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# National Officer Talks on Needs of Modern Automobile Racing Machines

The National "Forty" made its first appearance in Indianapolis at the Motor Speedway races. The first two of the Forty" cars turned out by the factory for 1910 were driven by Merz and Kincaid, under whose skillful handling they won a number of races and showed better than a mile a minute.

One of the National officers gives a review of victories of National stock cars in the racing season of 1909, and in his introductory remarks gives a strong hint to the A. A. on what may properly constitute a stock car—a much-discussed question since one of the big manufacturers has been generally accused of building twenty-five special racing cars in order to come in under the rules and call them stock cars, though none of them has ever been offered for sale. He says:

### Reviews Racing Game.

"In announcing the 1910 line, we have thought fit to give the records made by National cars in the racing season just closing. The National does not build racing cars. In no case has it entered a car that was not for sale at the list price of the particular model entered. tional does not maintain a racing team. In every one of the records shown both driver and mechanician were lads enrployed regularly as testers or mechanics in the National factory.

"Why enter races at all? Every automobile - engineer, every manufacturer, every man who has studied automobile construction knows that the car that will stand up under the terrific strain of top speed for mile after mile in the hot competition of a race must be correctly designed; must be built of the finest materials obtainable and must have the most accurate and skillful workmanship. other demonstration of motor car value will or can serve the same purpose.

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The National has entered its stock cars in a few of the leading events of the season just closing, and has scored a of number of notable victories, involving the

ide smashing of not a few records.

anything like the National's percentage of victories out of numbers of cars and races entered, not even excepting two or three foreign and American concerns that have done their work with special racing cars driven by professional racing drivers.

To our mind the winning of a race proves nothing concerning a factory product, unless it is done with a stock car, which differs in no particular of material and workmanship from those regulary on sale. And there can be no other justifiable purpose in racing than to demonstrate the quality of a factory's prod-

The first events entered in the 1909 season were the Ft. George hill climb In the event for six-cylinder cars selling at \$4,000 or over, the National took first in a large field, making the distance of 1,900 feet at 11 perocent grade in 84 2-5 seconds.

Maces at Lexington. On Aug. 9, at Lexington, the National won the one mile against the track rece ord of 58 4-5 seconds in 58 8-5 seconds. In the five-mile amateur race the smaller Nationals took first and third in 5:25 and 6:07. In the ten-mile handicap they took Arst and second in 10:03 and 10:55. fifty-mile free-for-all was won right handily by the National "Sixty" in 53:28 2-5. Its fastest mile while in this race was 57-8-5 seconds.

At Pennsylvania's great classic up the "Giant's Despair" course, 1 1-16 miles, with grade varying from 12 to 22 per cent and some dangerous turns, the Nationals featured.

In the event for six-cylinder steck cars. selling at \$3,000 or over, first place went to the National in 1:48. In the event for gasoline stock cars, selling from \$2,000 to \$3,000, the National, Model 35, made the climb in 2:11.1-5.

## At Speedway on Thursday.

In the ten-mile Free-for-all Handicap the National "Sixty" started from the back row, when it had the Knox, Stearns, Lozier and a few others for company, with a couple of rows of Appersons, Jack-sons, Marmons, Buicks, etc., in front of it. It plowed through the bunch and went after the leaders who had 1:25 the best of the start. Aitken, driving a fast-gaining race, came in third, having made the ten miles in 8:85.2. In the long race of the day, the grind

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Friday was not unlucky. Merz led off the winning by capturing the ten miles for stripped chassis up to 450 cubic inches piston displacement in 9:16:5 from standing start, showing an average of 55 3-5 seconds, making the first half in 4:48:2

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The last race of the day, a five-mile handicap, proved sensational. Aiken in his National "Sixty" started from scratch and won by a hair-line finish from Merz in his National "Forty." Both were timed at 4:25 flat, a world's record with standing start.

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In the last race of the day, the 300-miles race for the Wheeler-Schebler cup, which was stopped after 235 miles had been run, Aitken in his National Sixty went out after the 100 miles record and burned it up. He covered the first twenty-five miles in 21:27.6, and then made the following world's records:



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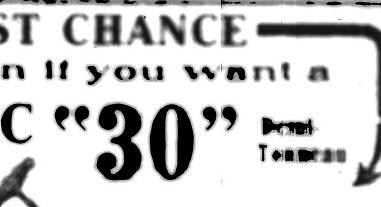
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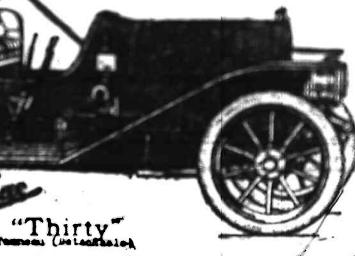
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Fifty miles, 44:21.2; seventy-five miles, 1:09:34:6; 100 miles, 1:31:41:9.