

tage, with flower boxes and awnings. People came early to see the opening pageant that in its way was almost as exciting as the race itself, with bombs bursting and balloons rising and hundreds of bandmen marching on the track and playing patriotic airs. Joe Craven, Speedway's official photographer, had to be everywhere at once, photographing visiting notables and trying to catch action shots of the cars with his slow-shutter camera. Joe would always claim he wore out a new pair of shoes every Speedway Day.

Ten o'clock by the starting bomb—and in that breath-catching moment the stubby, square little cars shot out of the pit and onto the clean new brick. Carl was in the lead as pace-setter in his white Stoddard-Dayton. How happy he looked, with the brim of the inevitable white hat blown back, dimples set deep with excitement and his strong professional hands firm on the wheel! The fleet of racing machines flashed into the straight-away and fought for the turn, and Carl's white car, having set the pace, shot dangerously past the others and off the track just before the starting line. The green flag snapped from the bridge. The race was on.

Each Speedway Day I would watch Carl's pace-setting car make that split-second dash for safety and know how the other racers' wives felt in the grandstand and how their hearts, too, died on the turn. Once Carl was safe, I breathed again.

He had told me a few days before the race, "Keep your eye on that little Wasp of Harroun's." He had told Howard Marmon, "I think you have something in that little Wasp." I thought Carl liked Ray Harroun's car because it was painted his favorite color—bright yellow. Ray Harroun was an Indianapolis boy and a member of the Marmon engineering department. In building his car he had added two cylinders to the customary four, and made the rear and fore parts elongated instead of square. This was the Marmon Wasp, the first six-cylinder Marmon and the first streamlined car. As an added innovation, Ray had fastened a mirror beside his steering wheel so that he could watch out for dangers coming up behind him on the track and save carrying the extra weight of a mechanic. This was prob-