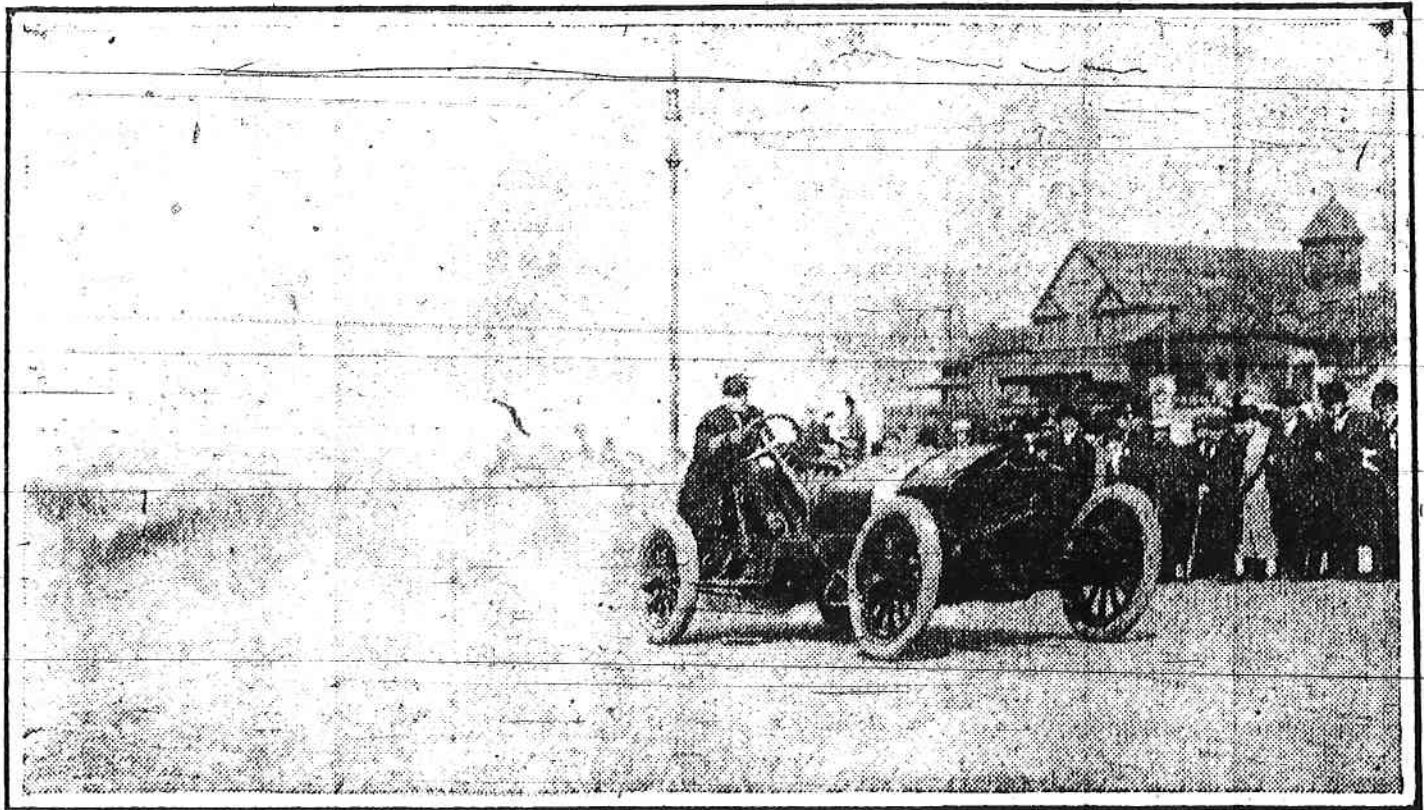


Interesting News and Gossip
About Machines and Their Owners

Drivers

Mounting Steep Ft. George Hill at New York.



The National sixty-horse-power automobile, made in this city, won cherished laurels at the New York automobile carnival by its excellent showing in climbing the Ft. George hill in the free-for-all event.

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For the woman who desires something less conspicuous than black checks there are coats of mannish mixtures and neutral-colored serges and camelhair chevrons. These coats are all cut on loose, hipless lines, with lapping side seams and fronts closing high at the neck as a protection from rain and dust.

