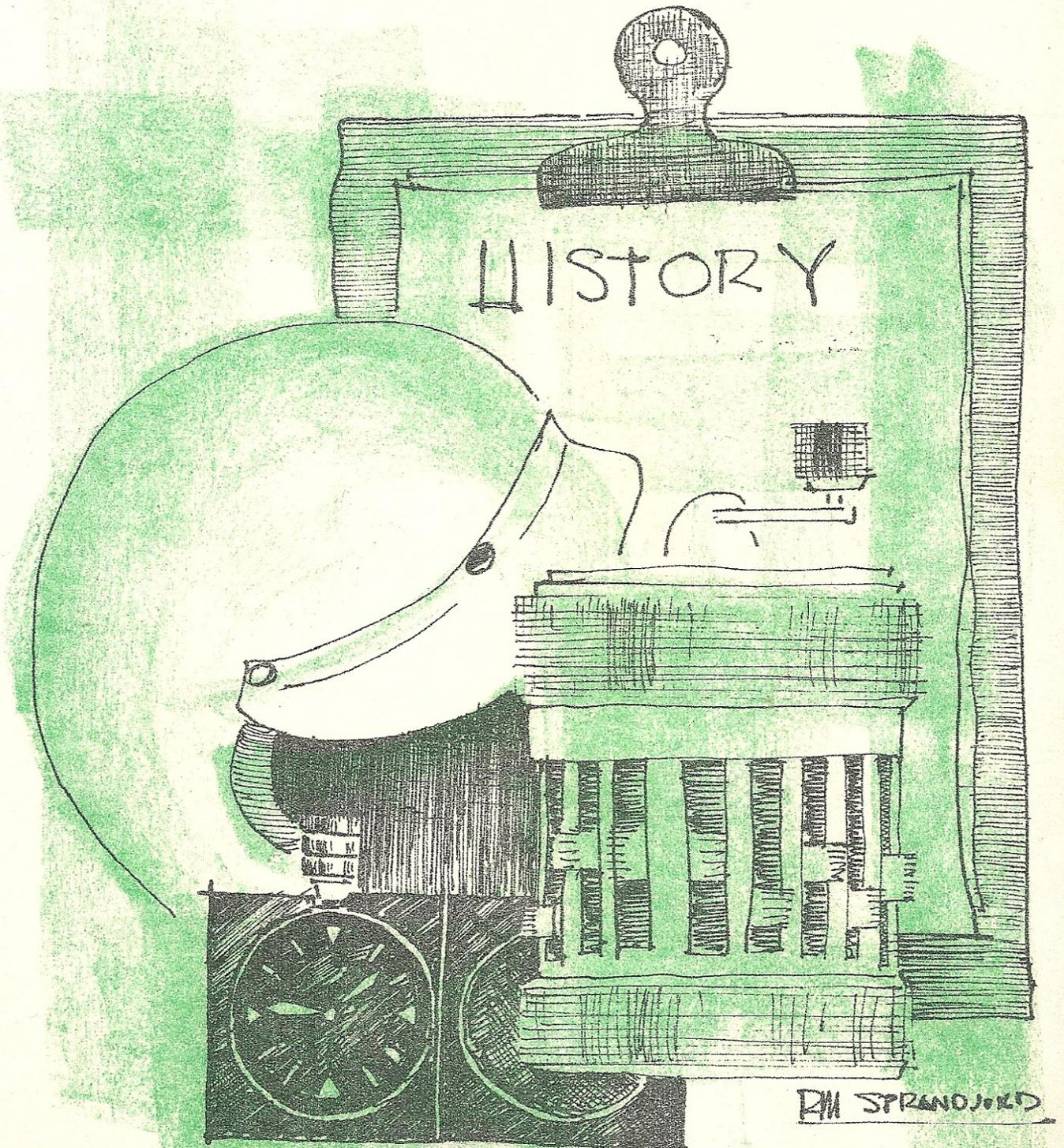


INDIANAPOLIS REGION



P.M. SPANOJKO

FOREWORD

To know of the past is to understand the present. With this thought in mind, the history of the Indianapolis Region of the Sports Car Club of America is written.

From one original member and first Regional Executive, Bill Shafer in 1946, the Region has grown to its present organization of 240 headed by a Board of Directors. Tracing the activities of local sports car buffs through the years is the combined endeavor of three individuals.

Ralph C. Kriplen 1946 through 1959

John A. McGee 1960 through 1961

Donald David Kriplen 1962 through 1963

May the efforts of these men, and all others who helped build our Region, be long remembered.

Chuck Langsenkamp

1964

A HISTORY OF THE
INDIANAPOLIS REGION
of the
SPORTS CAR CLUB OF AMERICA

Introduction

The early history of the Sports Car Club of America is probably well known to many members of the local Region. However, there may be some who do not know, or have forgotten, the succession of events which resulted in the organization of the SCCA.

