



## Auto Drivers Fight Death in Blazing Racer

### Louis Chevrolet and His Mechanic Travel a Mile Enveloped in Flames at the Sheepshead Speedway

Twenty-five thousand spectators at the Sheepshead Bay Speedway yesterday saw two thrilling escapes from death. It was a day of thrills and record breaking.

By far the most spectacular accident of the day occurred shortly before 6 o'clock, at the completion of the 110th mile in the 150-mile race. Louis Chevrolet, who had been alternating with his brother, Gaston, in leading the field around the two-mile track suddenly put on a burst of speed as he was turning the northwest banked curve. As he did so his machine burst into a mass of flames.

Tearing along at two miles a minute close behind his brother, he flashed past the grandstand, his car a mass of seething flame. For thirty breath-taking seconds he and his mechanic, Kenneth Goodson, fought desperately with death, while the crowd in the stands and upon the infield were held spellbound.

Standing on the rear cowl the two men fought hard to bring the machine to a stop, while an aureole of flame seethed about them. Close behind came Ira Vail and Ralph Mulford—so close that the tongue of flame which swept back of Chevrolet's car almost reached them.

### Rubbed Along Wall to Stop

Chevrolet was tugging gamely at the emergency brake, but his efforts seemed in vain. Then he began to edge his burning car toward the small concrete guide wall that edges the infield. By rubbing along the wall he finally halted the car's blazing course.

As it came to a stop Chevrolet and Goodson leaped for their lives. They were badly burned about the arms, legs and feet. Ambulances were rushed to their assistance and surgeons quickly rendered first aid. Afterward the two men were able to walk back to the pit, while the crowd cheered vigorously.

The other escape from death occurred earlier in the afternoon, during one of the three ten-mile sprints. It was in the finishing lap, while Louis and Gaston Chevrolet were running neck and neck for the finish, that Ralph Mulford, in a Duesenberg, put on a burst of speed in the backstretch and overtook the Chevrolet brothers at the northwest curve.

He had scarcely passed the field when one of his tires went flat. This sent the machine sweeping down the inclined track, and at that moment the tire rod of the machine broke. Out of control, it dashed into the ground alongside the infield, sending up a shower of dirt in a column twenty feet high. It looked as though both men had been killed.

Louis Chevrolet narrowly escaped

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colliding with the unmanageable machine as he flashed by. Suddenly before the column of dirt had subsided, Mulford's car dashed up the incline again, right in front of Ralph de Palma who was driving a White Special. Swerving his car in a desperate effort, De Palma averted a collision, and Mulford's car continued upward until it crashed into the fence. Before Mulford, and James Lee his mechanic, could get out their car backed down the incline again. As it came to a stop they jumped out unhurt.

Throughout the day De Palma was pursued by ill luck. In the first race his Packard special broke a connecting rod, and he entered the other races in the White car.

For 110 miles of the grinding 150-mile race Louis and Gaston Chevrolet ran a neck-and-neck race far ahead of the rest of the field. At the end of each twenty miles they alternated in the lead. Then came the accident which eliminated Louis.

Gaston won the race at an average speed of 109 miles an hour after his pit men had advised him by signal "to take it easy." In winning he broke all world's records for time and speed over the 150-mile course. The previous record was established at Chicago on June 16, 1917, by Ralph Mulford, whose time was 1 hour 23 minutes 14 91-100 seconds. Gaston Chevrolet's time yesterday was 1 hour 22 minutes 34 1-5 seconds.

Joe Boyer finished second, Ira Vail third and Art Klein fourth. All three covered the 150 miles in better time than the old record. Toland Nicholson was fifth, Denney Hickey sixth, Ralph Mulford seventh and William Veters was called off.