



## \$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, 48-inch front, under frame, 48-inch rear, 5-scroll elliptic.

**Price, \$2,500**

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

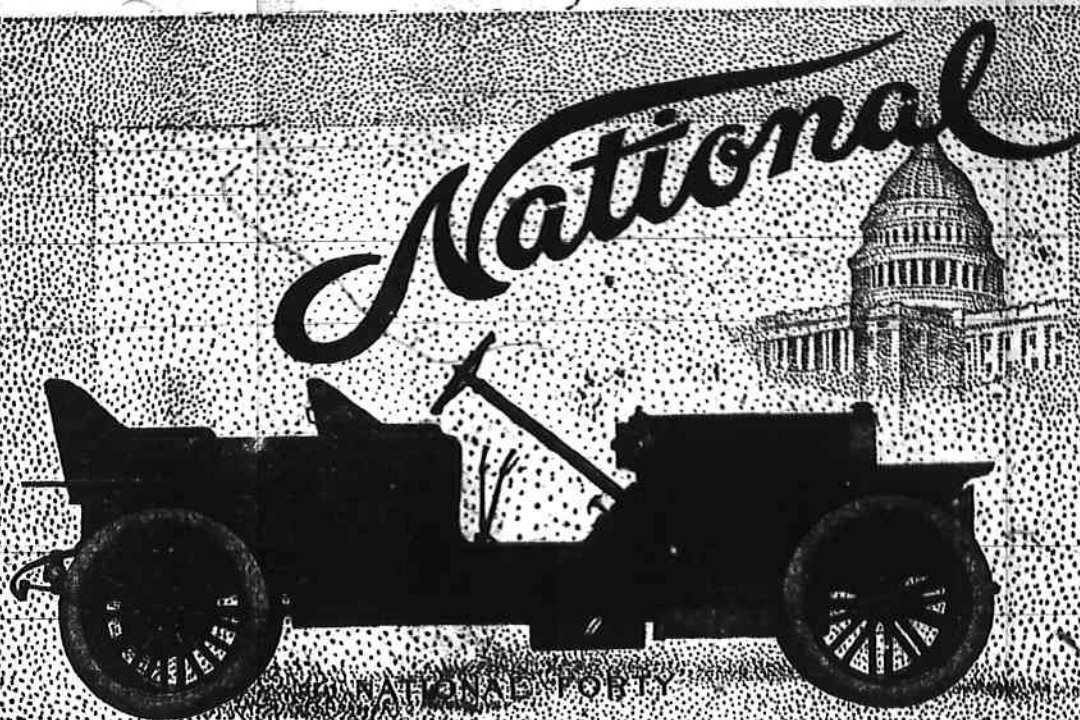
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