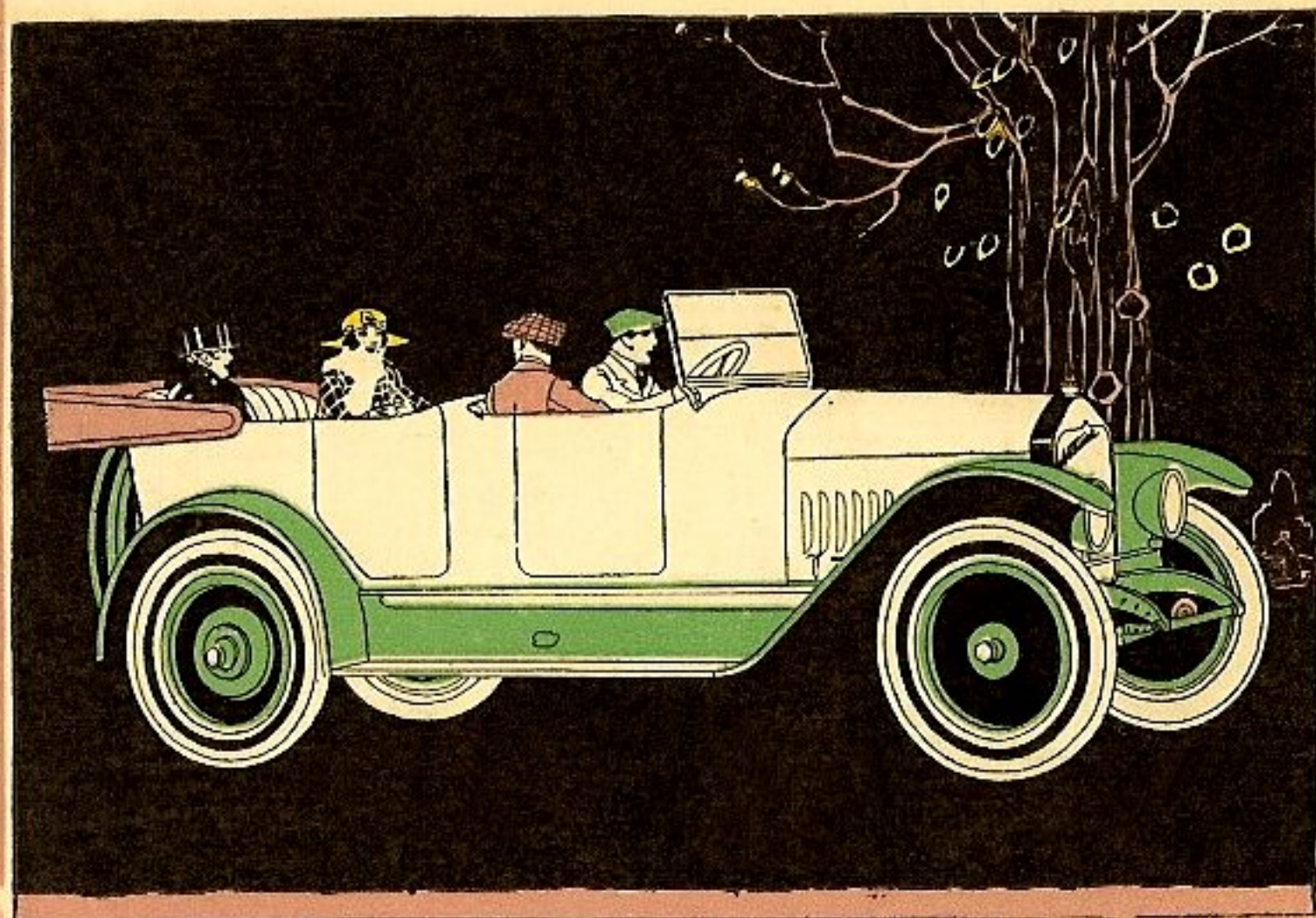
ALL MODELS TURN IN A SMALL RADIUS—39 FEET. EQUIPPED WITH HARTFORD SHOCK ABSORBERS.

