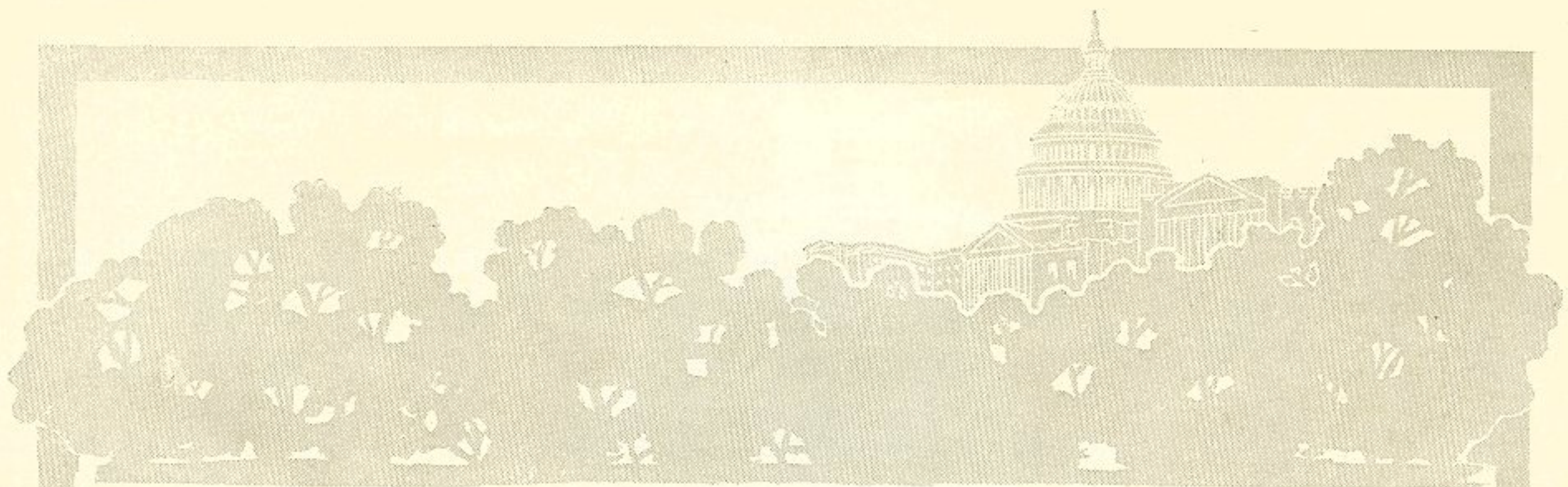




National



M O T O R C A R S



National 40

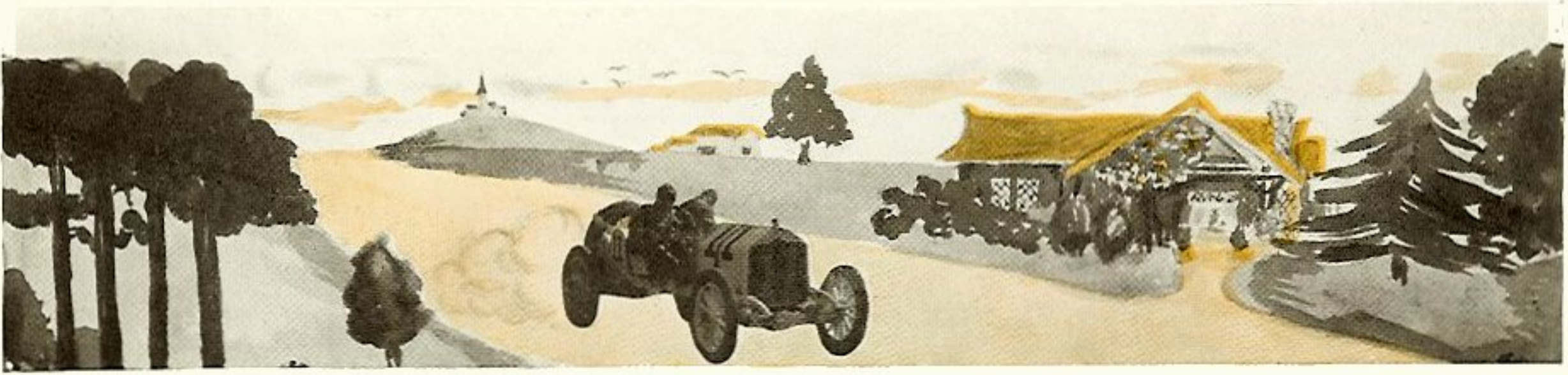
NATIONAL • MOTOR • VEHICLE • COMPANY
INDIANAPOLIS INDIANA USA

MEMBERS A. L. A. M.

KING OF THE SPEEDWAY



MONARCH OF THE ROAD



An Ideal Achieved

ALL the world and his wife now go a-motoring—occasionally in a friend's car, if not constantly in their own. Experience has trained their observation. They know the difference between a quiet-“sweet-running” motor and a noisy one. They know something about speed—that it means a heavy strain on every part of the mechanism, as well as upon the driver. They know that while almost any car is good for high speed for a short dash, it requires a real car to withstand such strains for long distances.

They know that a car capable of winning races of 200 or 300 miles or more, requiring speed of seventy miles per hour or more to win, must be a thoroughly good car with a correct proportion of weight and power, with every one of its numerous parts designed just right and made with precise accuracy, of the very best material for each particular purpose. If any feature of the design were wrong, if any of the workmanship faulty, if any of the materials were weak, rest assured that the terrific strain of such speed would search this weakness out and quickly expose it with a break-down.

In this most searching and crucial test the National 40 has “made good,” not once or twice, but right along. It has captured victory after victory, not merely with one particular machine, but with dozens of them taken haphazard from stock going through the factory. It has won not only with professional drivers in the employ of the manufacturer, but with numerous amateur drivers and private owners. Of the whole list of winning drivers pictured in this book, but six, Aitken, Kincade, Merz, Livingstone, Wilcox and Herr, have been employed by the factory.

King of the Speedway *National* Monarch of the Road

The National 40 chassis, developed through years of the most conscientious effort to improve the design, to find the materials best suited for each particular part and to obtain a standard of workmanship as nearly perfect as human skill and brains can make it, deserves all the laurels it has won on speedway, hill and road.

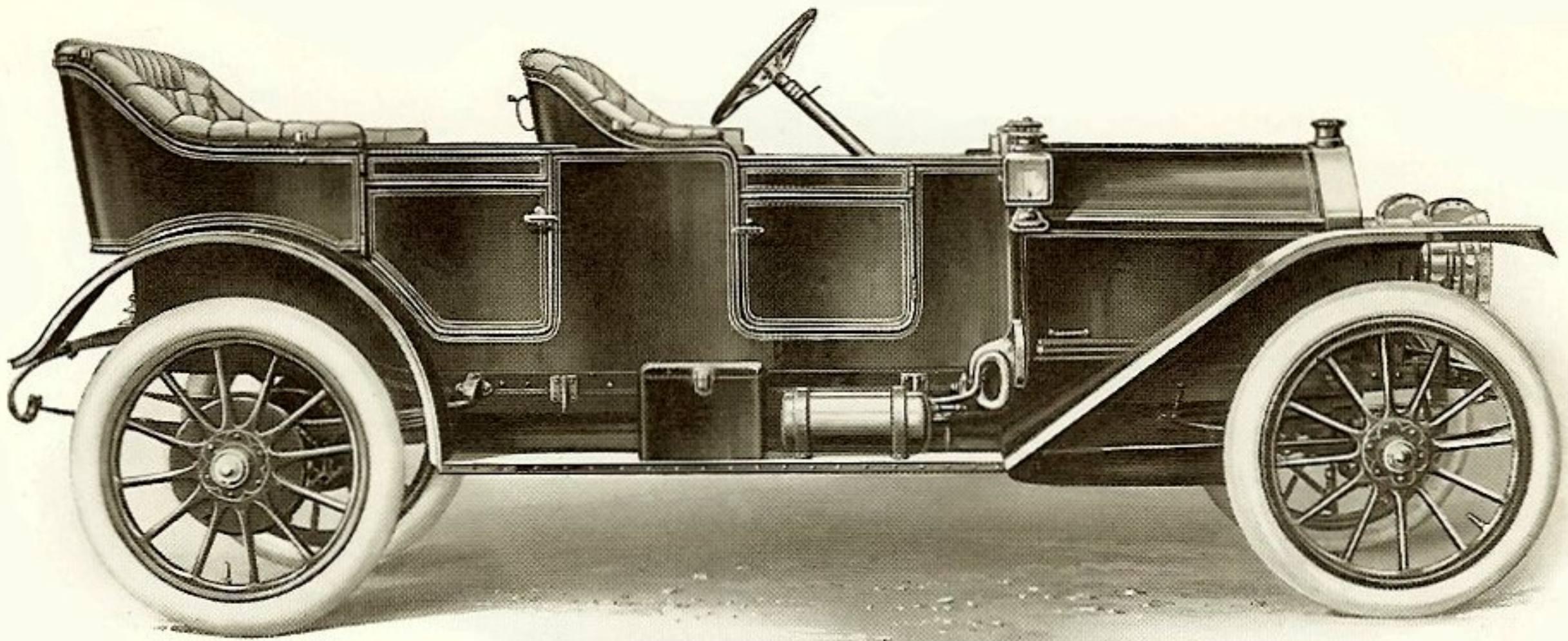
But these are not the laurels its makers prize most. Racing is but a part of the test of the car. Its resultant fame is pleasing but not nearly so important as the opportunity it gives to discover and correct every little weakness and thus improve the design and construction of the National toward the primary ideal of its makers—the all-important purpose of building the best car in the world for the use and pleasure of the owner, his family and his friends.

He will probably never want either the full speed or the full power of the National 40, but it is a comfort to know that it is there. And it is certainly a comfort to know that he has a car unsurpassed in style, in comfort, in quiet smoothness of operation, in durability or in reliability.

The laurels we prize most are the enthusiastic praises from men and women who have for years had thoroughly satisfactory service from their National cars.



King of the Speedway *National* Monarch of the Road



BIG, powerful, comfortable, fast and reliable, this is the ideal five-passenger, fore-door touring car. Its classy body is mounted on the same chassis that has won so many long races. \$2,600.

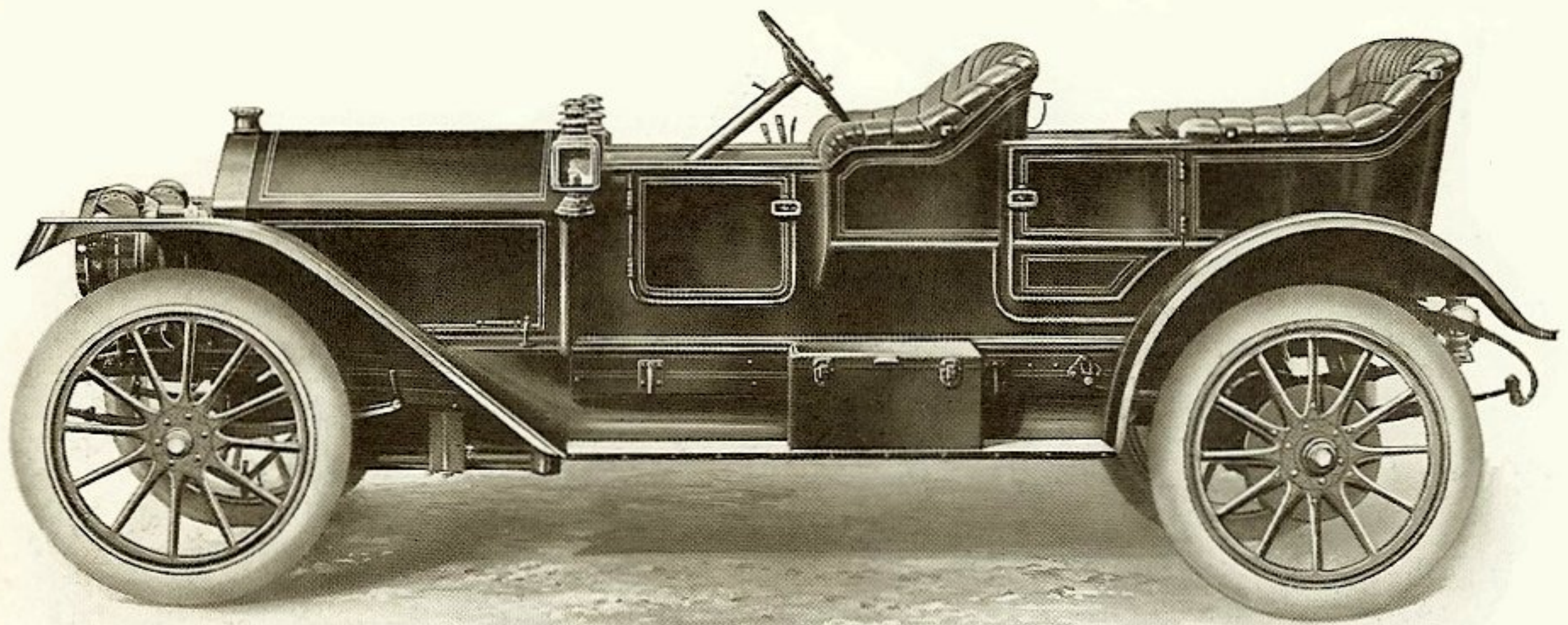


PPEEDING 200 miles through mud and rain in 182 minutes! Driving the last century in a blinding rainstorm, Johnny Aitken and Tom Kincade, alternating at the wheel of a big stock chassis National 40, won the 200-mile race for the \$10,000 Atlanta Automobile Association Trophy, the most valuable cup ever offered for a motor car competition in the world, at the Atlanta track on May 7, the last day of the three-day speed carnival which opened the Speedway racing season of 1910.

