

# National



NATIONAL FORTY

## \$2,500—A High-Powered Car of Class—\$2,500

**T**HIS latest production of the famous National plant is not a "good enough" car made to sell at a popular price. Nothing approaching such value has ever before been offered. The first two cars of this model turned out—stock cars in every particular—were put into the Indianapolis Motor Speedway races. Their record stands on the opposite page. Fresh from the factory, with little opportunity for "limbering up," the "Forties" driven by Merz and Kincaid did better than a mile a minute in the dust and confusion of big fields on a circular track.

Evidently the Forty is a fit standard bearer of National prestige. The National "Forty" offered the trade this year is the fastest, the most powerful and most capable car that has ever been offered at anything under \$4,000 heretofore.

The Famous National Six Cylinder Models are continued for 1910 without other change than minor refinements.

National "Fifty," Six Cylinders, 4 1-2 x 4 3-4, \$4,200  
 National "Sixty," Six Cylinders, 5 x 5, \$5,000

Type of body—Touring, Toy Tonneau or Roadster—optional on all National Cars.

**FISHER AUTOMOBILE CO.**  
 Distributors

### Specifications

**Motor**—Four-cylinder, 5 1/2 x 11-16 inches vertical, cast in pairs, mounted on main frame, mechanical valves, exhaust and admission on opposite sides and interchangeable. Two separate sets of spark plugs. Tapered nipples used on intake, exhaust and water pipes in place of packing. Extra long Parson's white bronze bearings. 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**—122 inches.

**Drive**—Bevel gear. Through propeller shaft and flexible joint to rear axle of improved design.

**Oiling**—Crank case, constant level force feed oiler, oiling all working parts of motor.

**Ignition**—Two separate complete systems. One a gear-driven, high-tension Bosch magneto. The other a storage battery, single coil and distributor. Each system has a separate set of spark plugs.

**Tires**—36x4, Diamond, G. & J., or Michelin. 36x4 1/2, or 34x4 1/2 wheels and tires optional at extra cost.

**Gasoline Capacity**—Seventeen gallons.

**Brakes**—Two systems. Two internal expanding metal to metal hub brakes and two hand brakes on outside of rear wheel drums. Hand lever applies one set. Foot push pedal applies the second set.

**Frame**—Pressed steel, 3/4-inch channel, section firmly riveted and braced and curved up over rear axle. No sub-frame.

**Front Axle**—I-beam steel forging.

**Rear Axle**—Compound construction, inner axle used only as a driver; wheels turn upon double bearings on hollow axle which carries all weight.

**Body**—Straight line, side entrances. Divided front seats. Carrying capacity, five passengers.

**Steering System**—18-inch hand wheel, inclined post. Worm and rear, non-reversible chuck. Ball joint connection to steering knuckle.

**Cooling System**—Special straight line cooler, ball-bearing fan attached to engine base. Circulation by centrifugal pump.

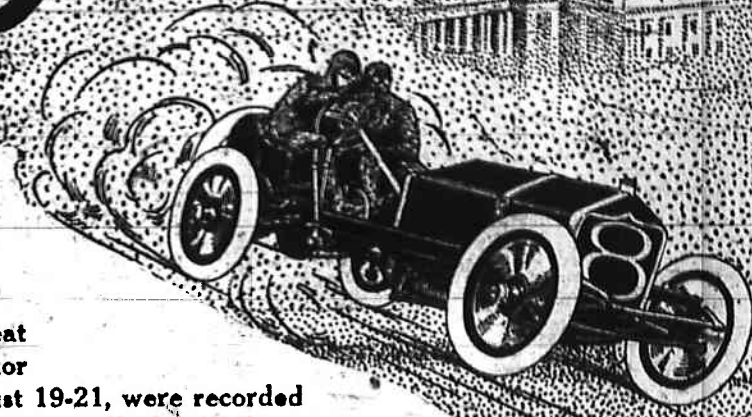
**Control**—Single lever at driver's right controls all speeds. Three forward and one reverse.

**Springs**—Half-elliptic, 46-inch front, under frame, 46-inch rear, 3-scroll elliptic.

**Price, \$2,500**

**NATIONAL MOTOR VEHICLE CO.**  
 Manufacturers—A. M. C. M. A.

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In the Three-Days Meet Opening the Great Indianapolis Motor Speedway, August 19-21, were recorded the following

## Victories for National Cars

The best-known racing cars and the most famous drivers of the world were on the new circular track and made the competition the hottest ever known. No one make of cars has ever made such a handsome clean-up as did the National with its "Forty" and "Sixty."

August 19th.

Ten Miles Free-for-All Handicap:  
National Sixty, 3d; Jno. Aitken; Time, 8:36.2.  
250 Miles Prest-O-Lite Trophy:  
National Forty, 3d; C. C. Merz; Time, 4:57:07.1.  
National Forty, 4th; Thos. Kincaid.

August 20th.

Ten Miles Stripped Chassis, 301 to 450 Cu. In.:  
National Forty, 1st; C. C. Merz; Time, 9:16.3.  
First five miles in 4:48.5; second five in 4:28.1—53.3 seconds to the mile.  
Ten Miles W. & S. Trophy Competitors:  
National Sixty, 1st; Jno. Aitken; Time, 9:26.8.  
National Forty, 4th; Thos. Kincaid.  
Ran the race on a flat tire and made five miles in 4:48.1.

