

maker. As head of a food conservation committee, I taught Indianapolis women how to can and conserve foods. I also was able to develop at this time a process of buying that later became known as "cash and carry." Carl praised my efforts. That was enough for me.

When the Armistice was signed, we were in our home at Miami Beach, making plans for the city that was just beginning to rise out of the jungle. It was to be thirty years after Carl wrote his plan for air defense for America that planes would darken the skies over Miami Beach as America's finest young men were being trained there for war.

We hurried back to Indianapolis. We saw the shadow of war lift from Speedway. The planes rose from the track and vanished into the skies. The automobiles and the racers, the teeming personnel and the crowds—bigger and more excited than ever before—returned to Speedway.

Carl spent every waking moment at the track. The smell of gasoline and smoking motors rose from Gasoline Alley. Along the refurbished track, men who had raced at Speedway before the war rehearsed with new and more powerful cars for the coming contest of speed between Europe and America.

With war ended, the final struggle began on Speedway to establish the supremacy of the American car.

X. Checkered Flag for America

AFTER THE CLOSE of the war speedway faced two questions: Was there enough interest left in automobile racing to provide for its revival on the large scale that Carl and his associates had planned for it before the war? And could an American car be built to defeat the European cars?

Carl determined to answer both questions with a great victory Speedway Day in 1919, the first five-hundred mile race to be held since the end of the war. Preparations for this began in Gasoline Alley directly after the signing of the Armistice.

Before the war, Carl had been terribly disappointed when American machines were raced off the track by the Continental-made Delage, Peugeot and Guyot, and the English Sunbeam.

Ray Harroun's winning of the classic in 1911 and Joe Dawson's victory in 1912 had claimed Speedway's first races for America. After that, Europe had taken all the honors. Jules Goux won the classic the next year, René Thomas in 1914, Ralph de Palma in 1915 and Dario Resta in 1916. Each year Italian, German, English and French racers came from Europe and claimed Speedway's checkered flag. It was, therefore, up to Gasoline Alley to build a master car that could win on Speedway for America.

Carl had Jules Goux, who had returned to France, ship him a team of Peugeot cars. All Indianapolis turned out to see the pair when they arrived.

The two French automobiles had cost seventy-five thousand dollars. Beautifully constructed, finely made as Swiss watches,