Aitken and Kincade covered the 200 miles in 182 minutes 24.07 seconds, an average of 65.79 miles per hour. This time was the more remarkable on account of the slippery condition of the track. Kincade handled the car for the first 100 miles and then gave the wheel to Aitken, who maintained the mad pace which brought home the magnificent Atlanta Automobile Association Trophy and the honors in one of the greatest long-distance races of the year.



King of the Speedway *National* Monarch of the Road



NOTHING classier in the automobile world than this four-passenger, fore-door toy tonneau, mounted on the famous National 40 chassis. \$2,600.

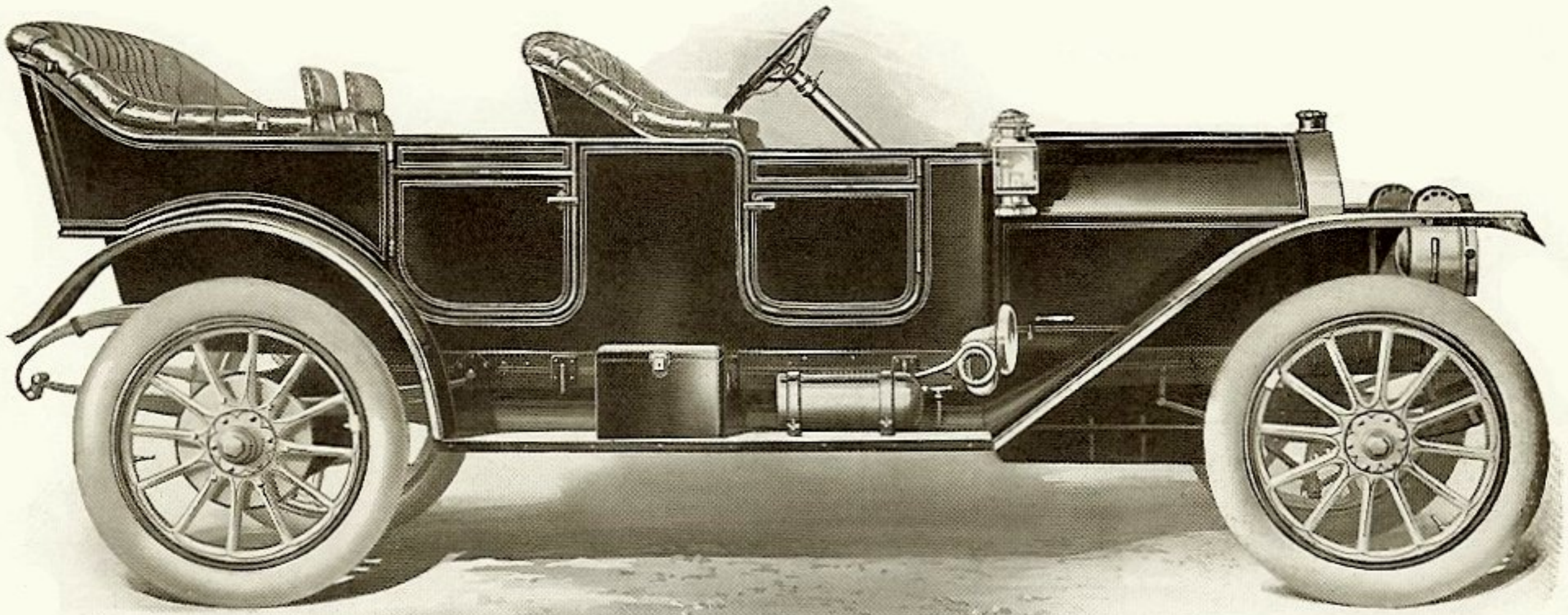


DRIVING 100 miles in 83 minutes 3.56 seconds *without a stop* Howard Wilcox captured the Remy Grand Brassard and Trophy Cup in the third race of the series for this magnificent double award at the Indianapolis Speedway, September 3, 1910. "Howdy" piloted the big blue stock chassis National in this spirited contest with masterly skill. He gained personal possession of the famous Brassard offered by the manufacturers of the Remy Magneto, and also the big trophy cup for the National factory, which nominated the victorious car. Wilcox defeated Merz in another National by a narrow margin in this brilliant dash, Merz also finishing *without a stop*.

Wilcox made his debut as racing pilot during the season of 1910, and won a number of places in shorter races upon the Speedway. He is now a regular member of the National racing squadron, and will defend the Remy Brassard and Trophy when it is again contested for.



King of the Speedway *National* Monarch of the Road



THE seven-passenger body is longer and roomier. It is mounted on the National 40 chassis, which has ample power to carry twice as big a car. \$3,000.

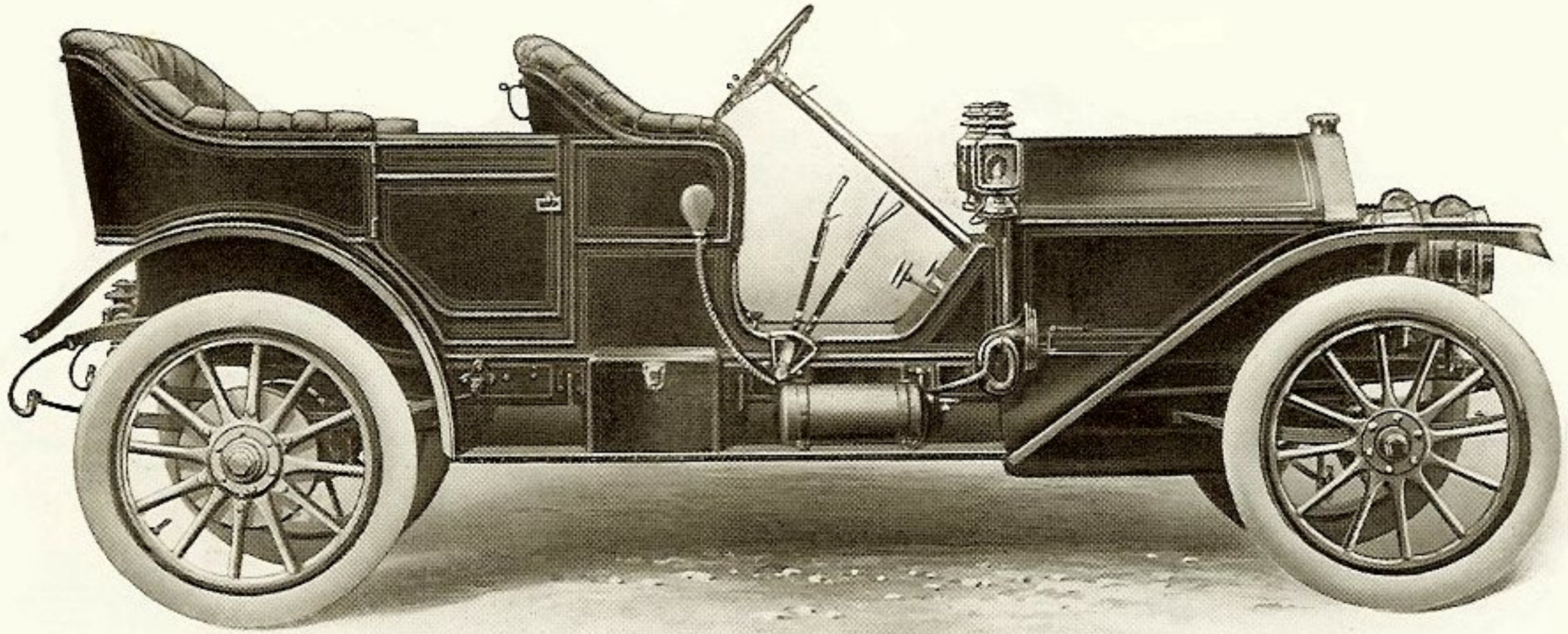


BREAKING the world's non-stop road race record, Al Livingstone piloted the big National 40 stock chassis to victory in the 203-mile struggle for the handsome Illinois Trophy in 201 minutes and 8 seconds at Elgin, Ill., August 26. He averaged 60.6 miles per hour and made the gruelling effort without a stop. The car was a privately owned National 40 which had seen long service on the Chicago streets.

On the following day Livingstone finished second in the 305-mile race for the Elgin National Trophy. He drove the same stock chassis and averaged 60.2 miles per hour. In the two days this sturdy stock car went 508 miles at better than 60 miles per hour over rough country roads, and went the route without a single iota of mechanical trouble.



King of the Speedway *National* Monarch of the Road



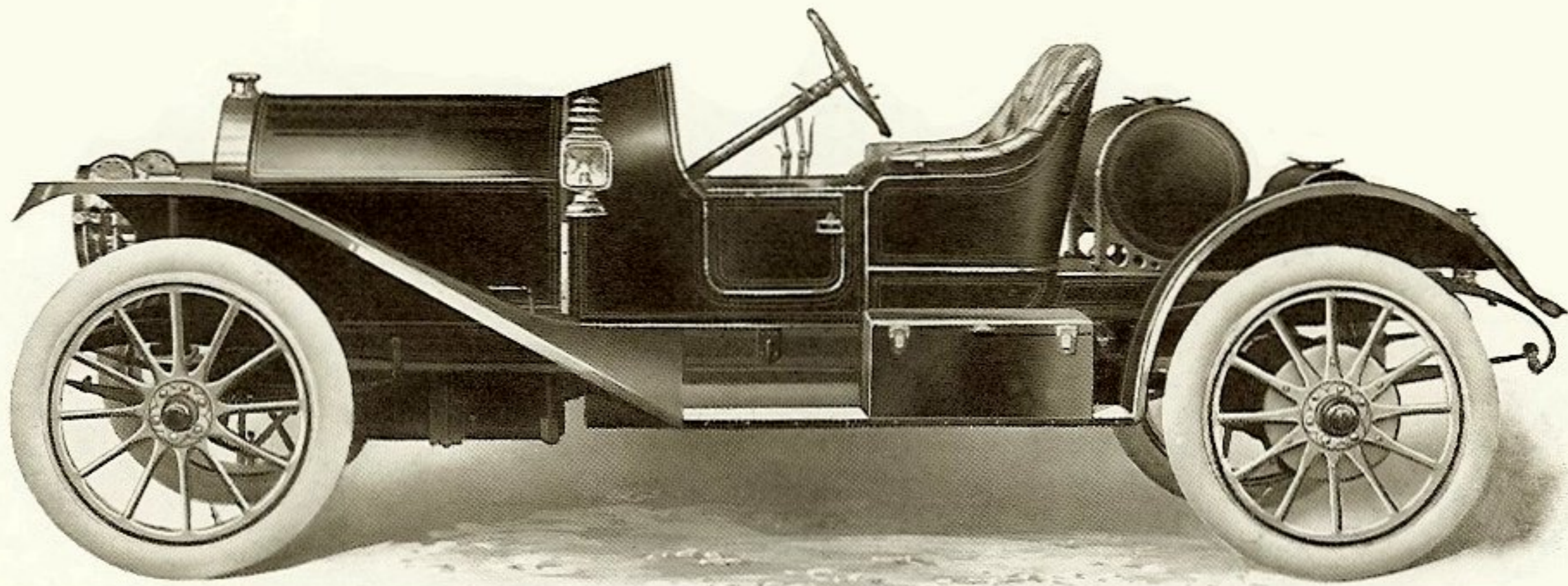
THE popular and convenient open-front type of body may be had in either the five-passenger touring car or four-passenger toy tonneau. \$2,500.



THE steady driving of the consistent National 40 cars in high speed contests and hard tours has earned Charles Merz a high place of distinction in the realm of motor car sports. Merz easily defeated cars of higher power and cost in the sprints on the Los Angeles Motordrome, January 14 and 22 of this year, with his sturdy National 40. In addition to winning many short events on the Indianapolis Speedway, the young pilot also finished second to Kincade's National in the 100-mile Prest-O-Lite Trophy race at Indianapolis in May, and was but one second behind Wilcox, also in a National 40, in the 100-mile race for the Remy Brassard and Trophy at Indianapolis in September. During the summer of 1910 he also piloted the National car to victory in the strenuous three-day St. Louis tour over muddy Missouri roads. The opening of 1911 saw him winning many victories on the Pacific coast.



King of the Speedway *National* Monarch of the Road



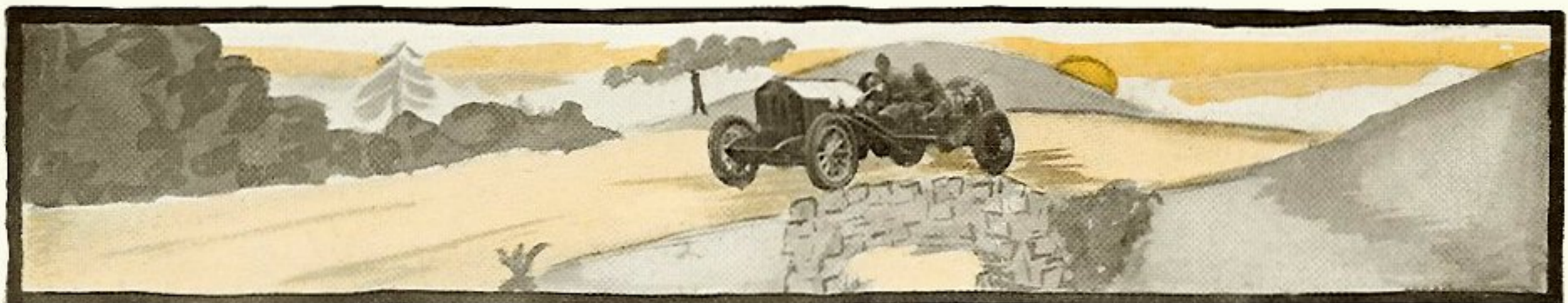
FASTER than anything you will meet on the road, carrying you hundreds of miles without a stop, it is small wonder that this car is the favorite of men who want and can have the best in motordom. \$2,500.