In some of the luxurious cars that crunched along the road were women who wore over their delicate gowns stunning top coats of white serge. These coats are worn also on the piazza and in the gardens on chilly days. They are simply cut, with slender, faultless lines, and sometimes a black velvet collar is matched by large jet buttons.

This fancy for black trimmings on white garments amounts to a craze at present. Many of the white linen frocks and suits for summer wear have black satin trimmings and covered buttons, and, of course, the idea is repeated in motor raiment. A coat of white linen, in the rather coarse ramie mesh, is shown in

on in the wind and yet be something more than a cap. The ordinary sailor or mushroom hat, when tied down under a long veil, answers very well for short runs, but after the thirty-mile mark has been passed the wind, rushing under the scoop of a bent-down brim, loosens even the finest veil knots.

The small hat that tugs the hair, like the one shown in the illustration, is the only satisfactory headgear for the feminine motorist. A fascinating model of this description is made of a rough straw braid in a deep violet color and faced with silk of the same shade. A three-yard chiffon veil of pale lavender is folded across the front of the hat, the ends hanging at either side of the back, and a loose strip being allowed to fall over the brim edge to serve as a veil over the face. The

"BIG SIX" NATIONAL WINS

SURPASSES FOREIGN CARS

INDIANAPOLIS MADE AUTOMOBILE

PROVES MERITS AT NEW YORK

CARNIVAL OF HILL CLIMBING

AND STRAIGHT RACES

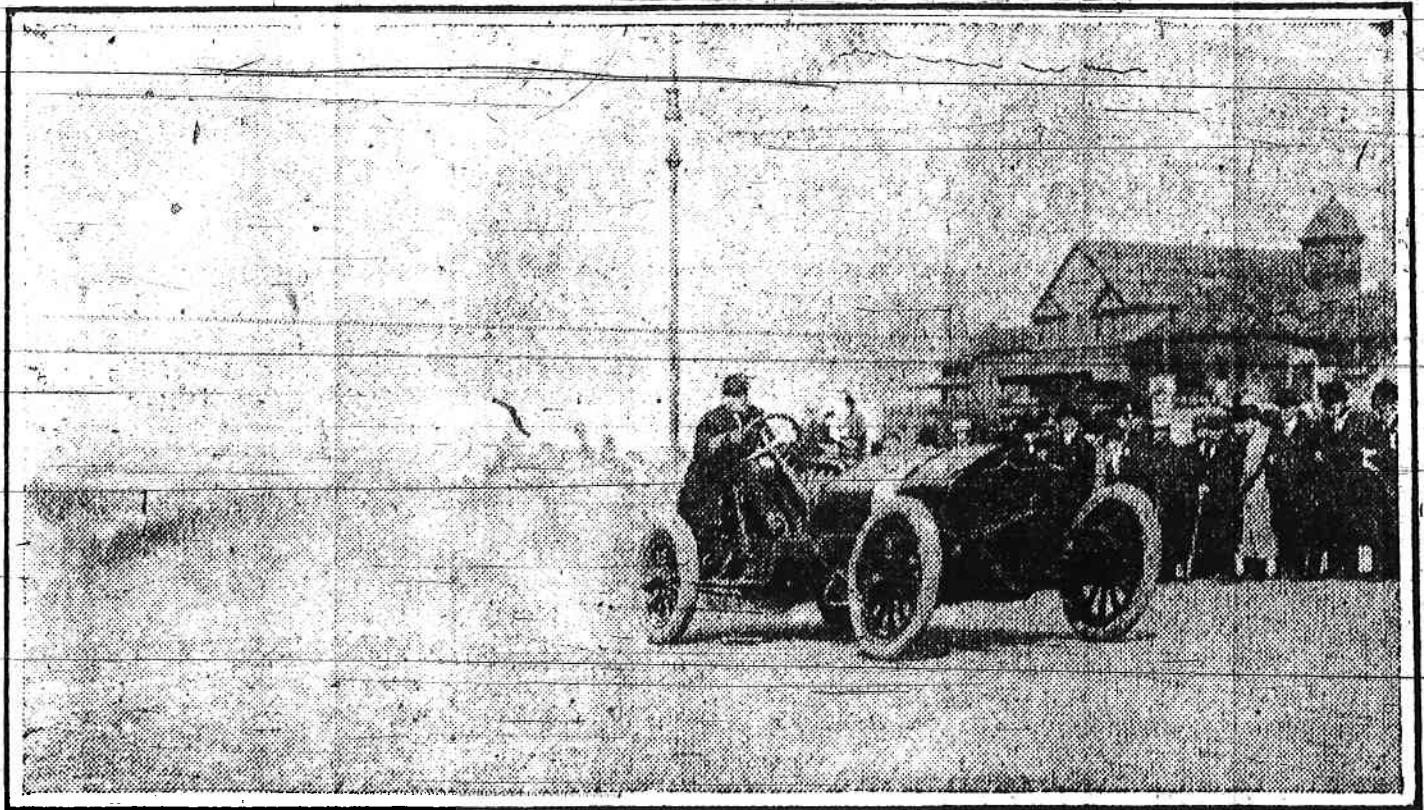
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Coal-Scuttle Bonnet a New One.

