

1907

National

MOTOR CARS



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



National

4 CYLINDER—MODEL H—50 H. P.

MOTOR—50 H. P. four cylinder, vertical, individually mounted on sub-frame. Mechanical valves, exhaust and admission on opposite sides and interchangeable. Ball bearing crank shaft and ball bearing cam shafts. Two separate sets of spark plugs. Tapered nipples with clamps used on intake, exhaust and water pipes. No packing at any joint. Extra long Parsons white bronze bearings on connecting rods. Gear driven distributor. Divided aluminum crank case. Interchangeable parts.

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

TRANSMISSION—Sliding gear selective type. Three speeds forward and one reverse, direct on high. Self-contained annular type ball bearings on main and counter shafts. Gears run in oil.

WHEEL BASE—112 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 Crandall mechanical gear driven oiler, oiling direct to each cylinder of engine, transmission, clutch and rear system.

IGNITION—Two separate, complete systems. One a gear driven high tension magneto with automatic governor and emergency hand control. The other a storage battery, single coil and distributor. Each system has a separate set of spark plugs.

GASOLINE CAPACITY—17 gallons.

WATER CAPACITY—6½ gallons.

WHEELS—Wood artillery pattern, twelve 1½ inch spokes front and rear.

TIRES—34 x 4½ Diamond or G. & J.

BRAKES—Two systems. Four dust proof internal expanding metal to metal hub brakes. Hand lever applies one set. Foot push pedal applies the second set.

GUARDS—Continuous enclosed metal guards front and rear. Metal dust shield between frame and runningboard.

FRAME—Pressed steel 4½ 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 a driver, wheels turn upon double annular type ball bearings on hollow axle which carries all weight.

DUST PAN—Metal dust pan under all working parts.

BODY—Cast aluminum, removable tonneau, platform type, side entrances. Divided front seats. Carrying capacity seven passengers. (Two on folding seats in tonneau.)

BODY FINISH—Coach carmine, black stripes.

GEAR FINISH—Coach carmine, black stripes.

UPHOLSTERING—Luxuriously upholstered in bright or dull black leather. Special spring mattress cushions.

STEERING SYSTEM—Hand wheel, inclined post, double screw and nut. Non-reversible chuck. Ball joint connections to double connecting rods, front and rear of forged steering knuckles.

COOLING SYSTEM—Cylindrical cooler, vertical tubes, ball bearing fan attached to engine base. Circulation by direct driven gear pump.

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

SPRINGS—Half-elliptic, 40 inch front, under frame, 50 inch rear, outside of frame.

TOOL BOXES—Under tonneau seat and metal box on runningboard.

EQUIPMENT—Two 8 inch Rushmore searchlights with generator; Ham's "Cold Blast" side and tail lamps. Storm aprons, horn and tools.

PRICE—\$3500.00, F. O. B. Indianapolis.



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6 CYLINDER—MODEL L—75 H. P.

MOTOR—75 H. P. six cylinder, vertical, individually mounted on sub-frame. Mechanical valves, exhaust and admission on opposite sides and interchangeable. Ball bearing crank shaft and ball bearing cam shafts. Two separate sets of spark plugs. Tapered nipples with clamps used on intake, exhaust and water pipes. No packing at any joint. Extra long Parsons white bronze bearings on connecting rods. Gear driven distributor. Divided aluminum crank case. Interchangeable parts.

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

TRANSMISSION—Sliding gear, selective type. Three speeds forward and one reverse, direct on high. Self-contained, annular type ball bearings on main and counter shafts. Gears run in oil.

WHEEL BASE—127 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—Nine feed Crandall mechanical gear driven oiler, oiling direct to each cylinder of engine, transmission, clutch and rear system.

IGNITION—Two separate, complete systems. One a gear driven high tension magneto, with automatic governor and emergency hand control. The other a storage battery, single coil and distributor. Each system has a separate set of spark plugs.

GASOLINE CAPACITY—20 gallons.

WATER CAPACITY—8 gallons.

WHEELS—Wood, artillery pattern, twelve $1\frac{3}{4}$ -inch spokes front and rear.

TIRES—36 x 5. Diamond or G & J.

BRAKES—Two systems. Four dust proof internal expanding metal to metal hub brakes. Hand lever applies one set. Foot push pedal applies second set.

GUARDS—Continuous enclosed metal guards front and rear. Metal dust shield between frame and running board.

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

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

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

DUST PAN—Metal dust pan under all working parts.

BODY—Cast aluminum, side entrances, removable tonneau, platform type. Divided front seats. Carrying capacity, seven passengers (five carried in tonneau.)

BODY FINISH—Coach carmine, black stripes.

GEAR FINISH—Coach carmine, black stripes.

UPHOLSTERING—Luxuriously upholstered in bright or dull black leather. Special spring mattress cushions.

STEERING SYSTEM—Hand wheel, inclined post, double screw and nut. Non-reversible chuck. Ball joint connections to double connecting rods front and rear of forged steering knuckles.

COOLING SYSTEM—Cylindrical cooler, vertical tubes. Ball bearing fan attached to engine base. Circulation by direct driven gear pump.