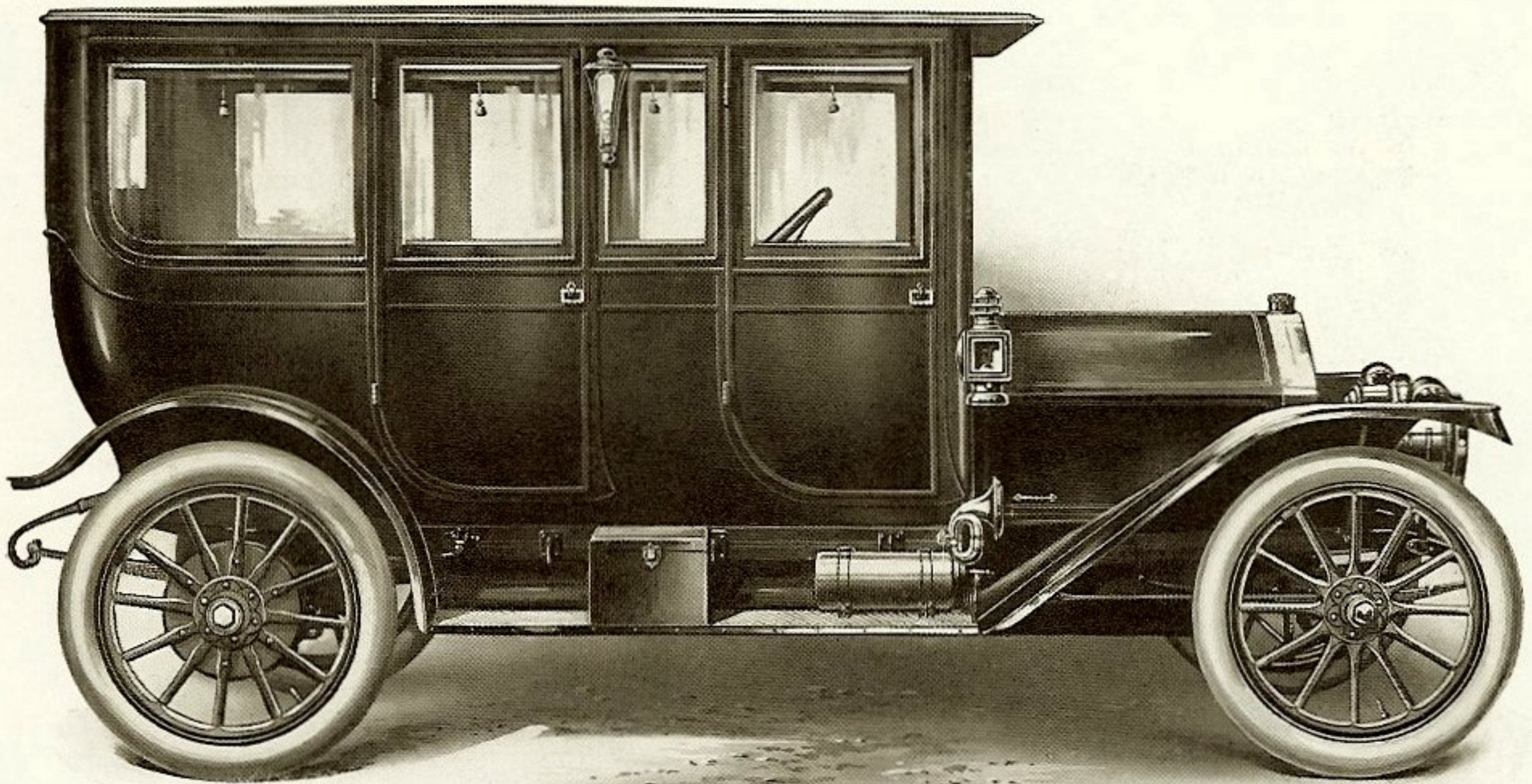
VICTOR in a score of short races during the year, Tom Kincade rose to greatest fame when he captured the 100-mile flight for the Prest-O-Lite Trophy with the stock chassis National at the Indianapolis Speedway, May 27th. He hurled the National car over the brick course in 83 minutes 43.11 seconds, an average of 71.7 miles per hour. Merz, also in a National, finished a good second. This race was limited to stock chassis in the 301-450 cubic inch class.

At Atlanta in May Kincade also earned much distinction by piloting the National 40 the first century of the 200-mile race for the Atlanta Automobile Association Trophy. He handed the car over to Aitken at the 100-mile post, and Johnny whirled away through a driving rain over the slippery track to a victory in what was one of the most sensational performances of the season.

Kincade won numerous five and ten-mile races on the two big Speedways, and also was prominent in the Wilkes-Barre Hill Climb.



King of the Speedway *National* Monarch of the Road



LUXURY is embodied in every line and movement of the National 40, seven-passenger limousine. Its appointments are as complete as it is possible to make them. \$4,000.

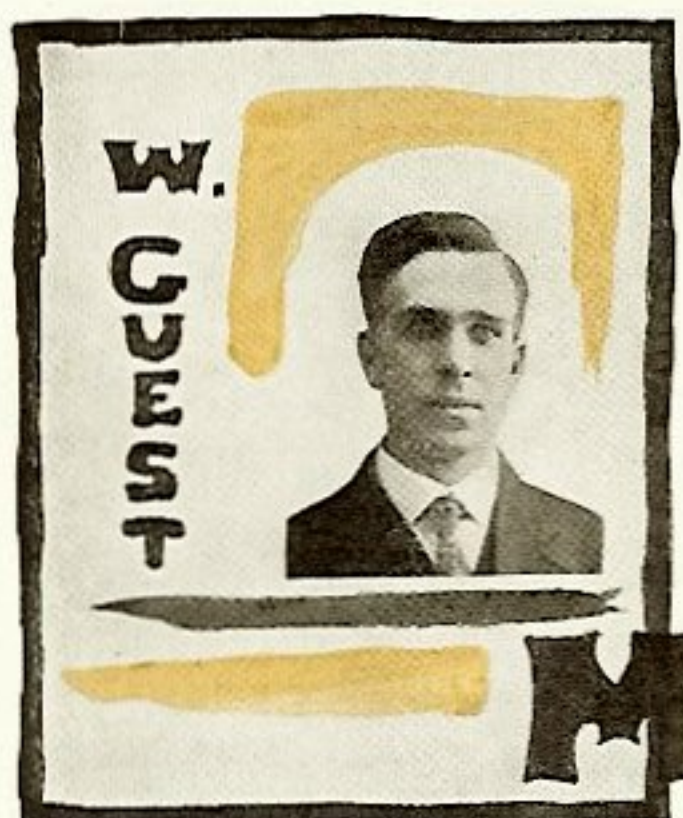
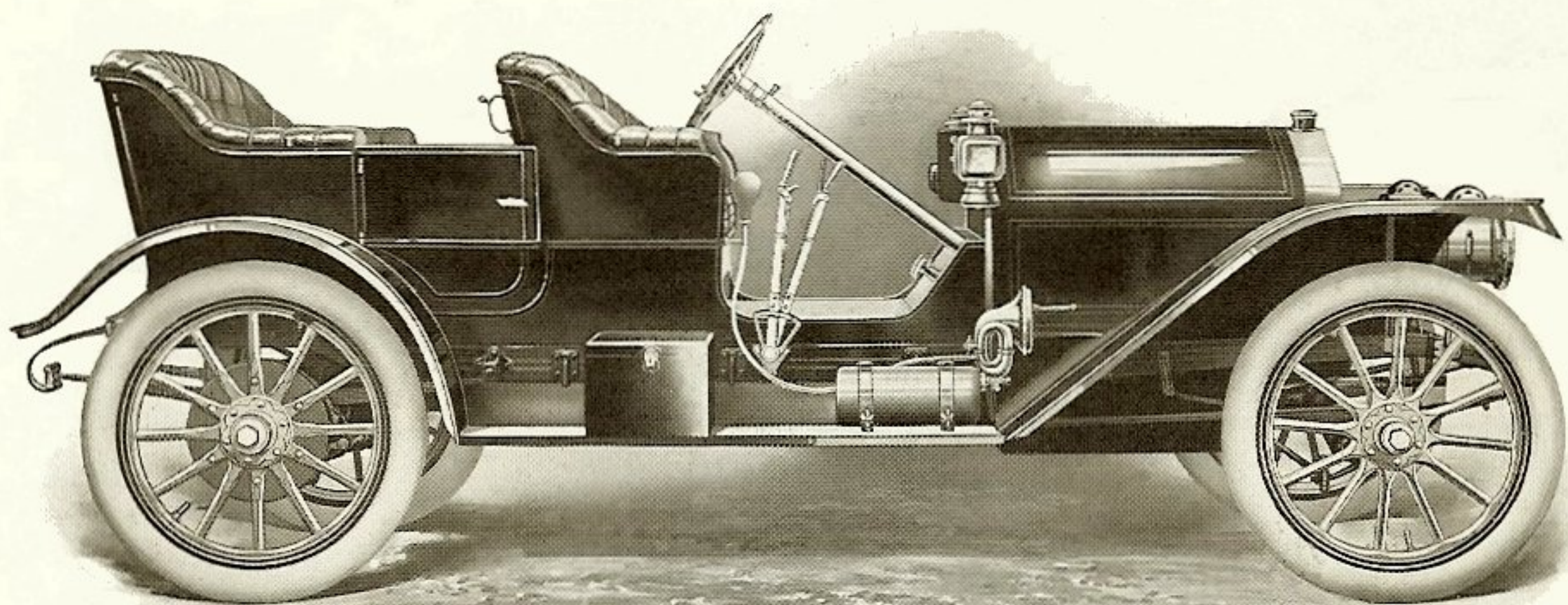


CHAMPION amateur pilot of the Indianapolis Motor Speedway, a title earned by victories in the National 40 stock chassis car which he bought for private use, Arthur Greiner, the well-known Chicago boy, climaxed a great season of successes by his clean-up at Algonquin. Greiner won five out of seven events and the all-round individual honors and trophy in this leading hill-climbing classic of the west.

He defeated all comers, including a 120-horse power special foreign racing craft, in the free-for-all. The two events which he failed to win were taken by another National, giving the powerful stock chassis from the Indianapolis factory a clean sweep in all events to which it was eligible.



King of the Speedway *National* Monarch of the Road



CARRYING four passengers in perfect comfort, the National toy tonneau has won its recognition as one of the neatest, trimmest body designs in motordom. \$2,500.

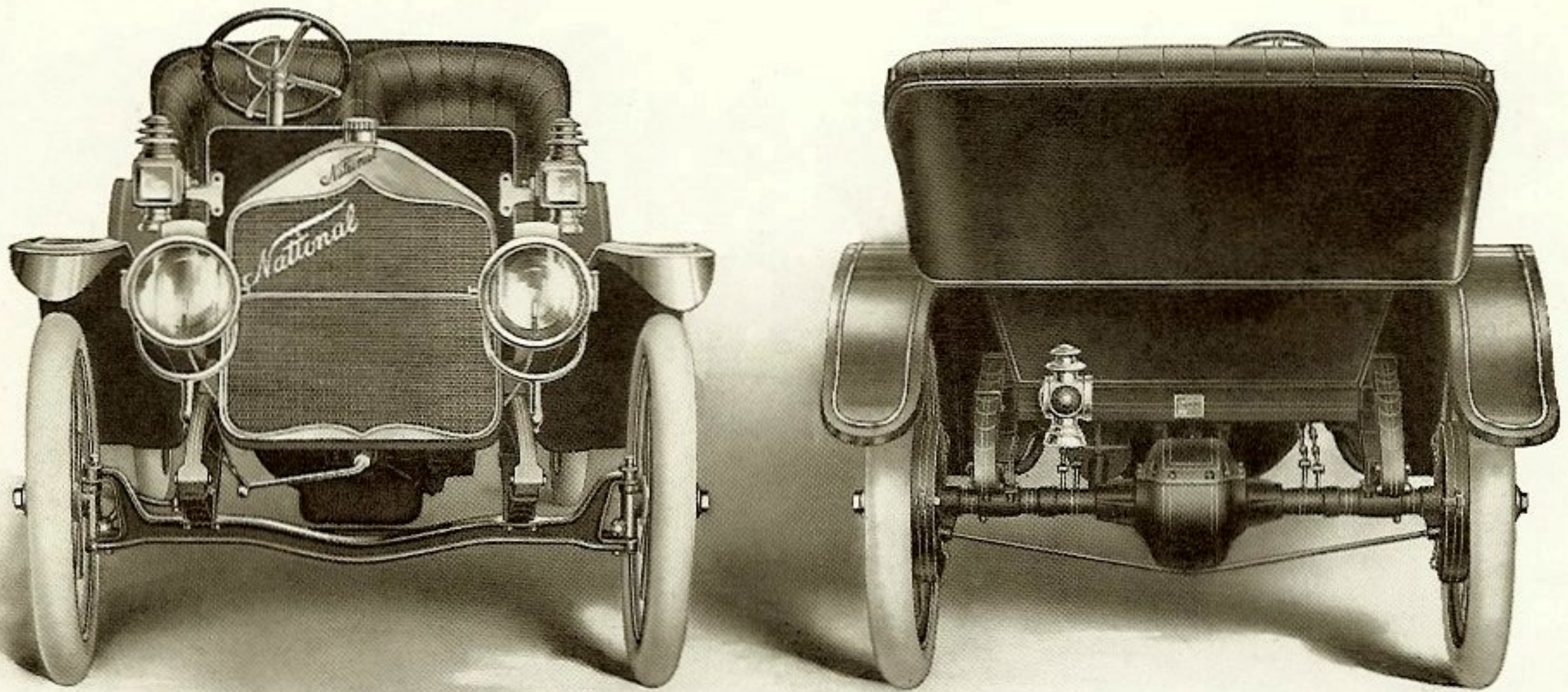


MARVELOUS work was done all through the year by amateurs in National cars. W. Guest, driving a privately owned National 40 stock car, was first in the La Riviere Hill Climb, in Manitoba on July 4. He covered the 9-10 mile course, with its three bad turns, in a shade over one minute, and won by an easy margin. In the Winnipeg (Ontario) races, in September, Guest took second in the Dunlop Trophy 25-mile races, and finished runner-up in the mile sprint.