A new invention of the persevering manufacturer is the coal-scuttle bonnet. This surprising looking conceit is much fancied by Parisiennes who love startling and unusual effects. Americans do not take so kindly to the scuttle, though it is undoubtedly one of the best wind-defiers ever devised in the way of feminine motor gear. The long brim slopes steeply back from the eyes and forms a slide which gives the wind no chance to get underneath. The crown of the scuttle bonnet is of shirred chiffon over soft silk, and the long veil which always accompanies the hat may be turned over the bonnet at will and twisted securely about the throat. The scuttle bonnet comes in pretty shades or rose, tan, blue and green, and, as the chiffon veil matches the fine straw of the brim very daintily, this queer headgear has actually a certain smartness when worn with a motor coat of assured cut and style.

Mohair Now Waterproof.

Many are the contrivances for keeping comfortable in one's motor car on a rainy day, and with the arrival of each new season something better in the way of waterproof motor garb is brought forward.

Mohair is now rubberized as well as silk, and coats of both materials are shown, the rubberized silk coat being in a shepherd check pattern, with tapering sleeves to slip beneath the wrists of leather gauntlets, and a double-breasted front buttoning securely to the wearer's throat.

The mohair wrap, also rubberized, is in cape style and has a flap which buttons snugly to the neck, and slits at the side through which the arms may be passed. These slits are provided with metal snap fasteners, and when a shower comes up the motorist can pull the wrap down in her

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They "made good" handsomely on this claim in the New York Carnival races last week, where the National "Big Six," a stock machine, cleaned up everything in sight. In both the hill-climb and straightaway races, except the Benz and Panhard special racing cars, each rated at 120 horse power. The car was handled by factory drivers, not by famous racing teams, John Aitken driving in the hill-climbs and Charlie Merz in the straightaway races.

In the hill-climb at Ft. George on Monday the National "Big Six," driven by John Aitken, won the six-cylinder event, defeating the Stearns. In the free-for-all it beat all the American cars entered and the French Renault, being beaten only by the Benz and Panhard special racing cars of 120 horse power each. Among the defeated cars were the Stearns Six, Knox Giant and other special racing cars. The "Little Four" won second place in the \$4,000 class and third in the \$3,000 class.

Wins Deserved Laurels.

In the straightaway races at Jamaica on Tuesday the same National "Big Six" stock car, driven by Charlie Merz, took both the six-cylinder events, making the mile in 48.3-5 seconds and the two miles in 1:42 flat. In the free-for-alls the National was defeated by the Benz and Panhard racers, and Merz drove it the mile in 44 seconds and the two miles in 1:35.2-5, which is fairly fast time, thank you.

From the standpoint of the piston displacement and weight the speed of the National six-cylinder, 60-horse-power car, on the Ft. George hill and also in the Jamaica straightaway speed trials, proves that the National ball-bearing motor showed higher efficiency than anything else entered, foreign or American.

The "Little Four" was a fully equipped touring car and was defeated only by cars equipped as roadsters.

In the \$4,000 class for four-cylinder cars the American defeated the Haynes for both the mile and the two-mile events, there being but the two entries.

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