The forerunner of the SCCA originated on the grounds of the late Barron Collier's estate, at Pocantico Hills, New York, by his sons and associates. The year was about 1930. They began racing cycle cars, which were a buckboard type of vehicle, powered with motor cycle engines or Smith Motor Wheels. Gradually these machines were abandoned for small sports cars, the MG being the most popular and available marque.

As the racing activities increased and competition became more pressing, it was realized that an organization was needed for guidance and control. As a consequence, in 1934, the New York Region of the Automobile Racing Club of America (ARCA) was organized, and shortly afterward a Boston Region was formed. The combined membership was less than 50 persons.

The popularity of the sport increased rapidly as races were held on several circuits in the New England area. The last ARCA race took place on the grounds of the New York Worlds Fair in 1940.

World War II brought to an end all club activities, forever, as the club was never active after the war's end.

In February, 1944, a group of enthusiasts, seven to be exact (including some of the old ARCA members) organized the Sports Car Club of America, in Boston, Massachusetts. In the beginning several Regions in other cities were organized, but the growth of the Club membership increased slowly.

The History The Indianapolis Region

The date was May 1946 and William F. Shafer, of Indianapolis was the owner of a very handsome $3\frac{1}{2}$ liter SS Jaguar. Russell G. Sceli, of Hartford, Connecticut, a pioneer enthusiast came to the city to witness the annual "500". At the Speedway his attention was directed to the Jaguar, as it was an unusual automobile in those days. It was by this circumstance that the two men met and became acquainted. In later conversations Mr. Shafer learned of the SCCA, its aims, purposes and activities. He responded by joining the club, thereby becoming the first Indianapolis member and also the Regional Executive. The Region included all of Indiana except a small area in the northwest corner and was the fifth to be recognized by the National organization. At the end of the year the national membership was 102.

The only local event in 1947 was a result of a goodly group of out-of-state members, coming here to attend the "500" race. Bill Shafer, acting as our R.E., arranged a luncheon at Woodstock Country Club on the day before the race. It was well attended, about fifty being present, and was an enjoyable event.

The assortment of cars driven by the visitors was most interesting at the time, and would be now as well. Sports cars, as we are accustomed to view them today, are considerably different than they were then. Among those on the grounds that day were two 540-K Mercedes, a type 35A Bugatti, a Lemans du Pont Tourer, an Auburn Speedster, a 1929 Bentley Vanden Plas Tourer, a Delahaye and several of the earlier model MG's. Thus ended the local activities for the year.

In 1948 the first SCCA National event for our Region was a tour starting from New York and vicinity and terminating in Indianapolis. The purpose was to get the people here, in a group for the "500" and to participate in time trials and acceleration runs, which were to be arranged by R.E. Shafer. With the assistance of Bob Borkenstine and Jim Hoggatt a course was obtained on east 56th street, east of Route #100. They were permitted to block off about a mile of this road for three hours on May 30. The winner of the standing one-quarter mile runs was Virgil Exner, on his 1932 Studebaker Indianapolis race car converted to a sports.

A total of 17 cars ran in the trials. After the runs a social hour at Bob Borkenstein's studio for cocktails was followed by dinner at the Southern Mansion. Activity in the region for the remainder of the year was at a standstill.

Interest in sports cars and car activities increased early in 1949, and several new members were welcomed into the Region. These new people assisted R.E. Shafer with arrangements for a series of competition runs for out-of-town members attending the "500" in May. A commit-

tee, headed by Stuart Wilder, arranged to have a little over a mile of Route #100, east of Route #52, blocked off for speed events. These consisted of sprints over the measured one-half mile and several two car races between evenly matched machines. This was another National event, the second for our Region.

Fred Morley, on his 1936 Pierce Arrow roadster, Harry Reid, on his 1948 Jaguar, Stu Wilder, on his Cadillac, and Bob Magenhaimer, on his Olds (he did not have the MG then), were the only Indianapolis drivers competing. Hal Ullrich captured first on his Duesenberg powered 1932 Ford Roadster, with a time of 27.1 sec. About 30 drivers participated in the trials. After the competition, all toured to the Borkenstein studios for refreshment and the usual sessions that follow competition. Hollyhock Hill was the scene of the round-up dinner and presentation of awards. This was well attended by the visitors and local members.

In September Fred Morley entered his Pierce Arrow in the Watkins Glen Grand Prix de Concours and was awarded third in his class.

In October members and guests toured, en masse, to Yellowood Lake for an outing. Showers prevented any outdoor activity -- and so ended the 1949 season.

Officers for 1950 were:

R.E.	William Shafer
Sec.-Treas.	F.T. McWhirter
Activities Ch.	Stuart Wilder

The first project of the year that faced the Region was the annual tour from the East, in May. It was the third National event for our Region and was to be run as a timed rally. The cars left New York or Washington D.C., and the final check point was at the Naval Armory in Indianapolis. Local Members checked the cars in upon arrival and then directed the crews to the Armory dining room for luncheon.