The long list of National victories won by private owners and amateurs gives ample evidence that Nationals need no special "tuning up" for speed.



King of the Speedway *National* Monarch of the Road



Front and rear views serve to further emphasize the note of "class" predominant in every line of National design and construction.

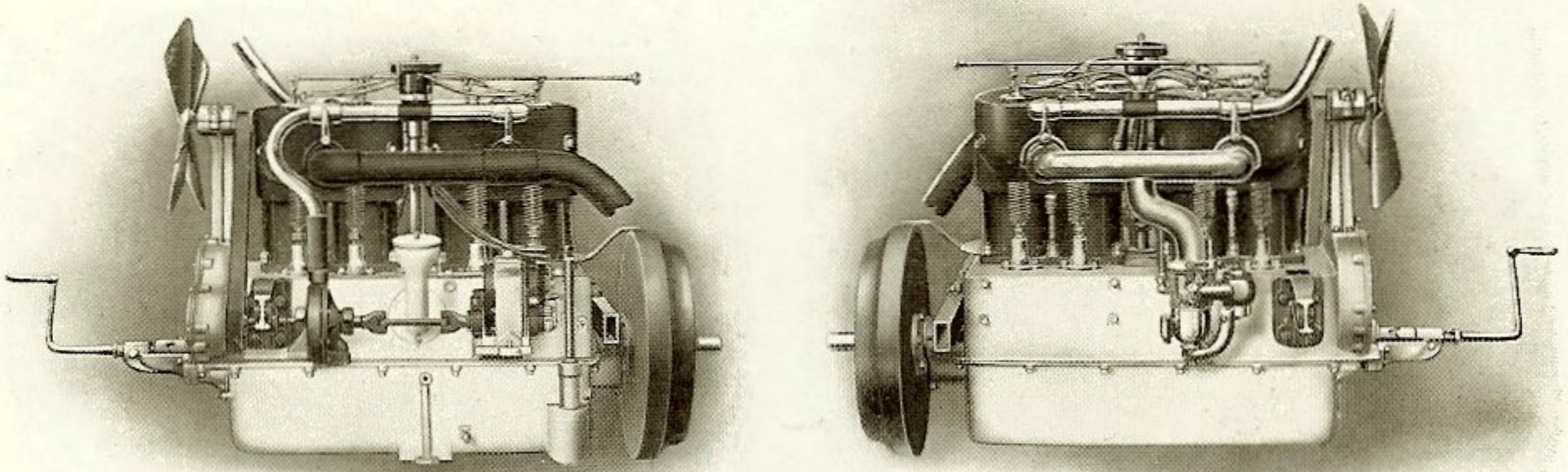


WINNING every stock chassis event in which he entered, Captain J. W. Munn earned fame for himself and his privately owned National 40 on the Galveston Beach at one of the most important meetings in Texas, August 3, 4 and 5. Captain Munn also brought the stock National home third in the 200-mile free-for-all. In the strictly stock events Munn's National was closely followed by H. F. Sundin, also in a stock chassis National.

Munn and his National 40 captured first in the 30-mile stripped 301-450 cubic inch class; first in the 20-mile 451-600 cubic inch class; first in the 10-mile 301-450 cubic inch class. In all of these races he averaged considerably better than 60 miles per hour.



King of the Speedway *National* Monarch of the Road



THE *National* motor is as famous for its clean-cut simplicity as for its marvellous power and capability under all conditions.



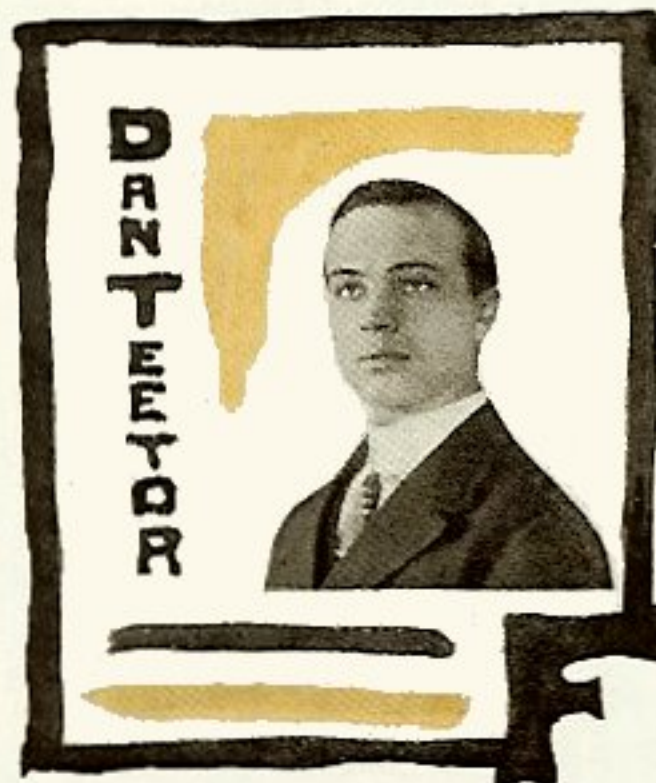
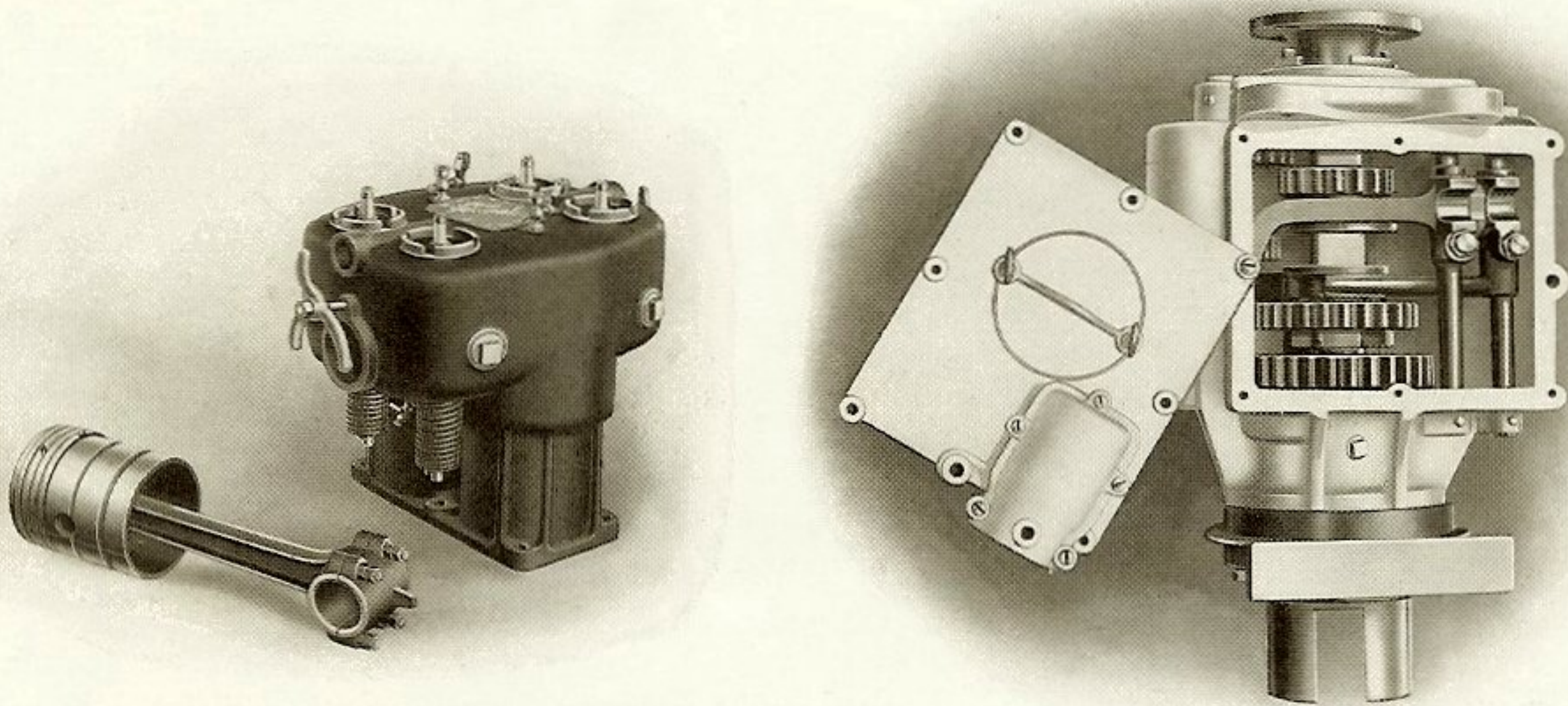
BARING Louis Disbrow, famous for his achievements at the wheels of many high-powered cars, won high honors handily at Syracuse, N. Y., and became so enthusiastic about the machine that he entered and drove a *National* in the Vanderbilt Cup race. Without the least favor from fortune, Disbrow finished fourth in the great classic a scant few seconds behind Aitken in another *National* car.

Al Merrill, by his victories at Omaha in a privately owned *National* 40, played his part as an inexperienced driver who won fame and races for the *National*. J. L. Murray, with a *National* stock car, won the mile straightaway, the feature of the Bloomington (Ill.) races on May 19. McMillan, without any previous track experience, took third honors in the 200-mile free-for-all on the Cheyenne Speedway August 23.

Numerous amateur pilots and owners without professional skill have found it easy to win with the *National* 40. It has the power the speed and the stamina to go the route—no matter how long or arduous—at savage pace without a falter.



King of the Speedway *National* Monarch of the Road

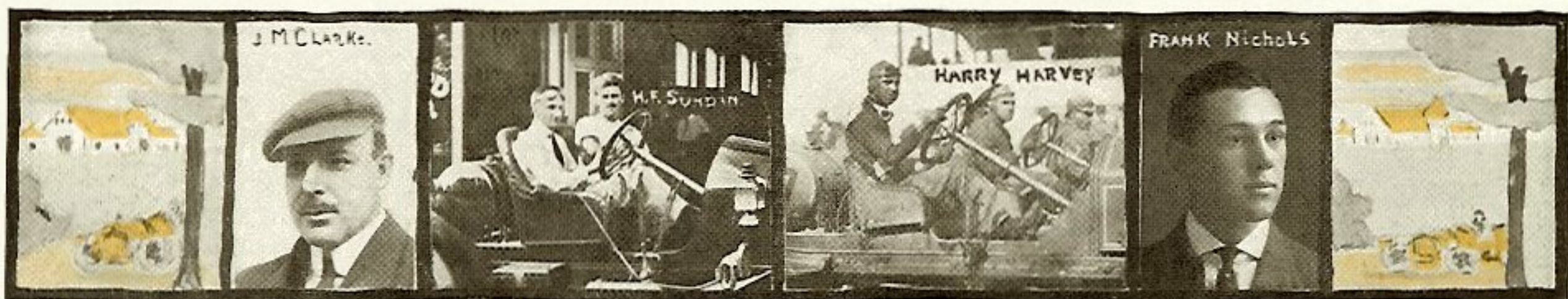


THE construction of cylinders, pistons and gear-set here shown will at once appeal to the engineer who loves correct design and clean workmanship.

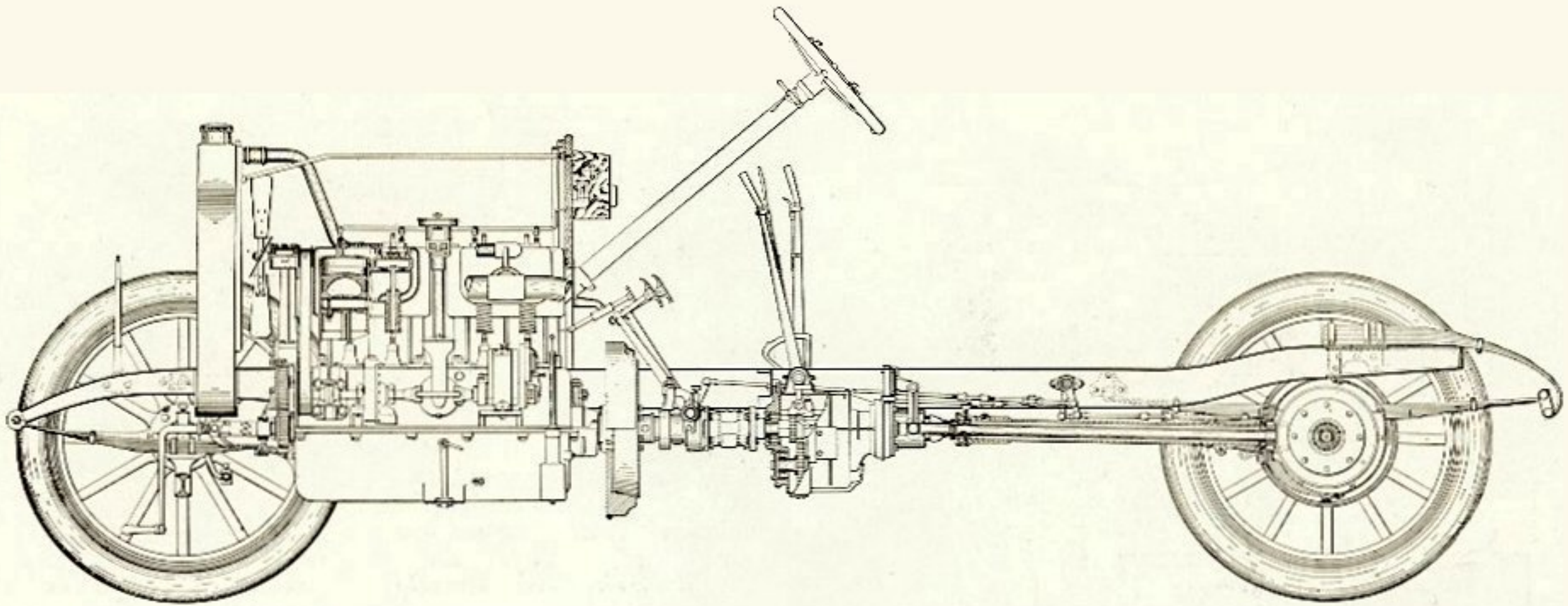


ASCINATING indeed is the racing game to the amateur driver, particularly if he has as fast and powerful a car as the National. The Guttenberg (N. J.) races late in November brought out Dan Teetor, who took all-round honors by his victories in the 20-mile free-for-all and the 5-mile 301-600 class. He also captured second place in the 10-mile open event. Teetor drove the regular stock National 40.

