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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. 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. The National does not maintain a racing team. In every one of the records shown both driver and mechanic were lads employed 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. No other demonstration of motor car value will or can serve the same purpose.

"There is a certain element of luck in racing, of course, but in the long run it may be assumed that a factory whose stock cars win time after time in not only short dashes but in long races is putting up a good car and a fast car.

The National has entered its stock cars in a few of the leading events of the season just closing, and has scored a number of notable victories, involving the smashing of not a few records. We do

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's product, unless it is done with a stock car, which differs in no particular of material and workmanship from those regularly on sale. And there can be no other justifiable purpose in racing than to demonstrate the quality of a factory's product."

The first events entered in the 1909 season were the Ft. George hill climb contest. 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 1,000 feet at 11 per cent grade in 34 2-5 seconds.

### Races at Lexington.

On Aug. 9, at Lexington, the National won the one mile against the track record of 58 4-5 seconds in 58 3-5 seconds. In the five-mile amateur race the smaller Nationals took first and third in 5:15 and 6:07. In the ten-mile handicap they took first and second in 10:03 and 10:55. The 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 3-5 seconds.

At Pennsylvania's great classic up the "Giant's Despair" course, 11-16 miles, with grade varying from 12 to 22 per cent and some dangerous turns, the Nationals featured.

In the event for six-cylinder stock cars, selling at \$5,000 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, Jacksons, 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 3:25.2.

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At Pennsylvania's great classic up the "Giant's Despair" course, 11-16 miles, with grade varying from 12 to 22 per cent and some dangerous turns, the Nationals featured.

In the event for six-cylinder stock 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 2:11-5.

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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 2-5 seconds, making the first half in 4:48:2 and the second five miles in 4:28:1.

Then Aitken went in with the "Sixty" and grabbed first in the ten miles for competitors in Event S, making the four laps in 9:26:6. Kincaid in his "Forty" burst a tire just at the start of this race, but pluckily ran the ten miles on the rim and came in fourth among a big field of famous racers, making five miles on a flat tire in 4:48:1. Immediately afterward Aitken took his "Sixty" in the ten-mile free-for-all and got second, driving the ten miles in 8:31:4, defeated only by a car of 37 per cent more power, while a whole field of higher powered cars were defeated. He made his second five miles

in 4:11:5, an average of 10.2 to the mile. One of the 5 miles was made in 6:2-1 seconds.

The last race of the day, a five-mile handicap, proved sensational. Aitken in the "Sixty" started from

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**Tony**