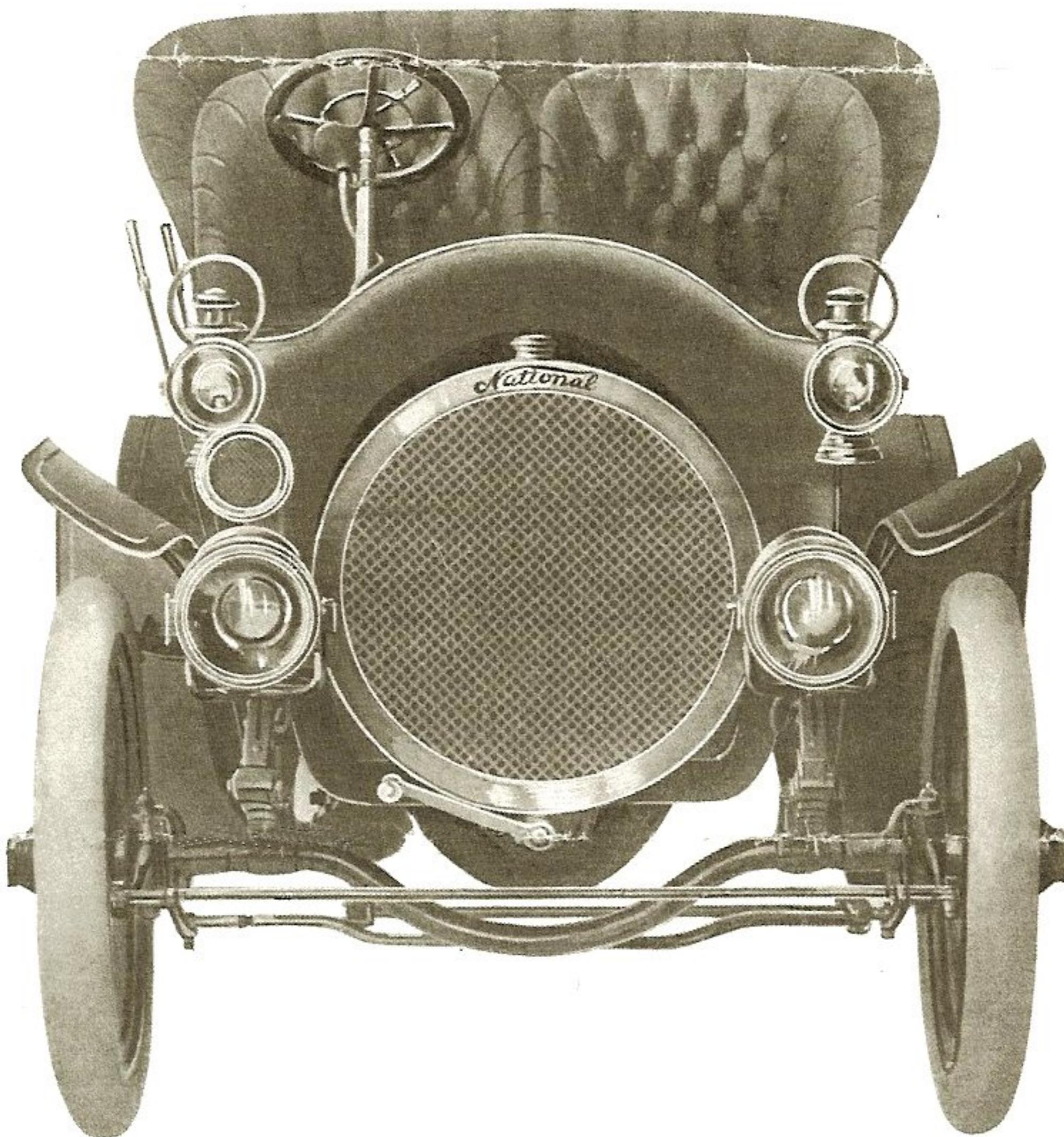


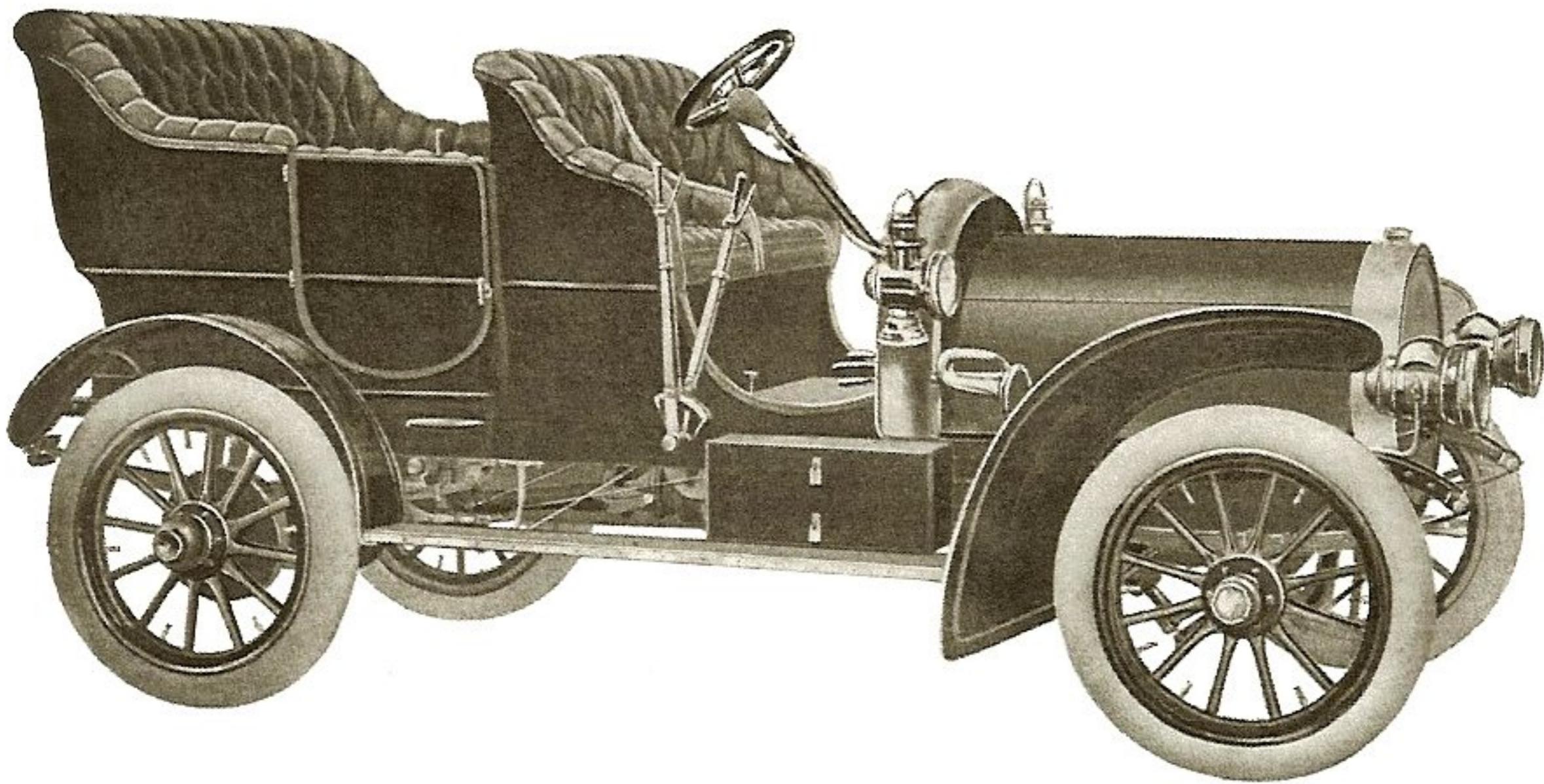
1906

National

“WATCH FOR THE ROUND RADIATOR”



NATIONAL MOTOR VEHICLE CO.
INDIANAPOLIS, INDIANA, U. S. A.