Jim Clarke, by his victories in the Denver races; H. F. Sundin, by his annexation of several second places at the Galveston races; Nichols, by his triumphs in the State Fair program at Helena, Mont., and Harry Harvey, of Syracuse, by his good work on the Indianapolis Speedway, make up another quartet of pilots who have demonstrated the speed and reliability and power of National stock cars under any and all conditions, on speedway, hill and road.



King of the Speedway *National* Monarch of the Road

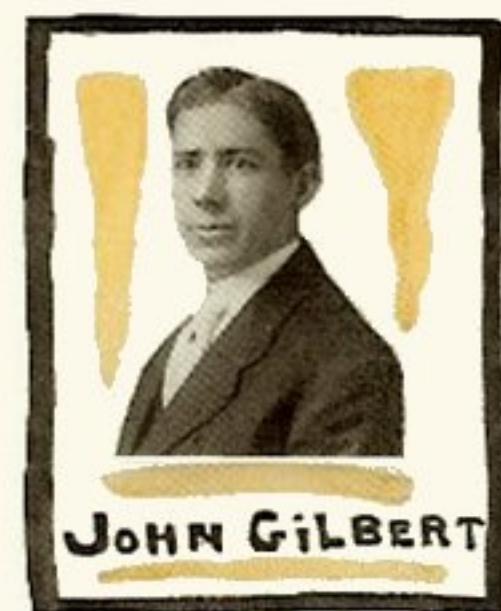


T HIS tracing of the complete chassis will tell the trained student of mechanics more at a glance than would pages of description. Careful study of it is invited.

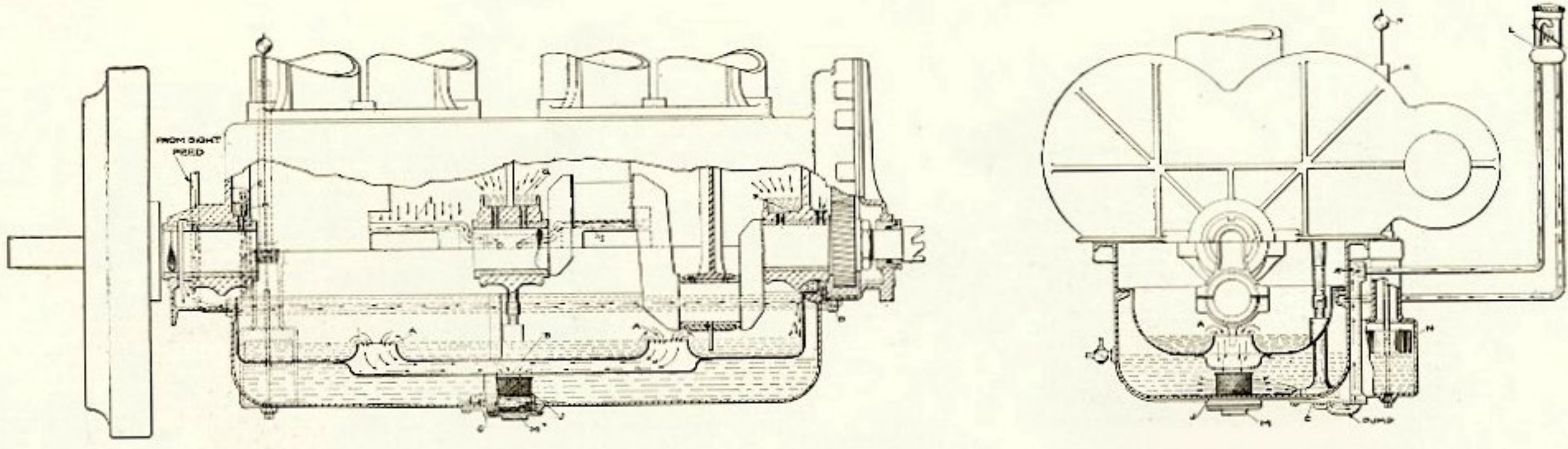


S CARCELY a day passes during the racing season that a National does not pick up a victory somewhere. The inaugural meeting at Amarillo, Texas, in October, gave Adair a chance to win two firsts and two seconds with his privately owned National 40. Adair guided the fast-flying National to first honors in the 20 and 30-mile contests and took second in the 200-mile free-for-all. Reeves, also in a stock National, finished third in two of the important races of the program.

John E. Gilbert, without previous racing training, won first in the 1-mile open and the 15-mile free-for-all in the Jacksonville (Fla.) races, July 28. Gilbert covered the mile in a fraction over 56 seconds, and turned the fifteen miles in 14 minutes 27 3-5 seconds.



King of the Speedway *National* Monarch of the Road



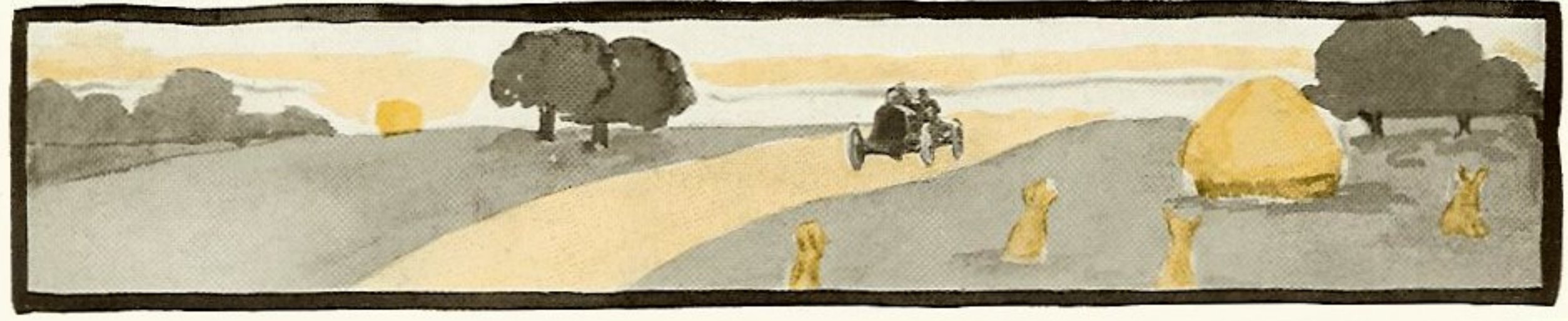
THE *National* automatic oiling system completely shown in this tracing is by no means the least factor in the *National's* well-known durability.



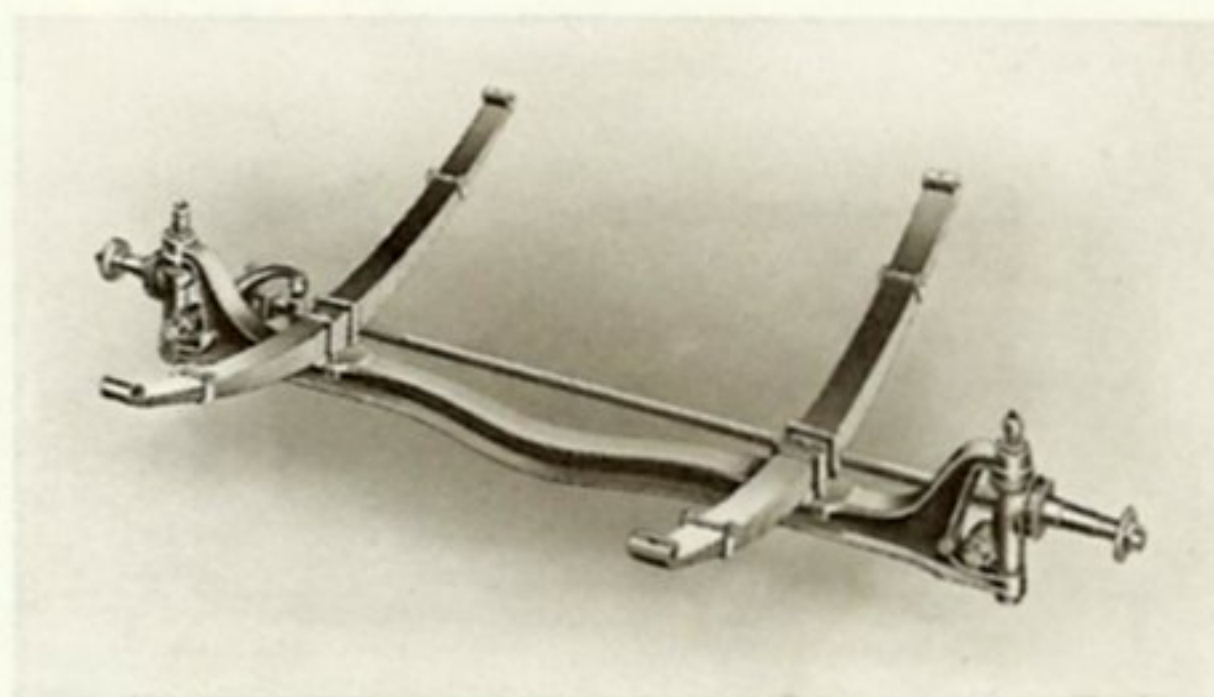
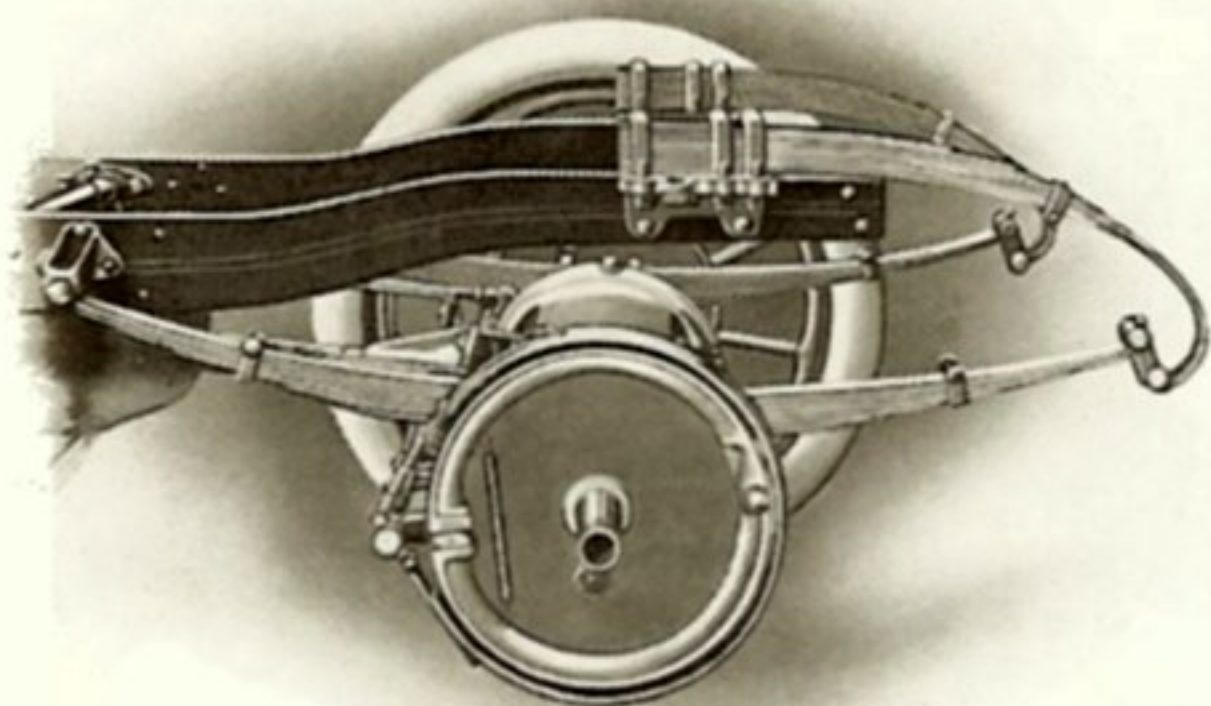
LEAVING a bunch of classy competitors behind, J. H. Seek, in his own private car, captured two of the most important contests at the famous Algonquin Hill Climb, September 16. The big *National*, fully equipped, swept up the difficult incline with an invincible majesty. The events to which the *National* was eligible, and which Seek did not win, were all captured by his teammate Greiner in another *National* stock car. Seek also won the 5-mile amateur race at the Hawthorne meet in Chicago, July 2, 1910.

Seek is anything but a professional driver as far as track experience is concerned. He had the courage to open the throttle, however, and the powerful car did the rest. It does not take a professional to get speed and power out of the *National* motor. Four big cylinders (5 inches by 5 11-16 inches) will carry you up any hill on high or past any car which you may sight on the road.