The second phase of the tour consisted of time trials and acceleration runs. These annual trials were eagerly anticipated by the visitors who enjoyed the opportunity to discover the capabilities of their cars by running over the measured courses.

The committee in charge of the trials, composed of R.E. Shafer, Bob Borkenstein, Stu Wilder and Carson Donley, finally prevailed upon the powers that be to close the same stretch of road on east 56th street that was used in 1948. The sprints were run over a quarter-mile course. Forty-eight drivers were in competition, three of whom, Bob Magenheimer, John Schaler and F.T. McWhirter, were from our Region. A dinner at LaRue's restaurant was well attended, about 150 people being present.

Mr. and Mrs. Hap Hathaway of Muncie entered the first Michigan P.O.R.

and won third in their MG. Twenty-one cars were in competition.

In September several members with families and friends attended the Watkins Glen and the first Elkhart Lake races. Bob Hagenheimer was the first Region member to enter in an event outside the region when he drove his MG at Watkins Glen. Bob was very active, and successful, in many sports car events at home and away, for over six years. He started in the little MG-TC, and later his mounts were the snarling Ferraris. The Region membership at year's end was about 27.

Officers for 1951 were:

R.E.	Mike Abendroth
Sec.-Treas.	F.T. McWhirter
Activities Ch.	Sandy MacArthur

The annual rally for eastern members in May had proved increasingly popular. The number of participants had increased to the extent that arranging for all the activities had become so tremendous a task that the Region's officers requested National Headquarters to cancel the tour. However, arrangements for a smorgasbord at the Naval Armory were completed for Tuesday, May 29. This served as a meeting place for the visitors to gather and contact old friends here for the "500".

In June our club was well represented at the Chicago-Studebaker meet at South Bend. In July, 14 members with their families joined with the Horseless Carriage Club in Fortville for a picnic and gymkhana. To the chagrin of the sports car drivers, Bob Maynard, of the H.C.C., won the gymkhana on his 1909 E.M.F.; Bill Andrews on a '29 Cord was second; Bernie Morgan on a Riley, was third. The little old E.M.F. could not compete with the sports cars for speed but was agile in the tight maneuvering required in the driving contests.

In August the club held its first rally and hillclimb. A picnic lunch stop on Route 67 west of Martinsville was followed by a hillclimb. After the climb, the second stage of the rally continued to the Frog Pond for dinner. Eleven cars entered this event. Dave Kriplen won the rally; no official record of the climb was kept. Later that month the Elkhart Lake Races attracted Region members, Mike Abendroth, Bob Hagenheimer, John Wood and Sandy MacArthur competing.

The fourth Watkins Glen races in September again attracted members of the club, as drivers and spectators.

In October, Sandy MacArthur started to issue a local newsletter, Clutch Chatter, by name. Its purpose was to inform the membership of activities and news of the Region in general. It is still being published and is well known by all members of the club. No attempt will be made to name all the people who have been responsible for its publication each month since, for likely the name of some deserving person might be omitted. The Club owes all of them a vote of thanks.

The last event of the year was a rally and slow hill climb. The climb was held in Morgan Monroe State Forest. The winner was the driver who consumed the most time in ascending the hill in high gear. Of course, no brakes or clutch slipping was permitted. Bob and Joanne Magenheimer carried off first rally honors. After the climb many toured to Bloomington for the evening dinner. Membership at the end of the year was about 45.

Officers for 1952 were:

R.E.	Sandy MacArthur
Sec.-Treas.	F.T. McWhirter
Activities Ch.	Dave Kriplen

About the first of the year the South Bend Region was organized, which resulted in the loss of about 20 members of our Region. The year's first activity was the By-Guess-and-By-Gas rally in March. F.T. McWhirter won the first place trophy. In May the annual speed trials were resumed, being run on Route 100 east of Moore Road. William Beaning acted as starter. About 25 cars made the runs, largely cars from our Region. Ben Harris captured the first place trophy on his Ford Special. Some motorcycles also ran.

In midsummer a rally started from the Fairgrounds and, after a picnic lunch stop in Brown County State Park, continued on to Bear Wallow Hill. This was quite a confusing rally, as the Activities Chairman, unknown to the contestants, routed even numbered cars one way and odd numbered ones the opposite way, on some sections of the route. Meeting another driver on the same road grieved one immensely for the other fellow's "misfortune." All finally finished at the hill, and Bob and Joanne Magenheimer took home the trophy.

By August, hot and dry, a gymkhana was run off on an old blacktop landing field near Galveston. No trees existed anywhere close so it turned out to be a very hot contest. Dave Kriplen won first place.