National

4 CYLINDER—MODEL D—35-40 H. P.

MOTOR 35-40 H. P. four cylinders, vertical, individually mounted under bonnet. Mechanical valves; gear pump direct driven; gear driven commutator, divided aluminum crank case; interchangeable parts.

CLUTCH—Self contained, aluminum cone, leather faced, spring cushioned.

TRANSMISSION—Sliding gear; three speeds forward and one reverse, direct on high. Self contained, annular ball bearings. Gears run in oil.

WHEEL BASE—104 inches.

DRIVE—Bevel gear through ball bearing propeller shaft and flexible joint to rear axle of improved design.

BEARINGS—Annular type ball bearings throughout.

OILING—6-Feed Hill-Precision oiler to engine, transmission and rear system.

IGNITION—Quad vibrator coil; jump spark, one set dry cells and set of storage batteries in connection with dynamo.

GASOLINE CAPACITY—Seventeen gallons.

WATER CAPACITY—Five gallons.

WHEELS—Wood artillery pattern, twelve spokes front and rear.

TIRES—Thirty-four by four (34x4) Diamond detachable, wrapped tread construction.

BRAKES—Two systems. Four internal expanding, metal to metal hub brakes. Hand lever applies main brakes in 15 x 1 3/4 drums. Foot pedal applies secondary brakes, in 11 by 1 3/4 drums. Either brake releases clutch.

GUARDS—Plowshare front. Rear conforms to curve of wheel. Wide running boards connect the guards.

FRAME—Pressed steel 4 inch channel section with sub frame, firmly riveted and braced.

FRONT AXLE—Seamless, cold drawn steel tubing, heavy gauge, forged yokes.

REAR AXLE—Compound construction, inner axle used only as driver, wheels turn upon double annular ball bearings, on hollow axle which carries all weight.

BODY—Cast aluminum; side entrances, removable high back tonneau, platform type, divided front seats, carrying capacity, five passengers.

FINISH—Dark blue body, black mouldings with gold stripes.

GEARS—Straw color with black stripes—option blue with gold stripes.

UPHOLSTERING—Luxuriously upholstered in leather. Special spring mattress cushions.

STEERING SYSTEM—Hand wheel, inclined post, worm and gear, non-reversible chuck. Ball joint connections to double connecting rods, front and rear of forged knuckles.

SPEED—Five to fifty miles.

MUFFLER—Concentric perforated cylinders provided with cut-out.

COOLING SYSTEM—Cylindrical cellular cooler with ball bearing fan. Circulation secured by gear pump.

BONNET—Semi-cylindrical, removable, hinged at top and sides.