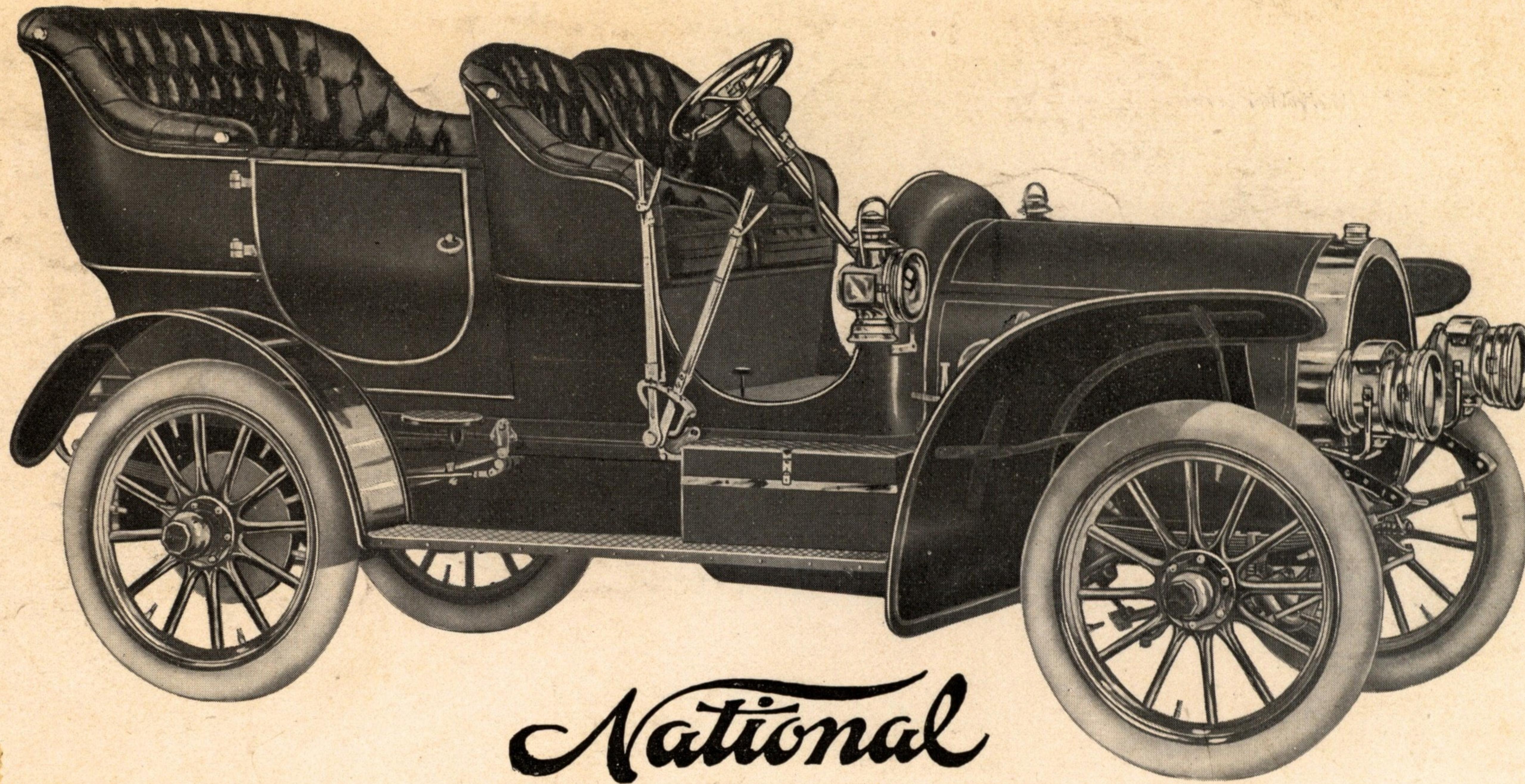
CONTROL—Single lever at driver's right controls all speeds. Three forward and reverse.

SPRINGS—Half elliptic, 44-inch front, under frame; 56-inch rear, outside of frame.

TOOL BOXES—Under tonneau seat and metal box on running board.

EQUIPMENT—Two 9-inch Rushmore searchlights, with generator; Ham's "Cold Blast" side and tail lamps. Storm aprons, horn and tools.

PRICE—\$5,000.00, F. O. B. Indianapolis.



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4 CYLINDER—MODEL F—40 H. P.

MOTOR—40 H. P. four cylinder, vertical, individually mounted on sub-frame; 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 progressive type. Three speeds forward and one reverse. Direct on high. Self-contained, annular type ball bearings on main and counter shafts. 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—Six feed mechanical oiler to engine, clutch, 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—17 gallons.

WATER CAPACITY—6 gallons.

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

TIRES—34 x 4 Diamond or G. & J.

BRAKES—Two systems. Four internal expanding metal to metal hub brakes. Hand lever applies one set. Foot push pedal applies second set.

GUARDS—Plowshare front. Rear conforms to shape of wheel. Metal dust shields between frame and running-boards.

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 a driver, wheels turn upon double annular type ball bearings, on hollow axle which carries all weight.

DUST PAN—Metal dust pan under all working parts.

BODY—Cast aluminum. Side entrances, removable tonneau, platform type, divided front seats. Carrying capacity five passengers.

BODY FINISH—Coach carmine, black stripes.

GEAR FINISH—Coach carmine, black stripes.

UPHOLSTERING—Luxuriously upholstered in bright or dull black leather. Special spring mattress cushions.

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

COOLING SYSTEM—Cylindrical cooler, vertical tubes. Ball bearing fan, circulation by direct driven gear pump.

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

SPRINGS—Half-elliptic, 40 inch front, under frame, 50 inch rear, outside of frame.

TOOL BOXES—Under tonneau seat, and metal box on runningboard.

EQUIPMENT—Two front gas lamps with generator, two side oil lamps, one oil tail lamp. Storm aprons, horn and tools.

PRICE—\$3000.00, F. O. B. Indianapolis.

The *National* still holds the 24 Hour World's Record of 1094 3-16 miles, for stripped stock cars, and also numerous other long distance records made in November, 1905.

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