Races at San Marcos, Texas, May 26, gave J. D. McNay an opportunity with his own stock *National*, and he won easily in the free-for-all event, and also captured the \$2,001-\$3,000 class race.



King of the Speedway *National* Monarch of the Road



HIGHLY efficient brakes are required to adequately meet the tremendous power and speed of the National—likewise a sturdy, dependable front-axle and spring construction.

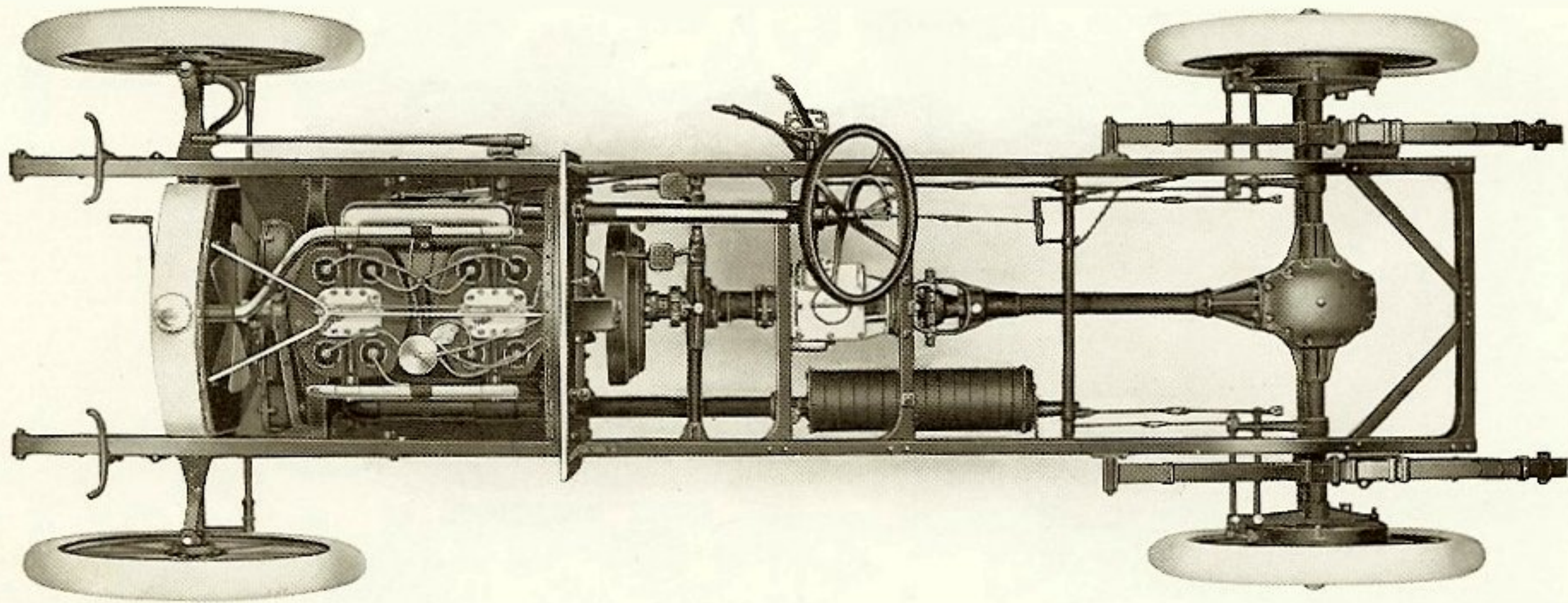


C. M. RUTHERFORD, with his privately owned National 40 stock car, added to his reputation, as well as won more laurels for his speedy machine by his victories at the Port Jefferson (L. I.) Hill Climb, June 25, 1910. Rutherford, known to his many admirers over the country as "Jack," took first in the amateur class for cars listing at \$2,000 and up, finished third in the 301-450 class and took second in the \$2,001-\$3,000 stock car competition. In the amateur event Rutherford defeated C. G. Goddard, also driving a stock National 40, by the narrow margin of five seconds.

W. J. Stoddard, a crack amateur pilot of Atlanta, Ga., won signal honors on the southern speedway course last summer in his privately owned National 40 stock car. Stoddard annexed several cups and finished fifth in the 200-mile Atlanta Automobile Association Trophy race, which was captured by Aitken, the professional driver of the big blue stock National 40.

The narratives on this and preceding pages do not by any means cover all the National victories of the 1910 season. On pages 20, 21, 22 and 23 will be found a complete tabulation of the National's records.





Details of Construction

MOTOR—Four cylinders, 5 x 5 11-16 inches vertical, cast in pairs and thoroughly annealed, mounted on main frame. Extra large mechanical valves of nickel steel; exhaust and admission on opposite sides and interchangeable. Spiral cut timing gears operating cam shafts. Two separate sets of spark plugs. Tapered nipples used on intake, exhaust and water pipes in place of packing. Crankshaft of special steel ground to one-thousandth of an inch, with 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, giving gradual engagement. Clutch removable without disturbing transmission.

TRANSMISSION—Sliding gear, selective type. Three speeds forward and one reverse; direct on high. Self-contained Hess-Bright ball bearings on main and countershafts. Gears run in oil; their perfect fit makes them noiseless.

WHEEL BASE—124 inches.

GAUGE—56 inches.

OILING—Crank case, constant level force feed oiler with gear-driven pump, oiling all working parts of motor. Capacity, four gallons. The roadster has an auxiliary oil tank on rear deck containing ten gallons, with pressure feed to crank case.

IGNITION—On all types except roadster two separate complete systems, one a gear-driven high-tension Bosch magneto, the other a storage battery, single vibrator coil and distributor. Each system has a separate set of spark plugs located in valve caps in cylinder heads. Either or both systems may be used at will.

ROADSTER IGNITION—A double distributor Splitdorf magneto with two sets of plugs and storage battery. This system fires both sets of plugs simultaneously on either battery or magneto.

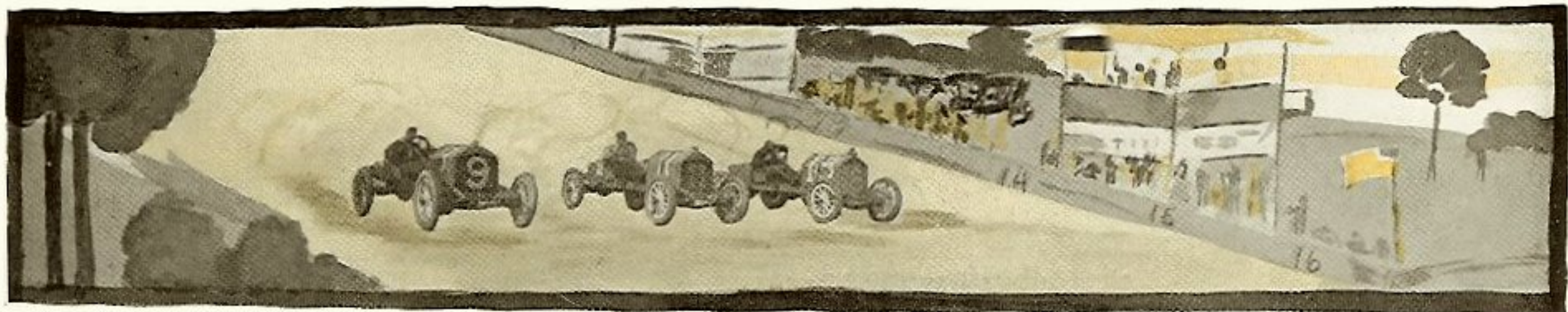
TIRES—36 x 4 on touring cars, toy tonneaus and torpedos; speedway roadsters 36 x 4, option 34 x 4½; seven-passenger touring cars and limousines, 37 x 4½; Diamond, G & J, Firestone, Michelin or Continental.

DUST PROTECTION—Detachable metal dust pans protect all working parts.

GUARDS—Continuous enclosed metal guards, front and rear. Metal dust shield between frame and running board.

GASOLINE FEED—Touring cars, toy tonneaus and torpedo, gravity; roadster, pressure.

CARBURETOR—Schebler, 1¾-inch on all types but roadster; Schebler, 2-inch on roadster; metal strap holding it rigid to crank case.



King of the Speedway *National* Monarch of the Road

GASOLINE CAPACITY—Touring, toy and torpedo, twenty gallons; roadster, thirty gallons.

BRAKES—Two systems. Two internal expanding metal-to-metal hub brakes operated by foot pedal, and two brakes on outside of rear wheel drums operated by hand lever.

FRAME—Pressed steel, wide flanged, 4½-inch channel section firmly riveted and braced and curved up over rear axle. No sub-frame.

FRONT AXLE—I-beam steel one-piece forging. Large, adjustable roller bearings.

DRIVE—Bevel gear through straight line shaft enclosed in heavy seamless tube. One sliding universal joint automatically lubricated.

REAR AXLE—Compound construction; full floating type; inner axle used only as a driver; wheels turn upon double bearings on hollow axle, which carries all weight. Whole system readily accessible. The National rear system has never proven troublesome.

BODY—Straight line, sheet metal, side entrances. Divided front seats. Carrying capacity: Touring cars, five passengers and seven passengers; toy tonneau, four passengers; torpedo body, four passengers; speedway roadster, two passengers.

FINISH—National blue, with gray wheels; options, National green, National red, National gray body and gears.

UPHOLSTERING—Luxuriously upholstered in either dull or bright black long grain leather. Special spring mattress cushions.

STEERING SYSTEM—18-inch hand wheel, inclined post. Worm and gear, non-reversible chuck. Ball joint connection to steering knuckle.

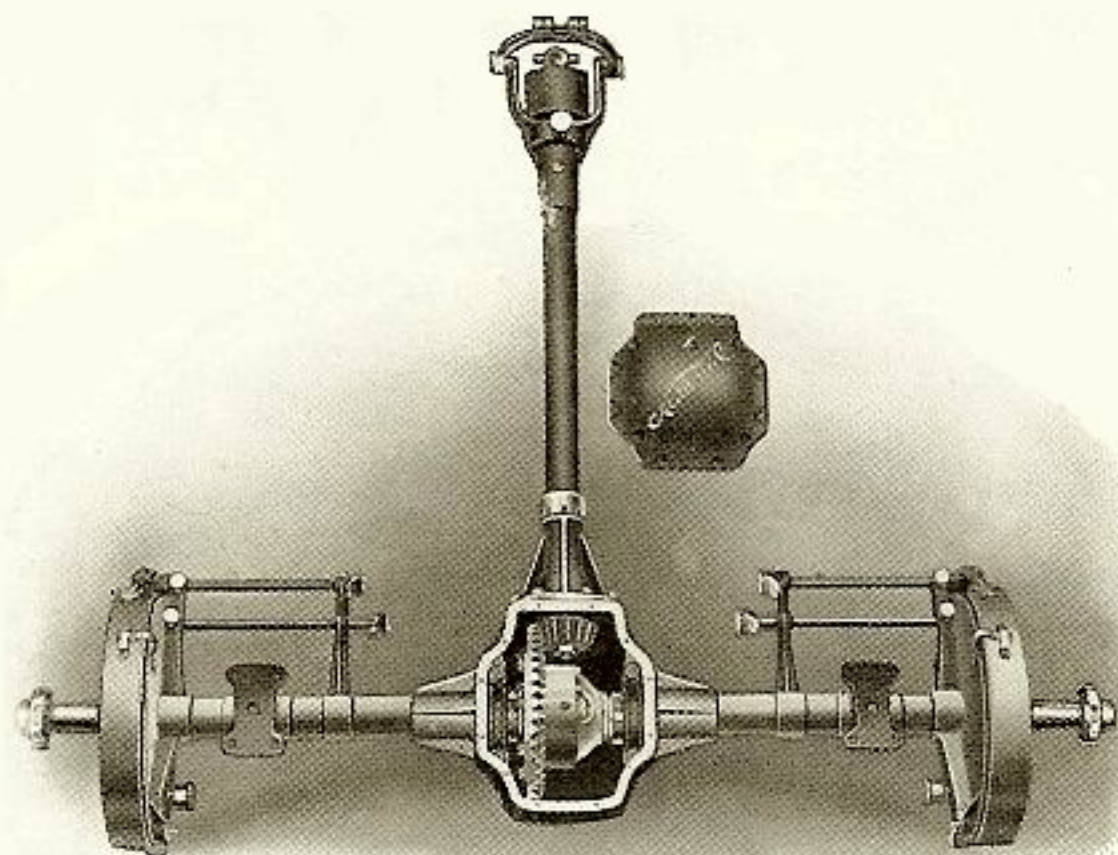
COOLING SYSTEM—Special straight line radiator of most approved cellular construction; adjustable ball bearing fan attached to engine base. Water circulation by centrifugal pump.

CONTROL—Single lever at driver's right controls all speeds. Three forward and one reverse. Fore-door touring car and torpedo have control levers inside of body.

SPRINGS—Half elliptic, 40-inch front; 48-inch rear, three-quarter scroll elliptic.

TOOL BOXES—Under tonneau seat and metal box on running board.

EQUIPMENT—Two 8-inch Gray & Davis gas lights with Prest-O-Lite tank; side and tail oil lamps; horn, tools, jack.



REAR AXLE AND DIFFERENTIAL





National Victories.

In 1909, Nationals won 34 first places, 19 seconds, 12 thirds and 6 fourths.

The 1910 record follows:

ATLANTA SPEEDWAY—Atlanta, Ga., May 5, 6, 7, 1910.

Atlanta Automobile Association Trophy and \$1,000.

National 40 First.....	Kincade and Aitken.....	Time 18:24.27	....	200-mile stock 451-600; ave. 65.79 m.p.h.
National 40 Second.....	Aitken	16:16.08	....	20-mile stock 451-600.
National 40 Third.....	Aitken	8:06.06	....	10-mile free-for-all.
National 40 Second.....	Kincade	40:21.27	....	50-mile free-for-all; ave. 74.34 m.p.h.
National 40 First.....	Kincade	8:18.11	....	10-mile stock 301-450.
National 40 Third.....	Kincade	8:19.05	....	10-mile free-for-all.

