

fifty-two miles.

RACING TEAM AS WELL EQUIPPED AS PRIMA DONNA OR NOTED VIRTUOSOS

Daring Drivers Have Attention of Assistants Who Attend to Every Want, Not to Forget Busy and Indispensable Physician With Medicine Chest.

Never before in the history of automobile racing has a team of racing drivers gone forth with the completeness of preliminary preparation that attends the team which will pilot General Motors Company cars in all the big meets this year.

This team—four expert drivers and some half dozen mechanics—is now in Indianapolis, living at the Speedway, with the ten racing Buick roadsters which they have brought.

No theatrical company travels the country with paraphernalia in more complete form and variety than the "properties" which accompany the sturdy General Motors drivers.

No prima donna's liquid voice—no violinist's precious fingers are guarded more zealously than are the health and general well being of the Chevrolet brothers, Burman and Dewitt.

To be a racing driver one must possess nerve and daring almost, if not quite, to the point of recklessness, and a coolness which will not flinch in the face of the most unexpected contingency. And above and beyond these essentials, one must be saturated with an enthusiasm that never ebbs. Team work, where more than one driver is employed, is as important as on a baseball or football team. The racing

driver who wins fame and money must never shirk; must be ready always to jump in at an instant's notice and take the wheel of a car where motor, under the touch of his foot on the throttle, will soon be roaring and barking and spitting smoke and fire with fiendish glee.

Two Brothers Great Racers.

Of the General Motors team perhaps the best known are Louis Chevrolet, the Swiss, and Robert Burman, the Michigander. Both have been driving racing cars for some years, and both have gained their greatest fame at the wheels of Buick cars.

In a race of long duration, as a twenty-four-hour race, when two cars are run, alternate drivers are provided. Arthur Chevrolet relieves his brother and H. M. Hall is Burman's relief. Both are newer at the game than Louis Chevrolet and Burman, though neither is lacking in the dash and skill which have characterized Buick racing in the past.

Arthur Chevrolet begins this season as a fullfledged driver, after several seasons' training under his brother. Hall also has had several seasons of the strenuous, winning his place among the racers by the exceptional skill he displayed while employed in a southern garage.

Everywhere the General Motors team goes, there follow four huge cases, built on the plan of wardrobe trunks. Stood on end and open, each presents a series of

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drawers. These are divided into compartments, each of which is the home of some particular part. Each time the team is scheduled for a race, these cases—which are, in reality, a factory stock room—are shipped, sealed, from the factory. A stock clerk accompanies them, and he can find a required part in an instant and with his eyes shut. He must know exactly where to put his hand for the smallest nut or cotter pin, or the biggest unit, because when a part is wanted during a race it is wanted quickly.

Physician Ever Ready.

The General Motors team is under the management of Dr. Wadsworth Warren, upon whose shoulders rests the responsibility for the physical condition of the men.

Dr. Warren has with him a medicine chest that affords materials for every first aid to the injured emergency that may arise—bandages, eye lotions, stimulants, etc., etc. Dr. Warren's medical knowledge stands his men in good stead in many instances. In the recent Brighton Beach race the track was dusty and attention to the eyes was imperative every time a driver came off the track.

Arms and hands swell under the terrific strain of driving at a mile a minute and better, and a masseur must be on hand to give treatment to stiffened muscles and joints. Hot food and warm coats must be provided for the drivers who have been ~~run~~ and are in the camp.

As an instance of detail the care with which goggles are selected may be cited. A driver's eyes are all important, as a matter of course, and require the greatest care. Goggles which are not a perfect fit are useless, because dust will work in through an opening that will not admit the edge of the thinnest knife blade.

A General Motors driver may not go on the track unless clothed in the proper uniform. This is made to order of expensive brown cavalry cloth, the trousers made in riding style, the jacket in Norfolk fashion, with a high, close-fitting military collar. With these are worn brown leather puttees and racing hoods of brown, patterned after the French racing hoods to cover and protect the entire head and neck, leaving only the face open to the cutting rush of the air. For practice khaki uniforms and caps are provided.

In the matter of personal habits—diet, bedtime and the like—a supervision is maintained that insures the drivers always being keyed up to the highest efficiency. It is not necessary that a strict regimen be laid down and enforced, for the racing driver is usually a man who realizes that his life depends upon his physical condition and who considers it a duty to himself and his employers to



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