The next event that attracted the members was the third annual Elkhart Lake Race meet. Local drivers competing were Mike Abendroth, Bob Magenheimer, Dave Kriplen, Bill Andrews, Jim Riley and Jack Ensley.

Late in September many toured to Watkins Glen for the fifth running of the Glen races. This was the last season for the course through the village.

The last event of the year was a tour to French Lick for a hill climb and dinner at the hotel. About 25 cars made the run on a beautiful fall day. Jack Ensley won first overall in the hill climb on his Cad-Allard.

A high point trophy was donated to the Region by Sandy MacArthur to be awarded the driver leading the club's membership in points at year's

end. Bob Magenheimer won the bowl.

The elected officers for 1953 were:

R.E.	Sandy MacArthur
Secretary	Charles Bradshaw
Treasurer	F.T. McWhirter
Activities Ch.	Jim Riley

The new year's first activity was a rally starting from the fairgrounds under rainy and chilly weather conditions. The destination was Turkey Run State Park. Dave Kriplen and Jack Holland were the winners.

In June a rally ended in Merritts Park, west of the city. Bob Magenheimer was tied for first and won it by out-guessing his opponent. The question: How much air pressure in a given tire.

In September the regions first race meet, and Indiana's first sports car races were held at Stout Field. Sandy MacArthur was race chairman and Ben Harris performed the starter's duties. One hundred cars were entered in a program of five races. An interesting Concour de Elegance attracted a display of antique, classic, and modern automobiles. John Schaler was in charge of the display. A victory dinner at the Marott Hotel was presided over by Sandy MacArthur, assisted by Bob Magenheimer. All voted the entire affair a very successful one, especially since it was the Region's first experience with a race meet.

In September the club suffered loss of members when the Southern Indiana Region was organized. This is easily understood, for it becomes a hardship to travel a hundred or more miles to participate in some activity, if it happens often enough.

December marked the date of the Sportsman 200 rally. It started from Butler Fieldhouse and terminated at the Frog Pond for dinner. Hal and Buelah Frist took the big trophy home.

In addition to the local activities mentioned, races and rallies at Chanute Field, Offutt Field, Lockbourne Field, Turner Field, Bergstrom Field and Elkhart Lake attracted many drivers from our club. Jack Ensley placed seventh in points for the National Championship, in his class, for the year. The high point region trophy was awarded to Bob Magenheimer, the second time for points credited him in local competition.

In early December the first annual dinner dance and election took place at the Athaenaeum. A good crowd was in attendance.

The elected officers for 1954 were:

R.E.	William Beaning
Assistant	Jim Estill
Secretary	John Broerse
Treasurer	F.T. McWhirter
Activities Ch.	William Andrews

Appointed officers:

Competition	Bob Magenheimer
Membership	Fred Eichrodt

Early in the year the Region was the recipient of a very handsome silver platter, donated by Mrs. Joseph J. Daniels, honoring the memory of her son, Michael Fairbanks. It is a perpetual award to be known as the Michael Buchanan Fairbanks Award. It is to be entrusted to the Region's champion driver, who is determined by points accumulated in activities for the year. The winner is also presented with a suitable trophy which he retains permanently.

The first activity was a rally starting from the Butler Field House. This was a Saturday night run terminating at the Sheffield Inn, where the participants warmed up with coffee and snacks. The winners were Bob and Joanne Magenheimer.

In April a drivers test and time trials were conducted at the Camp Atterbury Air Force Base in Columbus as one phase of preparation for the race meet scheduled on May 29 - 30 by our Region. This race meeting was sponsored by the Continental Air Command and the Columbus Junior Chamber of Commerce. Details necessary to the organization and conducting the races were entrusted to our club by the cosponsors. Bob Tappen was race chairman, and Jesse Coleman, of Nashville, Tennessee, performed the duties of starter -- and he was a good one.

Four races were staged for 115 entrants. Attendance was about 20,000, in spite of other "500" weekend activities and attractions. The Victory Dinner, presided over by R.E. Beaning, was served in the No. 1 hanger on the base. The meet proved to be a very successful venture; all felt well repaid for the effort expended.

In June the Chicago Region sponsored the races and a rally ending at Chamute Field. Six local cars ran in the rally.

The next event was a rally terminating in French Lick, followed by a picnic lunch at noon and drag races at the airport. Dinner at the hotel in the evening was an enjoyable affair. Thirty six cars ran, and Hal and Buelah Frist won first place.

In July a pleasant evening was spent at the Towne House on Pendleton Pike. Dinner and dancing furnished entertainment in addition to the visiting and meeting of old friends.

Later in July a gymkhana was run off in the Sun Valley Bowl at Anderson. Wilfred (Pappy) Gray took home the big trophy. After competing in the runs, all toured to the Jack Hendricks' home in Edgewood where Jack, Ingy and their four children were most gracious hosts at a cocktail hour. Afterward a dinner at the Country Club, arranged by Jack, was enjoyed by all present. Everyone leaving for home was thankful to the Hendricks for their kind hospitality.

