

A CHEVROLET FAMILY TRIUMPH



LEFT TO RIGHT—JOHN BRESNAHAN, MECHANICIAN; GASTON CHEVROLET, BARNEY OLDFIELD, LOUIS CHEVROLET.

"How easily you do it," said an admirer of Daniel Webster, America's world champion orator, after one of Daniel's famous speeches.

"It's a cinch because of the months of preparation I take," was the substance of Webster's comeback.

Thus when Gaston Chevrolet hummed into first position and more than \$20,000 in the big 500-mile race Monday without a tire change and only a single momentary stop for gas and oil ever so many persons shook their heads and said "pretty cushy and soft for Gaston."

But the long trail to the Monroe-Frontenac victory was anything but flower strewn and rosy, and is heaped high with torn down motors, electric lights burned out by night work, tires worn threadbare and wrecked machines. Even at the very last it looked as if the biggest prize of the day was lost when, with only thirty miles to go, the race appeared to be a regular French celebration with the Ballots running in first, third and fourth position. When DePalma in the first Ballot was delayed with magneto trouble, Gaston was right there running smoothly and consistently and finished the last long lap an easy winner.

As splendid and popular as was Gaston's victory it was not so much the victory of an individual as a Chevrolet family triumph. For behind Gaston was Louis, his older brother, designer, old timer, engineer, driver, fighter, captain and brains of the Frontenac-Monroe bunch, who had had his ambition realized—the designing of a car and motor that won the greatest automobile race in the world. Other veterans behind young Gaston and his splendid team mate and mechanic, John Bresnahan, of Syracuse, N. Y., were Barney Oldfield, who equipped the winning green Monroe with tires, and Jack LeCain, who was the Monroe pit manager.