

IV. Fisher Luck

THERE WAS one place in Indianapolis where no one considered Carl a show-off, or thought his ideas crazy. This was Horace "Pop" Haynes' restaurant, opposite the old Grand Theater on Pennsylvania Street. Carl went there every noon because Pop's specialty was steak and fried potatoes, and because everyone met there who was interested in building or selling bicycles or automobiles, or who belonged to the Zig-Zag or Flat-Tire clubs. Carved into the tables at Pop Haynes' were names that were or would be illustrious in the rosters of speed: James A. Allison, whose famed Allison engines would power combat bombers in World War II; Arthur Newby, father of the six-day bicycle races, builder of the world-famed Newby Oval and co-backer of Speedway; Gar Wood, speedboat king, inventor and scientist; Frank Wheeler, president of the Wheeler-Shebler Carburetor Company; George Bumbaugh, genius aeronautical engineer, one of the few licensed pilots to fly all four types of air machines—the balloon, dirigible, amphibian and airplane; Robert Tyndall, a general in the United States Army and later mayor of Indianapolis; Barney Oldfield, dean of automobile racers; Eddie Rickenbacker, automobile racing's contribution to Allied aviation during World Wars I and II; and Carl Fisher. Indianapolis was the capital of speed in the early 1900's and Pop Haynes' restaurant was its racing hall of fame.

Struggling to keep pace with the demands of this lusty young group was a colored waiter named Galloway. Carl was Galloway's favorite customer because of his seemingly careless good tailoring and his quiet, soft-spoken ways. Galloway particularly admired the swank polo coats imported from England. In a day