In September a hill climb was run up Bear Wallow Hill in Brown County. Bert Disney won the event in his XK 120 Jaguar. In October the Region's first two day rally, named the "Rallye de Mammoth", took place. The overnight stop was at the Mammoth Cave Park Hotel. Twelve cars were entered, and the final check point was south of Jones Restaurant, east on Route 40. Bob and Joanne Magenheimer won the contest.

The usual out of region events attracted many Indianapolis members. Space does not allow enumeration of these contests or the participants. Jack Ensley won first in Class B in the National Championship point standing for the year.

Bill Beaning began his newsy and interesting column in Clutch Chatter, which continued for several years. Bill spent considerable time accumulating and editing the material for which we all owe him a vote of thanks.

Bob Magenheimer won the Fairbanks Award, a creditable record. Membership at the end of the year was about 109. The annual dinner dance and election was held at the Athaenaeum; attendance about 60.

The Region's officers for 1955 were:

R. E.	Dave Kriplen
Assistant R. E.	Jack Hendricks
Secretary	Bernie Morgan
Treasurer	F. T. McWhirter
Activities Ch.	Bob Magenheimer

Appointed:

Competition Chairman Bill Andrews

Two members of the club, MG owners, donated an MG trophy to be awarded to the MG driver having the highest points standing at the season's end.

The National Annual meeting and dinner, held at the Edgewater Beach Hotel in Chicago in January, was attended by about twenty members and families. The Bob Tappens entertained in their hotel suite before the dinner.

The year was a busy one for all members. Five rallies, two hill climbs, two Stout Field time trials, a drivers instruction session, and driving

practice, two gymkhanas and two dinner meetings provided ample activity for even the most rugged individuals. Races, hillclimbs and rallies by other regions attracted many members for competition and spectating.

In October, following the gymkhana at Anderson, all participants enjoyed the second cocktail hour at the Jack Hendricks home. This was enjoyed by all in attendance, about 100. The dinner following was served at Linders Restaurant near Anderson.

The two day rally crews spent the night at Spring Hill Park Hotel, and the final dinner was at Jones Restaurant. Jack and Ingy Hendricks were victors in this one.

Skip Lange designed an Indianapolis Region car badge which was accepted by the Board of Directors. Soon afterward the badges were available to all who wished to be identified with our Region. During the year the club acquired five matched watches for use at rally checkpoints, a pair of field telephones with wire, and electric-pneumatic timing equipment for timing hillclimbs and time trials, etc. Bob Englehardt worked out the details of the timer.

Bob Magenheimer won the Fairbanks Award for the second time. This win marked his fourth consecutive year as high point driver in the Region. Charles Pugsley captured the MG trophy. In December the annual dinner dance and election took place in the Marriott Hotel, with approximately 96 present. At year's end the Region membership was 143.

The elected officers for 1956 were:

R.E.	Bob Tappan
Assistant	Dave Kriplen
Secretary	Bob Clifford
Treasurer	F.T. McWhirter
Activities Ch.	Chuck Rickert

1956 was another busy and active year. Six rallies, one gymkhana, a drivers lecture and instruction session, three time trials at Stout Field, a mid-season dinner dance, and the annual dinner and election provided a full program of varied activities.

The directors voted to award a lady navigators trophy yearly to the lady with the highest point standing at the end of the season.

The National meeting and dinner was held in Detroit early in the year, and a good representation for the club attended.

Jack Ensley and co-driver, the late Bob Sweikert, placed third at the Sebring twelve hour race in Jack's D Jaguar; a very creditable performance when the competition is considered.

The April dinner dance at the Athletic Club was well attended, about 60 present, and was enjoyed by all.

During parts of June and July, Bob Clifford and F. T. McWhirter were in charge of the club due to the absence in Europe of Bob Tappan, Dave Kriplen, and Chuck Rickert. Bob drove at Le Mans and at Stockholm, Sweden. He was unfortunately disqualified at the Le Mans race because of a pit error, after running thirteen hours in the rain and under very dangerous driving conditions. He finished first in class at Stockholm. Dave Kriplen and Chuck Rickert entered and drove in the world famous 18th Alpine Rallye over a difficult and treacherous course of approximately 2,500 miles. This required six days of competition and a lap on the Monza track.

The annual gymkhana, in Anderson at the Delco Remy Park, was won by Al Reed. Following the contest an hour for cocktails at the Hendricks home was a highlight of the season. All in attendance again appreciated the Hendricks hospitality. Dinner at Linders completed the day.

The two day rally in November began at Victory Field. The overnight stop was at Vincennes, and the rally terminated at the Flag Pole, north on route 31. Luke and Marion Stear were the winners of this one.