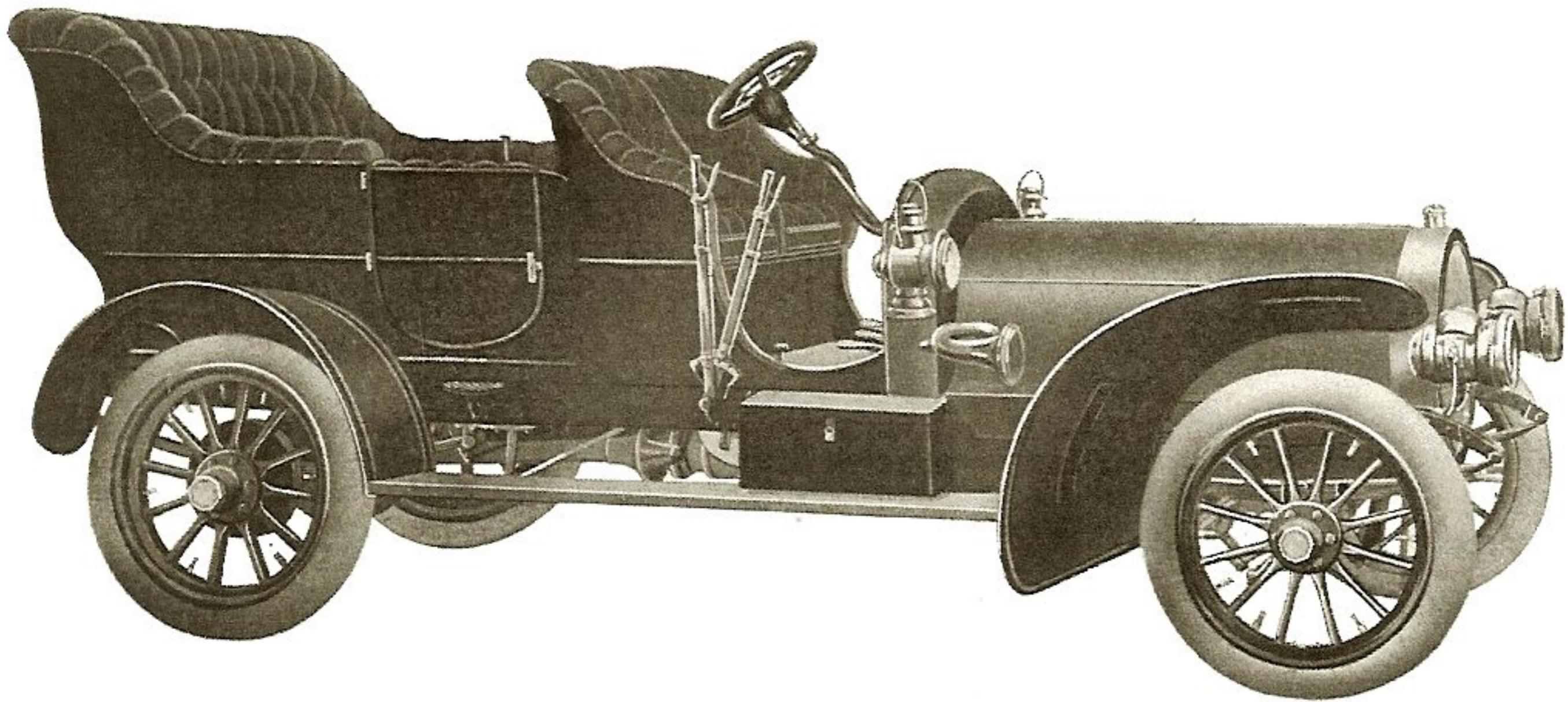
CONTROL—Single lever at driver's right, controls all speeds. Three forward speeds and one reverse.

SPRINGS—Half elliptic 40 inch front and 50 inch rear.

TOOL BOXES—Under tonneau seat and on right running board.

EQUIPMENT—Five lamps, two mirror lens gas in front, complete with copper tube connection to generator; two mirror lens oil, at sides and oil tail lamp. Horn with tube, storm aprons and tools.

PRICE—\$3,000. F. O. B. Indianapolis. 25% cash with order, balance draft against bill of lading. Orders filled in rotation.



National

6 CYLINDER—MODEL E—50-60 H. P.

MOTOR—50-60 H. P. six cylinders, vertical, individually mounted under bonnet. Mechanical valves; gear pump, direct driven; gear driven commutator, divided aluminum crank case; interchangeable parts.

CLUTCH—Self contained, aluminum cone, leather faced, spring cushioned.

TRANSMISSION—Sliding gear, three speeds forward and reverse, direct on high. Self contained annular ball bearings. Gears run in oil.

WHEEL BASE—121 inches.

DRIVE—Bevel gear through ball bearing propeller shaft and flexible joint to rear axle of improved design.

BEARINGS—Annular type ball bearings throughout.

OILING—Seven feed Hill-Precision oiler, to engine, transmission and rear system.