Ten Miles Free-for-All:  
National Sixty, 2d; Jno. Aitken; Time, 8:32.6.  
First five miles, standing start, in 4:21.1. The second five miles, flying start, in 4:11.5, or 50.3 seconds to the mile. One mile timed in :46.8-5.  
Five Miles Free-for-All Handicap:  
National Sixty, 1st; Jno. Aitken; Time, 4:25.  
(World's Record Standing Start):  
National Forty, 2d; C. C. Merz; Time, 4:55.

August 21st.

Fifteen Miles Free-for-All Handicap:  
National Forty, 1st; Thos. Kincaid; Time, 13:23.5.  
Three Hundred Miles, Wheeler & Shebler Trophy (Unfinished):  
National Sixty, John Aitken, made 25 miles in 21:27.6.  
And the  
World's Record for 50 Miles; Time, 44:21.2  
World's Record for 75 Miles; Time, 1:09:34.6  
World's Record for 100 Miles; Time, 1:31:41.9

The National "Forty" cars driven by Merz and Kincaid are the first stock cars built by the National Factory for 1910. There are 500 more, precisely like them in every particular design, workmanship and materials, coming through the 1910, to sell at the remarkable list of \$2,500. We are making the allotments right now! Get in early if you want to handle them.

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Distributors

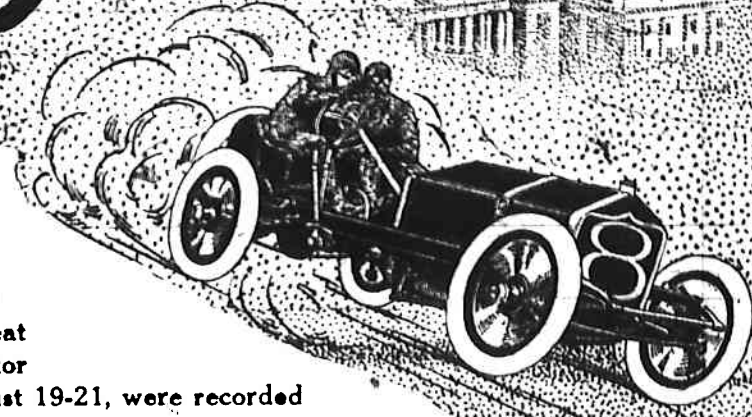
**NATIONAL MOTOR VEHICLE CO.**  
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NEW YORK, Sept. 1.—Nearly forty cars took part in the competition at Long Beach, the most successful of the season.  
Spectators who were present and 3 will see more of the country events over the Motor Speedway. The sweepstakes event started two dozen specially built cars for the one-mile straight start Sept. 7, and after the carnival on Wednesday the official numbers of the cars that are various events are:  
Heavy car races: Chassis of 461.1 inches piston weight 2,400 pounds laps around a 10.5 mile track.  
1. Alco, Harry F. Stoneker; 5. Knox, Fred. Bolner; 7. Apperson, Herbert; not named; 10. Inot Allen-Kingman; 11. Bulck, Lewis; 15. Bulck; 17. Plat, G. H. de Vries.  
Light car sweeps: Sept. 4. Class 2. Trophy, open to stock chassis of 1 cubic inches piston weight 1,800 pounds. 10. Columbus Atlas, driver not named; 44. Chalmers Knipper; 46. Chalmers Knipper; 48. Bulck; Arthur Chevrolet.  
SOUNDS HORRIBLE

International Fire Goes on GRAND RAPIDS, of horse-drawn fire in the annual convention Fire Chiefs' Association active heads of departments of the United States, representing small fire departments by their fire chiefs on. That the record in favor of the fire fighters of individual talks that the horse-drawn equipment of the dark ages. Among the districts was Clarence F. Fire department in he had come equipped automobile apparatus and that his department with such about a mine who was putting his attention for each horse man that aside from the being modern was an economy in horse flesh and feet of fire automobiles. Mr. Samuelson was the demonstration of the invention of automobiles visit the home planning such before expects to place his fire chiefs from try stated they were adoption of the equipment, and one that a machine could be stepped in galloping horses hour.  
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**SOUNDS HORSE**  
International Fire Goes on Grand Rapid, of horse-drawn fire in the annual convention of the Fire Chiefs' Association active heads of departments of the United States are represented by small. The only one by their fire chiefs is Chicago. That the convention record in favor of the horse-drawn apparatus can thus be the first fighters of individual talks that the horse-drawn apparatus of the dark ages. Among the distinguished was Clarence P. P. fire department in he had come equipped automobile apparatus and that his department with such about a mine who was putting his called attention for each horse man that aside from the tube being modern was an economy in horse flesh and feed of fire automobiles. Mr. Samuelson was the demonstration convention of automobile visit the home planning such before reports to place his. Fire chiefs from try stated they were adoption of the automobile, and one bro that a machine could be stopped by galloping horses in an hour. The convention standpoint of the much bigger thing makers of automobile