The directors voted to raise dues to \$4.00 annually. Added revenue is to be used for the purchase of additional equipment useful at outdoor events. Also, it was voted that a chairman of membership be elected. Before this, the post had been filled by appointment.

The National Club divided the U.S. into nine geographical areas. Indiana, Ohio, Michigan, Kentucky, and Tennessee will compose the fifth area.

Luke Stear won the Fairbanks Award, and Marion accepted the Ladies Navigators' trophy. The annual dinner and election was held at the Columbia Club, about 100 being in attendance.

The elected officers for 1957 were:

R. E.	Chuck Rickert
Assistant R. E.	Bob Clifford
Secretary	Skip Lange
Treasurer	F. T. McWhirter
Activities Ch.	Duke Knowlton
Membership Ch.	Bill Andrews

Gerry Mason was appointed Safety Director. The increasing size and range of our outdoor activities created a need for a Safety Director, to aid in maintaining "safe driving" which sportsmanship demands.

The Annual National Meeting was held in Detroit early in the year. Our Region was well represented. All in attendance enjoyed the program that

was prepared by General Motors. Included was a tour through their new research center.

1957 proved to be another busy year, with five rallies, two Stout Field time trials, a gymkhana, a race meet at Stout Field and the annual dinner. These events, with those in other Regions, provided sufficient activity for all.

Clutch Chatter, under the direction of Skip Lange, took on a new size and shape for 1957. Reasons for this were to facilitate printing, the procurement of paper, and processing, and also to reduce the cost of mailing. More and better pictures were promised as an added feature.

An important event of the year was the Stout Field race meet in October. Charles Rickert was race chairman, and Jesse Coleman again was the chief starter. Eight races in two days were necessary because of the large entry list. There were 105 entries.

The Anderson gymkhana in the fall attracted many members to the Delco Remy Park. The winner was Al Reed, making it two in a row for that event. The cocktail hour at the Hendricks home had, long before, become one of the season's most anticipated affairs. For 1957 the number in attendance reached an all time high. Dinner followed at the Country Club.

The annual two day rally took place in November. The overnight stop was at the Spring Mill Park Hotel, and the final dinner, at Jones Restaurant. Ken and Mary Carroll won this one.

Charles Rickert won the Fairbanks award, and Buelah Frist, the Ladies Navigators' trophy. Club membership by the end of the year had increased to about 180, a most impressive increase. The annual dinner and election was held at the Marott Hotel with approximately 100 in attendance.

Our elected officers for 1958 were:

R. E.	Chuck Rickert
Assistant R. E.	Duke Knowlton
Secretary	Dave Causey
Treasurer	Phil Vickery
Activities Ch.	Luke Stear
Membership Ch.	Bill Andrews

Appointments

Competition Member	Bob Clifford
Safety Director	Joe Johantages
Clutch Chatter Editor	Carolyn Rickert

In view of the additional load carried by the Activities Chairman, two

assistants were named to help with the full schedule anticipated.

Rallye Assistant John McGee
Speed Event Assistant Mike Norris

The end of 1957 brought to a close the services of F. T. McWhirter as treasurer. Press of business and personal demands on his time compelled F. T. to relinquish the office, in which he had served continuously since the club was organized. His faithful service to the club through the years was appreciated by all the officers and members during his tenure of office.

The 1958 program was even more active than the year preceeding. Included were six rallies, one driver lecture and instruction session at Stout Field, a hill climb, three Stout Field time trials, two gymkhanas, the regional race at Stout Field and the annual dinner dance. Interest in all these events increased with the growth in membership and the opportunity to participate in a full and varied program of events planned by the club. Turnouts of 40 - 50 cars for a rally and 60 cars for a Tin Can Grand Prix were common.

As usual, many members participated in out of region events, in addition to the ones at home. Luke Stear entered his Ace Bristol in the Twelve Hour Grand Prix of Endurance at Sebring, Florida, in March. Mike Norris assisted him with driving chores. They finished third in class and 15th overall against some very tough competition.

The regional race meet in May at Stout Field attracted 123 entries. Two races on Saturday and six on Sunday permitted all to run. Duke Knowlton was race chairman, and Jesse Coleman was the starter.

A hill climb at Millport, the first for this location, was successful. About 32 cars made the climb; Chuck Rickert was first overall.

A midseason gymkhana and concours was held on the grounds of the John Schaler Netherleigh estate, northwest of the city. The scenic surroundings were an ideal location for the driving contests, the picnic lunch, the display of cars in the concours, and the buffet supper in the evening. Forty-nine cars ran the gymkhana, and twenty-one appeared in the Concours de Elegance.