The power tire pump is accessible. It is not necessary to lift hood nor floor board.

There is plenty of room in the front seats. The doors are broad and easy to get through.

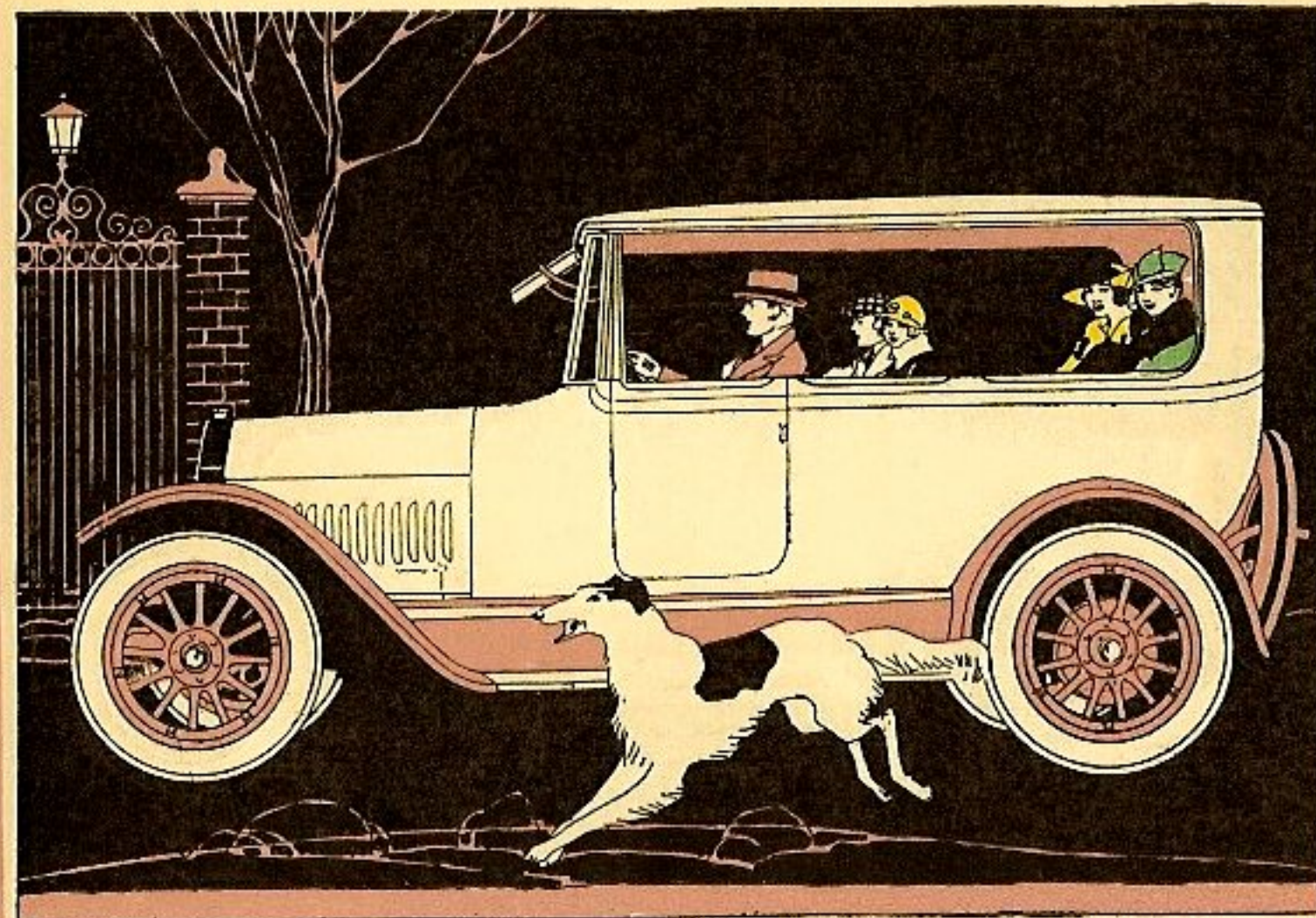
Ample carrying space provided for baggage. The gasoline filler is handily located.