SHENANDOAH, IOWA, ONE-HALF-MILE TRACK RACES—Shenandoah, Iowa, May 12, 1910.

National 40 First.....	Merrill	Time 6:02½	....	5-mile free-for-all.
National 40 Second.....	Merrill	2:42¾	....	2-mile free-for-all.
National 40 First.....	Merrill	12:34	....	10-mile free-for-all.

DENVER RACES—Denver, Colo., May 16, 1910.

National 40 First.....	J. M. Clarke.....	.....	....	3-mile free-for-all.
National 40 Second.....	McMillen .....	.....	....	5-mile handicap.

BLOOMINGTON, ILL., May 19, 1910.

National 40 First.....	J. L. Murray.....	Time :56	1-mile straightaway, open.
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SAN MARCOS HILL CLIMB—San Marcos, Texas, May 26, 1910.

National 40 First.....	J. D. McNay.....	Time :29.3-5	Free-for-all.
National 40 First.....	J. D. McNay.....	.....	....	\$2,001-\$3,000 class.

INDIANAPOLIS MOTOR SPEEDWAY—Indianapolis, Ind., May 27-30, 1910.

Prest-O-Lite Trophy.

National 40 First.....	Kincade	Time 83:43.12	....	100-mile stock 301-450; ave. 71.67 m.p.h.
National 40 Second.....	Merz	85:44.15	....	100-mile stock 301-450.
National 40 First.....	Kincade	4:05.76	....	5-mile stock 301-450.
National 40 Fourth.....	Aitken	4:06.88	....	5-mile stock 301-450.
National 40 First.....	Aitken	8:25.94	....	10-mile stock 451-600.
National 40 Second.....	Kincade	8:25.98	....	10-mile stock 451-600.
National 40 Third.....	Wilcox	8:26.27	....	10-mile stock 451-600.
National 40 First.....	Greiner	3:44.90	....	5-mile free-for-all handicap.
National 40 Second.....	Tousey	3:45.90	....	5-mile free-for-all handicap.
National 40 First.....	Greiner	4:09.30	....	5-mile amateur.
National 40 Second.....	Tousey	4:22.34	....	5-mile amateur.
National 40 First.....	Aitken	8:08.98	....	10-mile stock 301-450.
National 40 Third.....	Merz	8:10.14	....	10-mile stock 301-450.
National 40 Fourth.....	Kincade	8:12.02	....	10-mile stock 301-450.
National 40 Second.....	Herr	4:04.30	....	5-mile stock 451-600.
National 40 Third.....	Aitken	4:04.54	....	5-mile stock 451-600.
National 40 First.....	Wilcox	7:15.33	....	10-mile free-for-all handicap.
National 40 Third.....	Aitken	173:27.63	....	200-mile, class E, 600 and under.
National 40 First.....	Aitken	4:06.69	....	5-mile stock 301-450.
National 40 Second.....	Kincade	4:06.73	....	5-mile stock 301-450.
National 40 Third.....	Merz	4:07.06	....	5-mile stock 301-450.
National 60 Second.....	Kincade	8:01.31	....	10-mile free-for-all.
National 40 Third.....	Greiner	8:26.87	....	10-mile free-for-all.
National 70 Third.....	Aitken	4:05.13	....	5-mile free-for-all.
National 40 Fourth.....	Kincade	4:06.52	....	5-mile free-for-all.
National 40 Second.....	Aitken	4:01.92	....	5-mile stock 451-600.
National 40 Third.....	Kincade	4:02.23	....	5-mile stock 451-600.
National 40 Fourth.....	Herr	4:20.52	....	5-mile stock 451-600.
National 40 Second.....	Harvey	3:54.54	....	5-mile free-for-all handicap.
National 70 Third.....	Aitken	3:56.86	....	5-mile free-for-all handicap.
National 40 Fourth.....	Greiner	3:57.17	....	5-mile free-for-all handicap.
National 40 Second.....	Merz	7:59.83	....	10-mile stock 451-600.
National 40 Third.....	Kincade	8:00.05	....	10-mile stock 451-600.
National 40 Fourth.....	Aitken	8:00.16	....	10-mile stock 451-600.
National 40 First.....	Aitken	7:57.08	....	10-mile stock 301-450.
National 40 Second.....	Kincade	7:57.56	....	10-mile stock 301-450.
National 40 Third.....	Merz	7:57.61	....	10-mile stock 301-450.
National 70 Third.....	Aitken	7:39.18	....	10-mile free-for-all.
National 40 Fourth.....	Greiner	8:27.08	....	10-mile free-for-all.

Atlanta Automobile Association Trophy.



National Victories.



Record of 1910, Continued

OSSINING HILL CLIMB—Ossining, N. Y., June 18, 1910.

National 40 First.....Kincade Time 1:00.8 Stock 301-450.

GIANTS' DESPAIR HILL CLIMB—Wilkesbarre, Pa., June 14, 1910. 6,000 feet long, 700 feet rise.

National 40 Second.....Aitken Time 1:55 Stock 451-600.
 National 40 Third.....Wilcox 1:58.2-5 Stock 451-600.
 National 40 Third.....Aitken 1:54.2-5 Stock 301-450.
 National 40 Fourth.....Kincade 2:00 Stock 301-450.
 National 40 Third.....Kincade 2:01.2-5 Stock; \$2,001-\$3,000.
 National 40 Fourth.....Kincade 1:53.1-5 Invitational open event.
 National 40 Third.....Aitken 1:52 For cars over \$2,000.

RED OAK HALF-MILE TRACK—Red Oak, Iowa, June 23, 1910.

National 40 First.....A. L. Merrill..... Time 20:00 15-mile free-for-all.

PORT JEFFERSON HILL CLIMB—Port Jefferson, L. I., June 25, 1910.

National 40 First.....C. M. Rutherford..... Time 31.84 Amateurs, \$2,000 up, class C.
 National 40 Second.....C. G. Goddard..... 36.85 Amateurs, \$2,000 up, class C.
 National 40 Second.....C. M. Rutherford..... 32.91 Stock \$2,001-\$3,000 class.
 National 40 Third.....C. M. Rutherford..... 31.35 Stock 301-450 cubic inches.

HAWTHORNE TRACK, near Chicago, July 2, 1910.

National 40 First.....Livingstone Time 11:33.4-5 10-mile stock, 600 and under.
 National 40 Second.....Livingstone 5-mile free-for-all handicap.
 National 40 First.....Seck 5.55 5-mile free-for-all amateur.
 National 40 Second.....Livingstone 25-mile stock, 600 and under.

LA RIVIERE HILL CLIMB—Manitoba, Canada, July 4, 1910. 9-10 mile.

National 40 First.....W. Guest..... Time 1.28 9-10-mile, three bad turns.

INDIANAPOLIS MOTOR SPEEDWAY—July 1, 2 and 4, 1910.

National 40 First.....Greiner Time 4:14.95 5-mile amateur.
 National 40 Second.....Tousey 4:18.10 5-mile amateur.
 National 40 Second.....Aitken 11:48.78 15-mile stock 301-450.
 National 40 Fourth.....Wilcox 12:21.11 15-mile stock 301-450.
 National 40 Second.....Wilcox 8:17.82 10-mile stock 451-600.
 National 40 Third.....Greiner 8:20.74 10-mile stock 451-600.
 National 70 Second.....Aitken 7:22.70 10-mile free-for-all.
 National 40 Second.....Aitken 7:55.12 10-mile stock 301-450.
 National 40 Second.....Greiner 19:30.29 20-mile stock 451-600.
 National 40 Third.....Wilcox 19:43.32 20-mile stock 451-600.
 National 70 First.....Aitken 3:39.76 5-mile free-for-all.
 National 40 Second.....W. King Smith 10:02.73 10-mile free-for-all handicap.
 National 70 Fourth.....Aitken 10:08.65 10-mile free-for-all handicap.
 National 40 First.....Greiner 8:16.66 10-mile stock, amateur.
 National 40 Second.....Tousey 8:33.34 10-mile stock, amateur.
 National 40 Second.....Greiner 4:21.35 5-mile stock, amateur.
 National 40 Third.....Tousey 4:54.82 5-mile stock, amateur.
 National 70 Second.....Aitken 14:18.37 20-mile free-for-all.

JACKSON RACES—Jackson, Ga., July 26, 1910.

National 40 First.....Oldknow Time :44.2-5 8-10 mile.

JACKSONVILLE BEACH—Jacksonville, Fla., July 28, 1910.

National 40 First.....John E. Gilbert Time 14:27.3-5 15 miles.
 National 40 First.....John E. Gilbert :56.1-5 1-mile free-for-all.

GALVESTON BEACH—August 3, 4, 5, 1910.

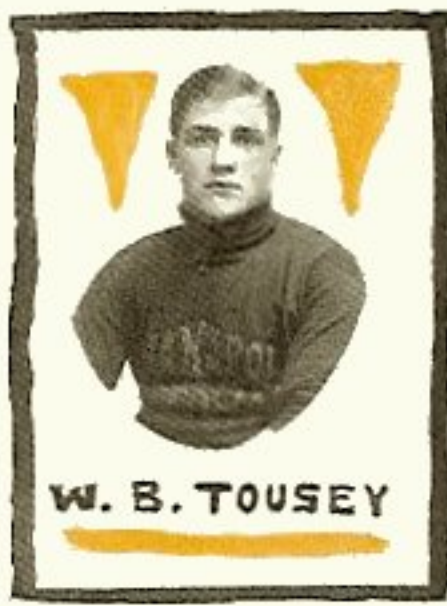
National 40 First.....J. W. Munn .. Time 27:57.6 30-mile stock 301-450.
 National 40 Second.....H. F. Sundin .. 29:58.8 30-mile stock 301-450.
 National 40 First.....J. W. Munn .. 17:23 20-mile stock 451-600.
 National 40 Second.....H. F. Sundin .. 18:17.4 20-mile stock 451-600.
 National 40 First.....J. W. Munn .. 8:51.6 10-mile stock 301-450.
 National 40 Second.....H. F. Sundin .. 9:06.8 10-mile stock 301-450.
 National 40 Third.....J. W. Munn .. 213:33.8 200-mile free-for-all.

Remy Trophy.



Fairmount Trophy.





National Victories.

Record of 1910, Continued

BRIGHTON BEACH—August 17, 1910.

National 40 First.....	Disbrow	Time	9:55.58	....	10-mile pursuit race.
National 40 Second.....	Disbrow .....			....	5-mile free-for-all.
National 40 Third.....	Disbrow .....			....	10-mile free-for-all.

CHEYENNE SPEEDWAY—Cheyenne, Wyo., August 23, 1910.

National 40 Third.....	McMillen	200-mile free-for-all.
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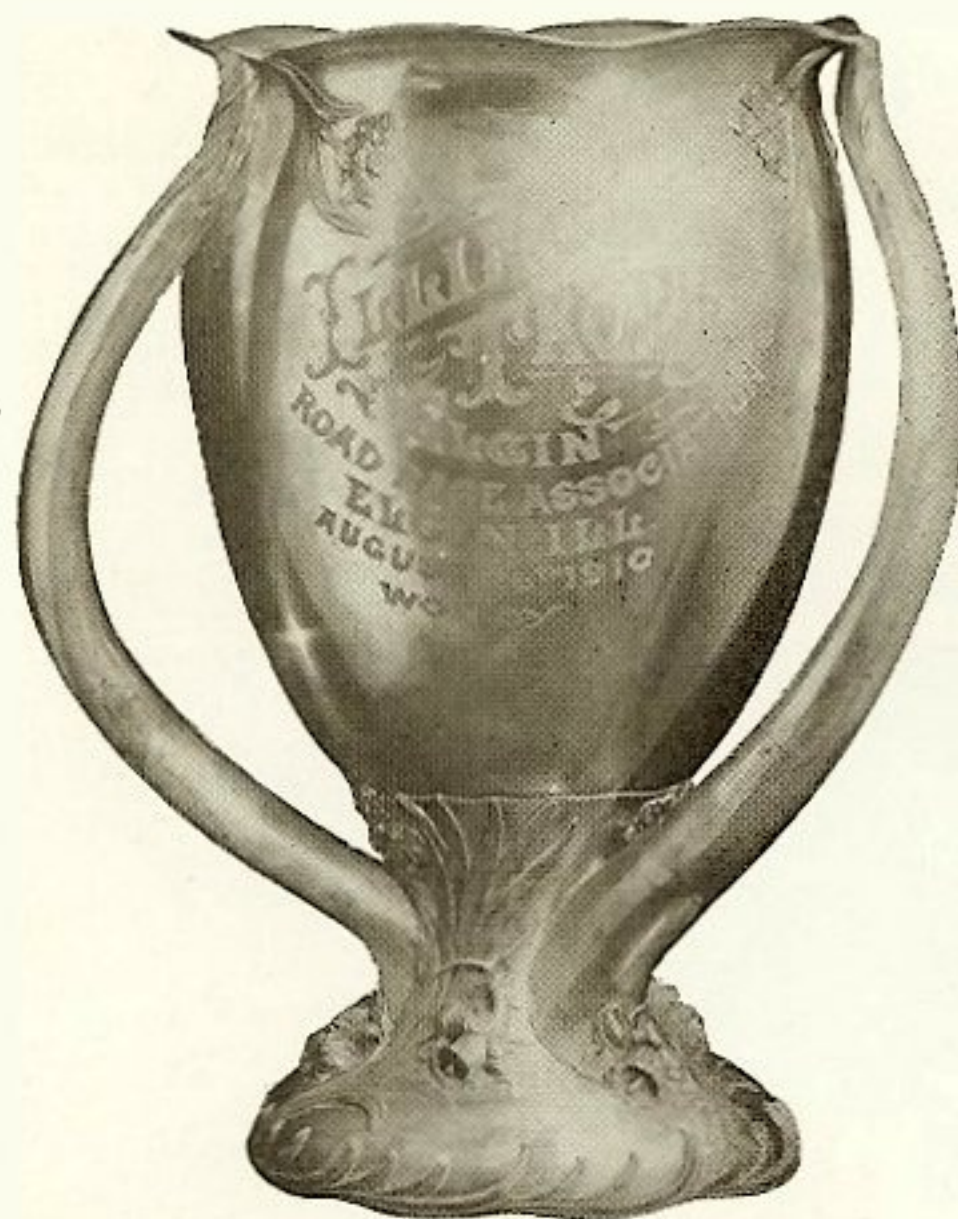
ELGIN ROAD COURSE—Elgin, Ill., August 26 and 27, 1910.