The fall gymkhana in October was run off at the Causey brothers' Cricklewood Farm, east of Carmel. This locale proved an ideal spot for an outing and area for field trials. Six events were on the program. All in attendance enjoyed a most exciting day in the bright fall sunshine. Dave and Dean lighted a huge bonfire for the weiner roasting and for warmth as the sun slipped below the western skies.

The two day rally cars spent the night at the Mammoth Cave Park Hotel.

Thirty three cars were in competition. Gene and Ruth Kelly of Detroit, former members of our Region, won the first place trophy.

Bob Clifford won the Fairbanks Award. He had to collect 76 points, the highest to the time, to win. Peggy Krebs won the Ladies Navigators' trophy. The annual dinner dance took place at Brodey's Inn, with about 168 in attendance. During the year, members were lost when the Indiana Northwest Region (Gary) was organized with about 47 members. Some of these were from our Region. At year's end the Region membership was about 263.

The elected officers for 1959 were:

R. E.	Skip Lange
Assistant R. E.	Bill Andrews
Secretary	Gerry Mason
Treasurer	John McGee
Activities Ch.	Mike Norris
Membership Ch.	Jack Hergenroether

Appointed:

Safety Director	Phil Vickery
Competition Member	Dave Causey
Clutch Chatter Editor	Chuck Langsenkamp
Rally Chairman	Bill Krebs

Chuck Rickert was elected to the National Board of Governors and Chairman of the National Contest Board.

Phil Vickery announced that on all future rallies, secret check points would be established to check rally car speeds. This action was taken to improve safety. "Sportsmanship Demands Safe Driving."

The list of activities for 1959 provided the Region with the fullest and busiest program ever planned and executed in the club's history. Events included seven rallies, four Tin Can Grand Prix at Stout Field, two gymkhanas, two races, two driver school sessions, a rally school and the annual dinner and election.

The rally school, the first for our region, was under the direction of Bill Krebs. As rally assistant to Mike Norris he, no doubt, knew the need for it. The schedule of rallies that took place as the season advanced proved the wisdom of this decision.

A team of 10 cars and some extras competed in the All Indiana Gymkhana at Bunker Hill Air Force Base. Competition between all Indiana regions proved more than adequate for our team. In July, the Stout Field race meet attracted 149 cars. Eight races were run off in two days. Don Hueber and Dave Kriplen were co-chairman, and Jesse Coleman, the old regular, acted as starter.

The second annual Causey Capers gymkhana at the Causey farm was marred by inclement weather. However, the rain only slowed the activities. Forty-one cars competed in six muddy events. The one day race meet at Stout Field, with seven races, brought out about 30 cars. Race chairman was Mike Norris.

The annual two-day rally in November started from the Devington Shopping Center. The overnight stop was at Clifty Falls State Park. The final dinner was held at Buckley's Restaurant in Cumberland. Thirty nine cars were in the contest. Otis and Jim Moneyhun took charge of the first place trophy.

Mike Norris and Phil Vickery shared the honors of winning the Fairbanks Award. Each collected 74 points. Buelah Frist and Joan Norris were also tied for the Ladies Navigators trophy. This was Buelah's second winning of the trophy. The father - son team of Otis and Jim Moneyhun deserved honorable mention. They returned victors in three of the season. This is a most creditable performance. The Frists, Hal and Buelah, deserve attention also, having collected two firsts out of the seven.

The annual awards dinner-dance, held at the VFW on North Pennsylvania St., was well attended and the officers elected for 1960 were:

Reginal Executive	Bill Andrews
Assistant R. E.	Johnny McGee
Secretary	Garry Mason
Treasurer	John Harrower
Activities Ch.	Mike Norris
Membership Ch.	Jack Hergenroether

Appointed were:

Contest Board Ch.	K.C. Carroll
Safety Ch.	Jim McGhee
Rally Assistant	Otis Moneyhun
Race Assistant	Dave Kriplen
Social Assistant	Mary Lou Mason
Clutch Chatter Editor	Ed Hull

As indicated by the appointments, it was planned to be an active year. The unavailability of Stout Field curtailed the racing activities, but this was more than compensated for by the wide variety of other events. The schedule included one drag race on the newly constructed strip at Indianapolis Raceway Park, a hillclimb on Hillport Hill, three gymkhanas, including one in association with the Department of Toxicology of the IU Medical Center, a co-op drivers school at Lawrenceville with CIR, six fun rallies and five point rallies; the last of which was a sampler to be observed for possible National Sanction in 1961.

The year's first event was a fun rally; Pot-Pourri by name and fact. Co-sponsored by the Indianapolis Region and the Lilly Motor Club, it drew 69 entries and many surprized faces were evidenced when the "second hand", (used, bent and broken) motor parts were passed out as trophies.

Fourty two eager contestants entered Fred Lawrence's Navigators' Nightmare Mark II, but fourty one were bested by Wes and Judy Murphy in their faithful Healey.