IGNITION—Sextuple vibrator coil; jump spark, two sets of storage batteries in connection with dynamo.

GASOLINE CAPACITY—Twenty gallons.

WATER CAPACITY—Seven gallons.

WHEELS—Wood artillery pattern, twelve spokes front and rear.

TIRES—Thirty-four by four and one half (34 x 4½) Diamond detachable, wrapped tread construction.

BRAKES—Two systems. Four internal, expanding, metal to metal hub brakes. Hand lever applies main brakes in 15 x 1¾ drums. Foot pedal applies secondary brakes in 11 x 1¾ drums. Either brake releases clutch.

GUARDS—Plowshare front. Rear conforms to curve of wheel. Wide running boards connect the guards.

FRAME—Pressed steel 5 inch channel section with sub frame, firmly riveted and braced.

FRONT AXLE—Seamless, cold drawn steel tubing, heavy gauge, forged yokes.

REAR AXLE—Compound construction, inner axle used only as driver, wheels turn upon double annular bearings, on hollow axle which carries all weight.

BODY—Cast aluminum. Side entrances; removable high back tonneau, platform type, divided front seats, carrying capacity seven passengers, all facing forward.

FINISH—Dark blue body, black mouldings with gold stripes.

GEARS—Straw color with black stripes; option—blue with gold stripes.

UPHOLSTERING—Luxuriously upholstered in leather; special spring mattress cushions.

STEERING SYSTEM—Hand wheel, inclined post, worm and gear, non-reversible chuck. Ball joint connections to double connecting rods, front and rear of forged knuckles.

SPEED—Five to sixty miles.

MUFFLER—Concentric perforated cylinders, provided with cut-out.

COOLING SYSTEM—Cylindrical cellular cooler with ball bearing fan. Circulation secured by gear pump.

BONNET—Semi-cylindrical. Removable, hinged at top and sides.

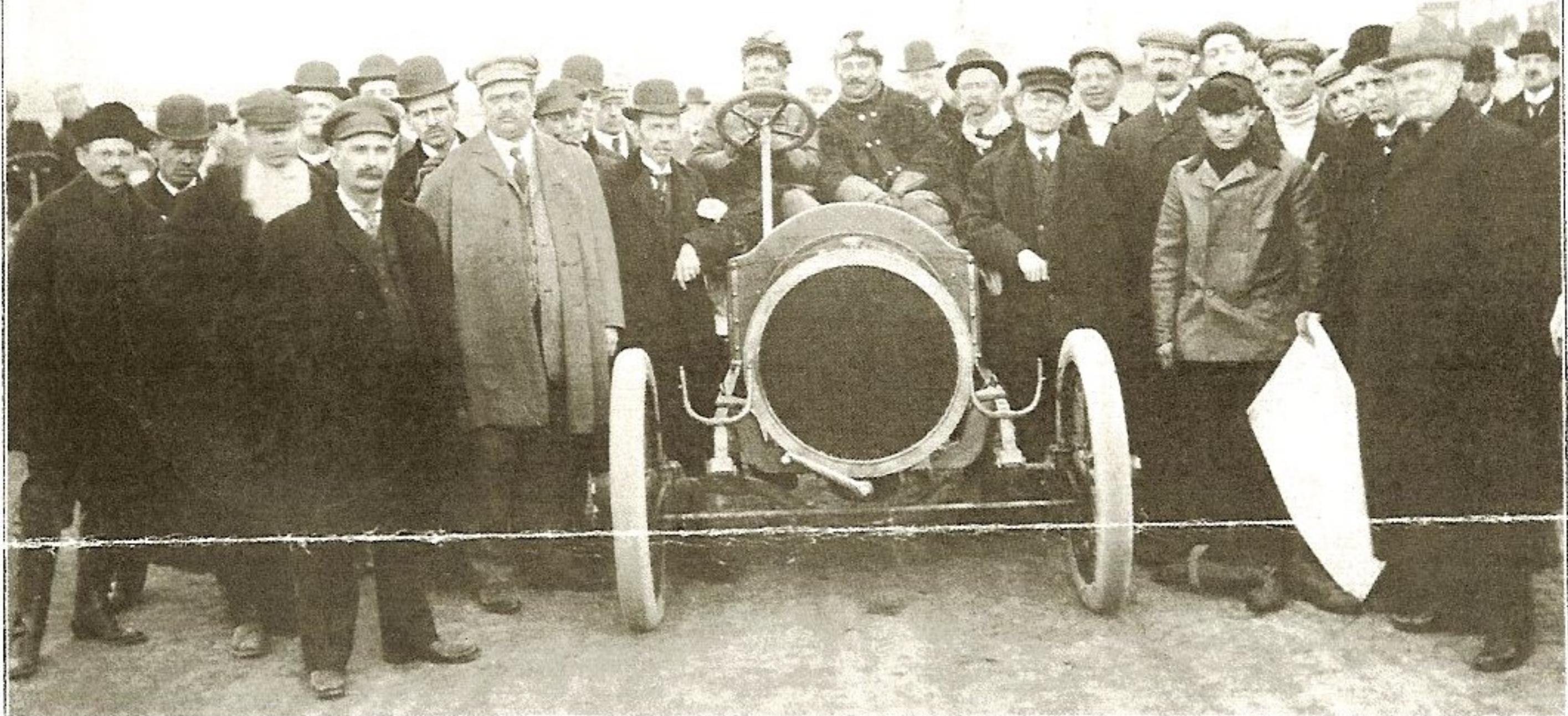
CONTROL—Single lever at driver's right, controls all speeds. Three speeds forward and one reverse.

