

FAMOUS MOTOR PILOT PREPARES FOR LAST RACE

Louis Chevrolet, a picturesque Frenchman, invaded the American motor speedways about three years ago and today is ranked as one of the best and most intrepid drivers of racing automobiles in the world. Yet his racing career is said by those who know him best to be nearing its end.

A remarkable man is this Chevrolet, and his ability seems unlimited. Some would refer to him as the greatest of living motor pilots. The unqualified statement, of course, comes in for argument, but there would be fewer to contradict such a declaration in Chevrolet's favor than if the statement was made with almost any other driver as subject.

During his three years as a winning driver of the Buick racing and stock cars, Chevrolet has proved his fearless-

ness in. His life has never been given to loafing periods and he has worked and made the best of his opportunities. He found out what earning one's bread called for when he was twelve year's of age.

Chevrolet was born in Switzerland. At the age of eight his parents moved to France. He was twelve when family circumstances compelled him to leave school and help supply food for the other members.

His first job was leading a blind man. This man was a wine buyer, and young Louis was assigned to take him to the various wine establishments in Paris and other cities in France. While winning a living he also acquired a knowledge of rare wines. There are few better judges of Burgundy than Chevrolet.

Ambition got the best of him and, like Wilbur and Orville Wright, he saw opportunities in a bicycle shop. The man who owned the shop had a 1½-horse power single cylinder motor tricycle. But the thing would not work for him and he finally became disgusted and made Louis a present of the machine.

This misunderstood machine really started Louis on his career. He was poor and this motor tricycle was a bit above his financial reach. So he spent his evenings studying the machinery, trying to find out the cause of the trouble. After much experimenting he located it, fixed it and rode the machine, something which his employer thought impossible.

His success with the machine led him into the factory where motor tricycles were made. He displayed wonderful ability. Grasping the fine points of the speed machines was second nature to him.

Not alone did he help manufacture motor tricycles, but he made one for himself that was capable of making several minutes better time than any machine in the factory. This tricycle he raced over board tracks. It was his first attempt at the racing game.

Automobiles attracted him, and he served for a short time with the Merc company in Paris. The auto game was booming in this country and he came here.

For seven and one-half years Chevrolet drove autos in New York, and during that time he did not have a single accident. He worked for garages and individual owners, but never did he have as much as a broken lamp or scratched side as the result of a runin.

He had the knowledge of the machinery before he came to New York; the knowledge of driving came to him in this country.

The auto racing game became more and more appealing to him and he secured a job with an auto firm. The Buick people saw in him an invaluable man and he entered the employ of the Michigan firm.

He is called a remarkable man in this article. And Chevrolet is a genius. His value to the Buick company does not alone lie in his ability to pilot its racing machines to victory over the speedways, but Chevrolet's work inside the factory is invaluable.

This man knows probably as much about machinery as any man in the auto game. When not racing or exhibiting machines he is working in the factory doctoring the machinery that drives the auto. He improves it constantly, making slight changes here and there, increasing the worth of the autos.

On the track, in actual racing, Chevrolet often carries a mechanic with him, but when a break really occurs, nine times out of ten it is the driver and not the mechanic who mends it.

"I guess this is the last year on the track for Louis," remarked a member of the firm. "He's too valuable a man to take chances on. We can use him in the factory and I guess he will stay there after the next Vanderbilt cup race. We are making three cars for him to run in this event and he expects to win this year. After that he will be turning out autos instead of racing them."



LOUIS CHEVROLET.

ness, mechanical skill and track generalship. He is held as an invaluable man by the great automobile organization for which he drives and so highly are his services esteemed that his track career may be called to an end at any time to give him an opportunity for designing better automobiles—if better are to be built.

Chevrolet and his mechanics are now preparing his machines for the great Vanderbilt cup race and other events this fall, and it may be that the great Franco-Swiss pilot will end his career at the wheel when the finishing line of the Vanderbilt is crossed by his big white-bonneted car.

The story of Chevrolet's life is interesting. To begin with, Chevrolet, the speed king, has never experienced what