

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

THIS 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 particularwere 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.

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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

Type of body-Touring, Toy Tonneau or Roadster-optional

FISHER AUTOMOBILE CO. Distributers

Specifications

Motor—Four-cylinder, 5x5 11-16 inches vertical, cast in pairs, mounted on main frame, mechanical valvos, exhaust and admission on opposite sides and interchange-able. Two separate soit of spark plugs. Tepered nipples used on intake, exhaust and water pipes in place of packling. Extra long Parson's white bronze bearings. Geardriven distributor. Divided aluminum crank case. Interchangeable parts.

"Unterla-Biolomentained, aluminum, cone, leather faced, proceeding of the contained and content of the 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.

Olling—Crank case, constant level force feed oller, oil ing all working parts of motor.

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

Tires—25x4. Diamond, G. & J., or Michelin. 58x4%. Or 34x4% wheels and tires options at extra cast.

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 positi applies the second set.

Frame—Pressed steel. 4½-inch channel, section firmly riveted and braced and curved up over rear axis. No news axis—to spand the order land set of spanding controls all seasons. Carrying capacity, five passengers.

Steering System—13-inch hand wheel, inclined post-worm and rear non-reversible chuck. Ball joint connection to steering knucke.

Cooling System—Speals straight line cooler, ball-bearings on hollow axis which carries all weight.

Spring—Half-elliptio, 6-inch front, under frame, 45-inch rear, 4-seroll elliptic.

Price, \$2,500

NATIONAL MOTOR VEHICLE CO. Manufacturers - A. M. C. M. A.

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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."

Ten Miles Free for All Handicap: National Sixty, 3d; Jno. Altken; 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. Kincald.

August 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 53 8-5 seconds to the mile.

Ten Miles W. & S. Trophy Competitors: National Sixty, 1st; Jno. Aitken; Time, 9:26.6.
National Forty, 4th; Thos. Kincald. Ran the race on a flat tire and made five miles in

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. Altken; Time, 4:25.

(World's Record Standing Start) National Forty, 2d; C. C. Merz) Time, 4:85.

August 21st. Fifteen Miles Free-for-All Handicap; National Forty, 1st; Thos. Kincald; Time, 13:23.5.

Three Hundred Miles, Wheeler & Shebler Trophy (Unfinished):

National Sixty, John Altken, made 25 miles in

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

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NEW YORK, Se arly forty care mpetition at Lo

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Knipper; 46 Ch Matson; 46 Bulck, Arthur Chevrolet.

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18 Butck. Lowis strains; 1 Flat, chault, H. A. de Va Light car sweep, Sept. 6. Class 2, Trophy, opan to at licituding 350 cub mjent; minimum tance 20 laps, \$12 tcolt, L. B. Lorit Hert Dingley; 24
25 Know, Fred Bel named; 27 Bulck, Robert Burman; 2 Class 3 for the Y-stock chasses of

Class 3 for the Yes (cock chasses of cubic inches plato; weight 1,800 poun miles. So Columb Atlas, driver not Davis or James 1 Strang; 84 Buick, Class for the Mor to stock chasses of the Mor to stoc weight 1,500 point miles. 40 Chalmei named; 41 Maxwel William Sickinger named; 44 Chalm named: 44 Chalin Knipper; 45 Cha Matson; 46 Buick, Arthur Chevrolet.

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cooling system op the straight line-cooler, ball-bear, the Interface of the straight line cooler, ball-bear, circulation by centrifugal pump.
Control.—Single lever at driver's right controls all speeds. Three forward and one reverse.
Springs—Half-ciliplio, 40-inch front, under frame, 45-inch rear, %-scroll elliptic.

Price, \$2,500

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