SPRINGS—Half elliptic 40 inch front and 56 inch rear.

TOOL BOXES—Under tonneau seat and on right running board

EQUIPMENT—Five lamps, two mirror lens, gas in front, complete with copper tube connection to generator; two mirror lens oil, at sides and oil tail lamp. Horn with tube, storm aprons and tools.

PRICE—\$4,000. F. O. B. Indianapolis. 25% cash with order. Balance draft against bill of lading. Orders filled in rotation.



THE *National* STRIPPED STOCK CAR AND
TRACK OFFICIALS AFTER BREAKING WORLD'S RECORDS

Our first attempt at racing occurred at Indianapolis on November 4, 1905 in an open meet where we entered two National Stripped Stock Cars and won the 100 mile endurance race, breaking the World's record against time and in competition and also won three other firsts and two seconds.

Our second attempt occurred at Indianapolis on November 16-17, 1905 when we entered two National Stripped Stock Cars in a trial against time for twenty-four hours. In this event we broke the 150-mile and all other World's records from 650 miles to 1050 miles and also the *24 hour World's record, thereby giving a practical demonstration of National endurance and reliability.*

World's Records Made by National Stripped Stock Cars

100 miles . . .	1 hour-53 minutes-21 4-5 seconds	800 miles . . .	17 hours-17 minutes-26 1-5 seconds
150 miles . . .	2 hours-52 minutes-32 4-5 seconds	850 miles . . .	18 hours-23 minutes-44 2-5 seconds
650 miles . . .	14 hours- 8 minutes-51 2-5 seconds	900 miles . . .	19 hours-44 minutes-48 1-5 seconds
700 miles . . .	15 hours-10 minutes-29 3-5 seconds	950 miles . . .	20 hours-54 minutes-50 3-5 seconds
750 miles . . .	16 hours-20 minutes-25 2-5 seconds	1000 miles . . .	21 hours-58 minutes-00 4-5 seconds
		1050 miles . . .	23 hours- 7 minutes-42 seconds

1094 3-16 MILES IN 24 HOURS

Exceeding the previous World's Record by 78 9-16 miles

The average speed maintained while running was 51.9 miles per hour