Illinois Trophy.

National 40 First.....	Livingstone	Time	201:08.53	203.2 miles, Class B, Division 4-B, 301-450.
(Average 60.6 m.p.h.) Without a Stop.					
National 40 Fourth.....	Greiner		222:15.30	....	203.2 miles, Class B, Division 4-B, 301-450.
Elgin National Trophy.					
National 40 Second.....	Livingstone		304:10.90	....	305.3 miles, stock chassis, Class B, under 600.
National 40 Third.....	Greiner		313:23.03	....	305.3 miles, stock chassis, Class B, under 600.

ALGONQUIN HILL CLIMB—Algonquin, Ill., September 16, 1910.

		A.M.	P.M.	TOTAL.	
National 40 First.....	J. H. Seek.....	Time	:19 ...	:46 ...	1:05 .. Class 5-A, \$2,001-\$3,000.
National 40 First.....	A. W. Greiner...		:17-4-5...	:39-4-5...	:57-3-5... Class 4-B, 301-450.
National 40 First.....	A. W. Greiner...		:18-2-5...	:39-4-5...	:58-3-5... Class 5-B, 451-600.
National 40 First.....	A. W. Greiner...		:19-3-5...	:41 ...	1:00-3-5... Class 6-B, 601-750.
National 40 First.....	A. W. Greiner...		:18-4-5...	:41 ...	:59-4-5... Class 5-B, under 600.
National 40 First.....	A. W. Greiner...		:18-1-5...	:41 ...	:59-1-5... Free-for-all.
		PCT.	PCT.	PCT.	
National 40 First.....	J. H. Seek.....	2.58	6.2	8.78	.. Class 5-A, \$2,001-\$3,000 handicap.



Illinois Trophy.

INDIANAPOLIS MOTOR SPEEDWAY—September 3 and 5, 1910.

National 40 First.....	Aitken	Time	4:05.97	....	5-mile stock 301-450.
National 40 Third.....	Greiner		4:14.97	....	5-mile stock 301-450.
National 40 Fourth.....	Merz		4:15.37	....	5-mile stock 301-450.
National 40 First.....	Wilcox		4:06.75	....	5-mile stock 451-600.
National 40 Second.....	Greiner		4:07.51	....	5-mile stock 451-600.
National 40 Third.....	Merz		4:18.10	....	5-mile stock 451-600.
National 40 Second.....	Livingstone ..		7:47.05	....	10-mile open.
National 70 Fourth.....	Aitken		8:06.12	....	10-mile open.
National 40 Third.....	Livingstone ...		84:50.15	....	100-mile free-for-all.
National 40 First.....	Aitken		167:54.74	....	Class E, 600 and under.
(Average 71.47 m.p.h.) (200 miles).					
National 40 Second.....	Livingstone ...		173:26.30	....	Class E, 600 and under.
National 40 Fourth.....	Greiner		185:56.85	....	Class E, 600 and under.
National 40 First.....	Wilcox		83:03.56	....	100 miles, 301-450.
(Average 72.2 m.p.h.)					
National 40 Second.....	Merz		83:12.51	....	100 miles, 301-450.
Both Without a Stop. Remy Trophy.					
National 40 First.....	Aitken		4:10.22	....	5 miles, Class B, 301-450.
National 40 Third.....	Greiner		4:10.90	....	5 miles, Class B, 301-450.
National 40 First.....	Wilcox		4:09.89	....	5-mile stock 451-600.
National 40 Third.....	Merz		4:16.54	....	5-mile stock 451-600.
National 40 Fourth.....	Greiner		4:17.68	....	5-mile stock 451-600.
National 40 Fourth.....	Merz		8:00.37	....	10-mile free-for-all.
National 40 Third.....	Livingstone ...		40:57.09	....	50-mile free-for-all.

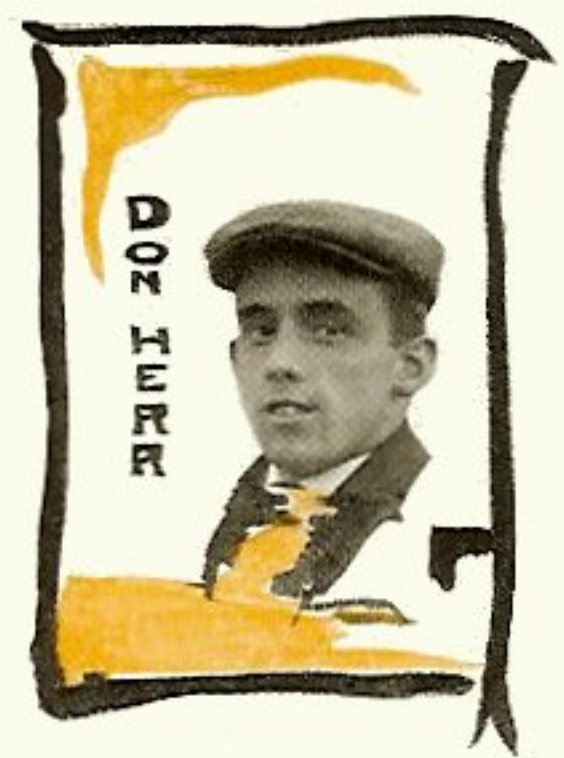
OMAHA RACES—Omaha, Neb., September 11, 1910.

National 40 First.....	A. L. Merrill..	Touring car.	....	25-mile free-for-all.
National 40 Second.....	A. L. Merrill..	Touring car.	....	15-mile free-for-all.

SYRACUSE MILE TRACK RACES—Syracuse, N. Y., September 17, 1910.

National 40 First.....	W. King Smith	Time	10:10.76	....	10-mile stock 301-450.
National 40 Second.....	Louis Disbrow .....			....	10-mile stock 301-450.
National 40 First.....	Charles Rollins		12:49.60	....	} Special for Syracuse residents).
National 40 Third.....	R. Gleason .....			....
National 40 Second.....	W. King Smith.....			....	10-mile open handicap.
National 40 Third.....	W. King Smith .....			....	10-mile free-for-all.
National 40 First.....	Disbrow		9:57.26	....	10-mile stock, 450 and under.

National Victories.



Summary for 1910

Firsts, 68; Seconds, 47; Thirds, 37; Fourths, 19
Total, 171 Places

NORTHERN MONTANA FAIR—Great Falls, Mont., September 19-23, 1910.

National 40 First.....	Frank Nichols	Time	5:05	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		5:05	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		5:00	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		4:58	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		4:56	....	5-mile free-for-all.

WINNIPEG, ONT., CANADA, September 24, 1910.

National 40 Second.....	W. Guest	Time	1:01	....	1-mile free-for-all.
National 40 Second.....	W. Guest		.....	....	25-mile free-for-all; Dunlop Trophy.

MONTANA STATE FAIR—Helena, Mont., September 26 to October 1, 1910.

National 40 First.....	Frank Nichols	Time	5:02	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		5:02.3-4	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		5:00	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		4:59	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		4:56	....	5-mile free-for-all.
National 40 First.....	Frank Nichols		4:55	....	5-mile free-for-all.

VANDERBILT CUP RACE—Long Island, October 1, 1910.

National 40 Third.....	Aitken	Time	257:29.74	....	278.08 miles.
National 40 Fourth.....	Disbrow		264:08.24	....	278.08 miles.

FAIRMOUNT PARK ROAD RACES—202.5 MILES—Philadelphia, Oct. 8, 1910. Best time price, \$2,500.

National 40 Fourth.....	Aitken	Time	222:20.75	....	Class C, division 4, 301-450 cubic inches.
National 40 First.....	Aitken		222:20.75	....	202.5-mile stock.

AMARILLO SPEEDWAY RACES—Amarillo, Texas, October 10-13, 1910.

National 40 First.....	Adair	Time	28:00	....	30 miles.
National 40 Third.....	Reeves		.....	....	30 miles.
National 40 Second.....	Adair		.....	....	20-mile handicap.
National 40 First.....	Adair		19:37	....	20 miles.
National 40 Second.....	Adair		.....	....	200-mile free-for-all.
National 40 Third.....	Reeves		.....	....	200-mile free-for-all.

GUTTENBERG RACES—Guttenberg, N. J., November 24, 1910.

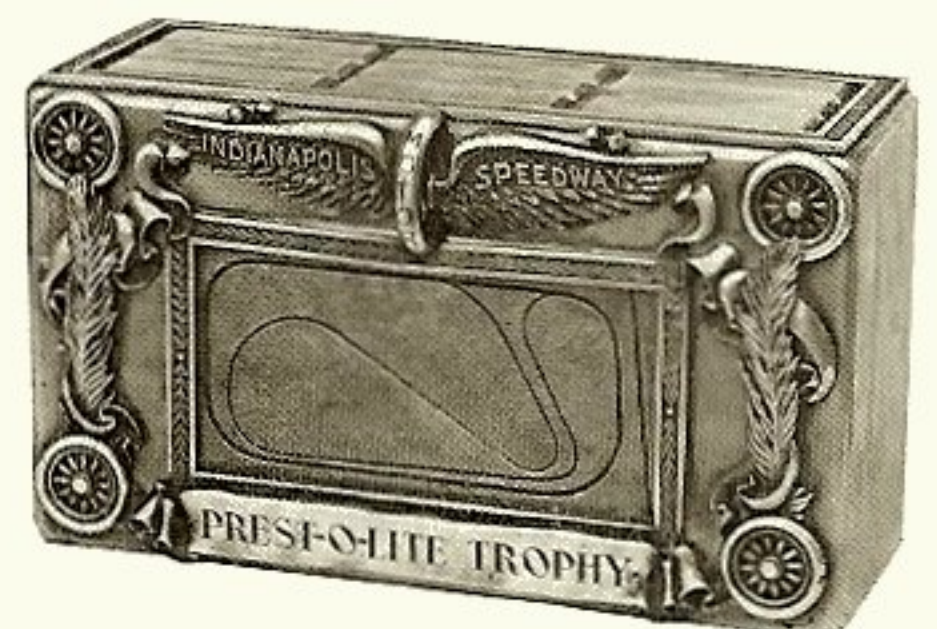
National 40 First.....	Dan Teetor	Time	23:00	....	20-mile free-for-all.
National 40 First.....	Dan Teetor		5:32	....	5-mile, 301-600.
National 40 Second.....	Dan Teetor		.....	....	10-mile free-for-all.

ST. LOUIS—June 28, 29 and 30, 1910.

St. Louis Star Endurance Run—Conducted by St. Louis Automobile Manufacturers' and Dealers' Association.					
National 40 First.....	Merz	Score	992.	....	Perfect road score.

LOS ANGELES MOTORDROME—Los Angeles, January 14 and 22, 1911.

National 60 First.....	Wilcox	Time	:39	....	1-mile time trials.
National 40 First.....	Merz		7:23.4	....	10 miles, class E, 600.
National 40 Third.....	Wilcox		.....	....	10 miles, class E, 600.
National 40 First.....	Merz		19:56.8	....	25 miles, class E, 600.
National 40 Second.....	Wilcox		.....	....	25 miles, class E, 600.
National 40 Third.....	Wilcox		.....	....	5-mile free-for-all handicap.
National 60 Second.....	Wilcox		3:28	....	5-mile free-for-all, class D.
National 40 Third.....	Merz		.....	....	5-mile free-for-all, class D.
National 60 Second.....	Wilcox		6:57	....	10-mile free-for-all, class D.
National 40 Third.....	Merz		.....	....	10-mile free-for-all, class D.
National 60 First.....	Wilcox		3:21	....	5-mile free-for-all, class D.
National 40 Second.....	Merz		3:39.8	....	5 miles, class E, 600.
National 60 Second.....	Wilcox		6:54.4	....	10-mile free-for-all, class D.
National 60 First.....	Wilcox		3:42.8	....	5-mile free-for-all handicap.
National 40 First.....	Wilcox		40:23.8	....	50 miles, class E, 600.
National 40 Second.....	Merz		40:24.4	....	50 miles, class E, 600.



Prest-O-Lite Trophy.

Warranty

We warrant all motor vehicles manufactured by us (except tires, ignition apparatus and trade accessories, such as lamps, gas generators, speedometers, tools, etc.) against defects in materials and workmanship for six months from date of shipment from our factory. Should any part so warranted be found defective in materials or workmanship within said period, our entire liability of any kind is limited to making good said part at our factory, without additional compensation, provided that the purchaser shall send us the part alleged to be defective, carrier's charges prepaid.

We reserve the right to disclaim responsibility in connection with any motor vehicle manufactured by us if it has been altered or repaired outside of our factory, and we assume no responsibility whatever for repairs, replacements or other damages occasioned by misuse, negligence or accidents.

We do not make or authorize any warranty beyond that expressed above.

DESIGNED AND WRITTEN BY
RUSSEL M. SEEDS COMPANY
INDIANAPOLIS, INDIANA, USA



National



M O T O R C A R S