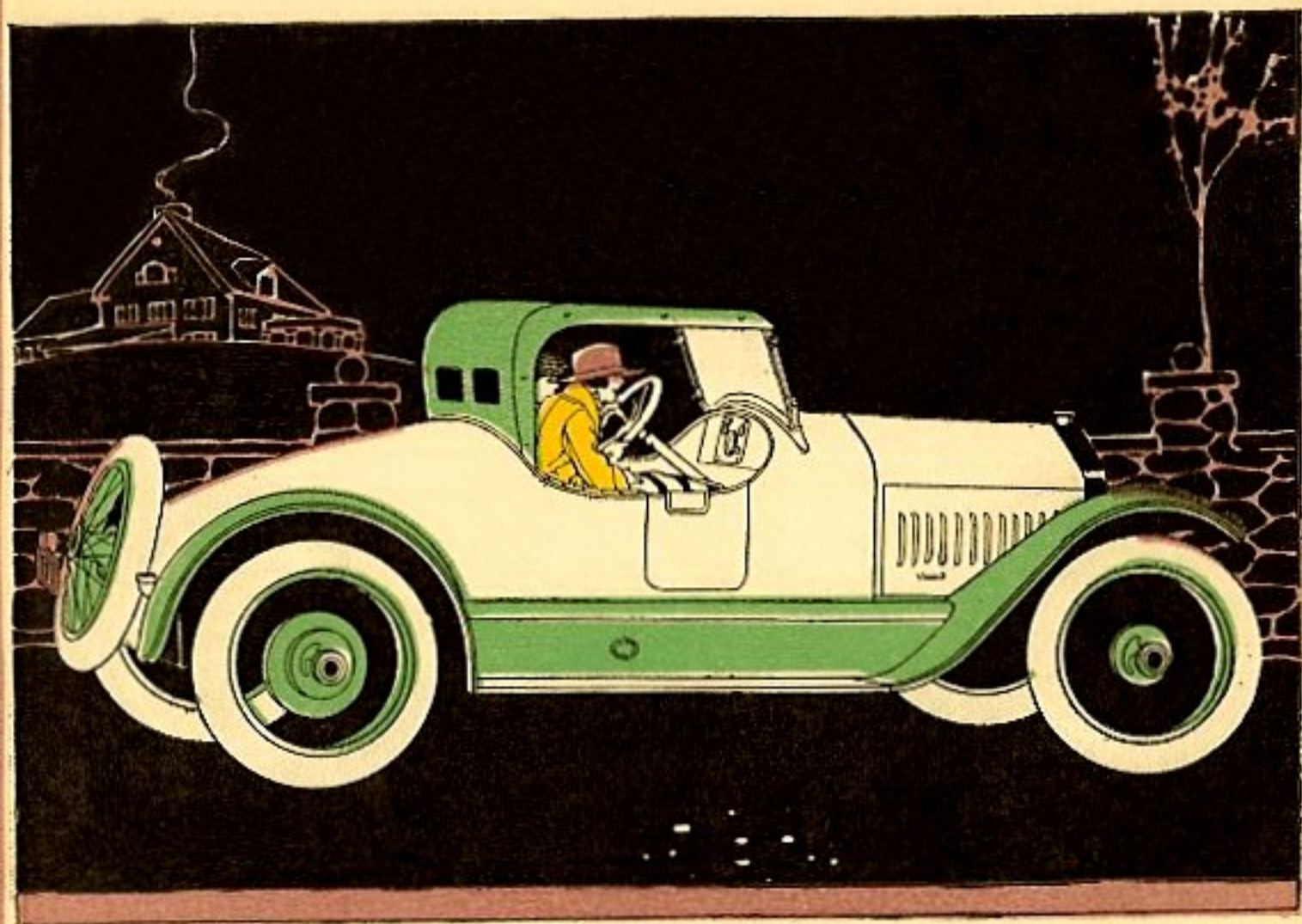
FOUR-PASSENGER SPORT PHAETON

**L**ONG and narrow, yet roomy and comfortable, this National Phaeton of the "Sport" type looks the able performer that it is. The handy and well-designed Newport carrying compartment in the tonneau makes it an ideal cross-country car. This compartment is divided into three sections, two smaller ones for thermos bottles, Blue Book and so on which open from the tonneau dash, and a larger one below which will accommodate a full-sized suitcase. The front seat is one piece and not divided as in the seven-passenger. The Phaeton is built in both types of motor.



CONVERTIBLE TOURING SEDAN

**T**HIS superb year-round model, which seats seven passengers and is quickly and easily convertible from a closed winter equipage to an open summer vehicle, is a performing closed car. It is as capable for cross-country touring as for city use. Upholstered in fine quality gray whipcord, completely and elaborately equipped, it affords perfect shelter and comfort under all conditions. Despite its elegance and beauty, it is very economical both of tires and fuel. It is built in both types of motor.



T W O . P A S S E N G E R S P E E D S T E R

WE honestly believe, and our belief is upheld by conclusive tests, that the twelve-cylinder National (air-plane type motor) will outperform any genuinely "stock" car in the world. In this dashing Speedster, our Twelve has its fleetest setting. This car is the worthy descendant of the champion stock car of the world, which was a National. Low-hung, turtle-backed, cut away at the side-walls and equipped with special top and wire wheels, it has the "look" and ability which acknowledges no equal on the road. Built in the twelve-cylinder model only.

## The Twelve-Cylinder Models

### Five Body Types

Seven-Passenger Touring Car    Four-Passenger Sport Phaeton  
 Four-Passenger Roadster    Seven-Passenger Touring Sedan  
 Two-Passenger Speedster

