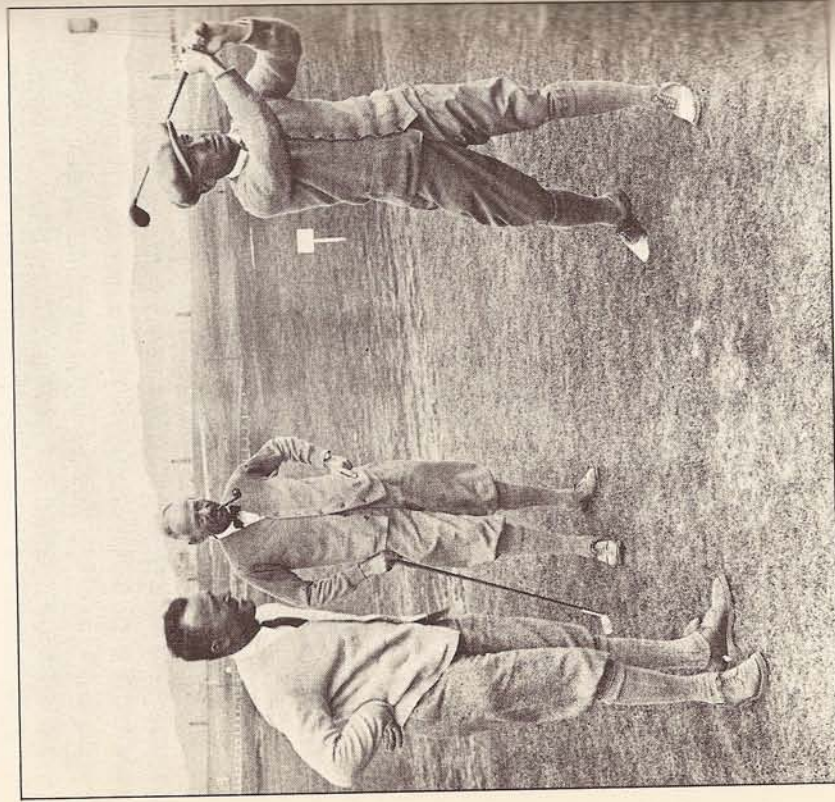


THE SAGA OF THE ROARING ROAD

gained on it and assumed the lead a few yards from the finish line.

The ball's time from tee to stop was 3 1-5 seconds, while De Paolo's was 3 seconds flat.

I only wish that there was more time and space to permit telling more about Peter De Paolo, born to the purple, as it were, a youngster who took automobile racing seriously and made it a profession instead of a sport.



The great Italian driver, Dario Resta, left, Fred Wagner, and Jimmy Murphy take time out for some golf at Los Angeles.

XVI.

It is now the time to bring before you the rest of "my boys." A parade of stars that will always continue to light up my firmament and with due apologies it is indeed a crying shame that I am unable to devote entire chapters to each and every one of them.

There was Dario Resta, an Italian by birth, who won his spurs on the European speedways before establishing himself in this country in 1909 and marrying the sister of the ill-fated Spencer Wishart, millionaire driver.

A brainy pilot, Resta campaigned the American tracks, piling up new successes each season, until 1915, when he capped all previous achievements by capturing both the Vanderbilt and the Grand Prize contests at San Francisco, then moving to Chicago where he took the 500-mile meet staged there. He held the American championship both for 1915 and 1916.

Following the tragic demise of his brother-in-law, Wishart, Resta announced his permanent retirement from the game, to devote himself to engineering, but he soon grew restless, and at the urging of his wife, again donned the goggles and helmet.

It was at Brooklands, in England, in September, 1924, that Resta's life was snuffed out while attempting to establish a new world's record. The car, his Grand Prix Sunbeam, plunged from the track on the straightaway. The wreckage caught fire and the car was destroyed.