### Outline Specifications

*Motor*—Twelve cylinders,  $2\frac{7}{8}$ " x  $4\frac{3}{4}$ ", 77 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, Kelly-Springfield or Goodyear.

*Wheelbase*—128 inches.

*Wheels*—Wood wheels, regular; wire wheels optional, at extra charge.

*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.

*Warranty*—Standard warranty of the National Automobile Chamber of Commerce.

*Catalog with complete mechanical data on twelve-cylinder cars sent on request.*

## The Six-Cylinder Models

### Four Body Types

Seven-Passenger Touring Car    Four-Passenger Sport Phaeton  
 Four-Passenger Roadster    Seven-Passenger Touring Sedan

### Outline Specifications

**Motor**—Six cylinders, size 3½" x 5¼", 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 4½". Option, Goodrich, Firestone, Kelly-Springfield or Goodyear.

**Wheelbase**—128 inches.

**Wheels**—Wood wheels, regular; wire wheels optional, at extra charge.

**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.

**Warranty**—Standard warranty of the National Automobile Chamber of Commerce.

*Catalog with complete mechanical data on six-cylinder cars sent on request.*

## National Twelve-Cylinder Cars

Four-passenger phaeton . . . . . \$2750  
 Seven-passenger touring car . . . . . 2750  
 Four-passenger roadster . . . . . 2750  
 Seven-passenger convertible sedan . . . . . 3420  
 Two-passenger roadster . . . . . 2850

*The above prices do not include the Government's War Revenue Tax. An amount to cover this tax must be added to these prices.*

All prices f. o. b. Indianapolis and are subject to change without notice.

## National Six-Cylinder Cars

Four-passenger phaeton . . . . . \$2150  
 Seven-passenger touring car . . . . . 2150  
 Four-passenger roadster . . . . . 2150  
 Seven-passenger convertible sedan . . . . . 2820

*The above prices do not include the Government's War Revenue Tax. An amount to cover this tax must be added to these prices.*

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