The National Convention was held in Louisville, and to show our hospitality, the Region gave a small assist to the Louisville group by sponsoring a cocktail party one of the evenings.

Up until now the SCCA racing classes had been determined by displacement only, and when the "Performance Potential" classes were announced at this meeting, it was greeted by cries ranging from consternation to near unbridled anger. Much more could be recorded on the responce, in fact volumes, but we can now see the results of this step and judge it on the more complete basis of actual trial.

Back on the local scene, Chuck Rickert was re-elected to the Board of Governors and the Co-Chairman of the License Committee.

Dave Causey purchased a Tipo 61 Maserati to enter Sebring and persuaded Luke Stear to co-drive. Their performance was tremendous, but while running second in the 11th hour they were sidelined by the failure of a fifty-cent lock tab washer in the transmission unit.

Mike Robbins' Indian-No-Place Rally developed in a Sno-Go-Place rally as 25 true blue contestants braved a six inch overnight snowfall to rally for points and trophies. Alan and Johnnie Beck in a 4-wheel drive Jeep won the event even taking time out to pull some less fortunate competitors out of drifts.

Bill Honan, an ardent ralliest from Richmond, Indiana, was prevailed upon to set up the next rally and did an excellent job showing the 23 entrants some new and very interesting roads in southeastern Indiana. Gerry and Mary Lou Mason took the laurels on this event.

Since Stout Field was now off-limits, due to zoning restrictions, a feeler was put out to block off a bypassed section of road 135 in southern Indiana for a hill climb. Three road commissioners and about eight residents on the hill were contacted and permission was granted. Twenty four brave souls faced the hill that would make Giants Despair look like an expressway with Bill Davis from Ohio Valley, in an Alfa Veloce, making fastest time of the day.

September naturally brings thoughts of Road America and this year was no exception. The Causey-Stear Sebring combination redeemed themselves admirably by winning the 500 despite hot International and National

competition. Visibility was cut to a bare minimum in the last 15 laps by rain, but Luke fought off Pabst's last ditch try to win and crossed the line bare seconds in the lead. In the celebration that followed, Dave lost his hair and Luke ended the night sans mustach.

Good news was spreading fast, as word came to officers of the Region that a group of racing enthusiasts including Messrs. Hulman, Binford, Ward, etc., were contemplating a racing facility just west of Clermont, Indiana. It was to include a National length drag strip, 5/8 mile oval, and glad tidings to our speed starved membership, a 2½ mile road race course. Bill Andrews and his board appointed a committee to lend technical assistance to this group, and the course as now operating is, in essence, the same as it was laid out by this committee comprised of Skip Lange, Luke Stear, K.C. Carroll, and Bill Andrews.

As work progressed at Indianapolis Raceway Park, interest naturally developed toward the first race held on the facility, and plans were started for an early fall race.. Unfortunately, zoning problems, weather, and construction difficulties prevented this venture from getting further than the planning stages, and instead, a drag race was substituted for the local talent. Fifteen regional members attended the rather late in the racing season event, and Mert Jaggar in his Jaguar 150S took top honors of the day.

On October 16th the third annual Causey Capers were held at Cricklewood Farm, and as usual this attractive event drew 68 entries. Dean Causey placed first in his Porsche, and a very enjoyable keg party, after the award presentation, completed the event.

Fred Lawrence authored the years last point event, and the quality of his two-day rally assured the Region of a Nationally sanctioned rally in 1961. Dick Doyan and Clay Gibbs, the nationally famous rally team won the event, followed closely by the Kelly-Kriplen team with third place going to Bill and Peg Krebs.

Regional membership at this time was approximately 240.

John Harrower secured the Highland Country Club for the awards dinner, and nearly 200 members and guests enjoyed the banquet and dance that followed the announcement of 1961 officers.

Mert Jaggar was the Fairbanks winner and Jo Jaggar claimed first in the Ladies Award class. Since workers had become such an important part of the Region activities, an award to recognize this effort had been inaugurated the first of the year, and Don Bowman was the first recipient of the workers' trophy.

1961 elected officers were:

Regional Executive	Johnny McGee
Asst. Regional Executive	Dave Causey
Secretary	A. J. Werner
Treasurer	John Harrower
Activities Chairman	Dave Kriplen
Membership Chairman	Harvey Hess

Appointed officers were:

Rally Chairman	Wes Murphy
Contest Board Chairman	Luke Stear
Safety Chairman	Don Bowman
Speed Event Chairman	Mert Jaggar
Social Chairman	Jo Jaggar
Clutch Chatter Editor	Jan Strandjord

Another big year was envisioned by all at the start of the season; IRP would be complete and there were plans for a full racing calendar. Sanction had been received from Westport for the two day rally in the fall and all in addition to a full complement of regional point events.

January got us off to a good start with two rallies, one for fun presented by Ron and Jan Strandjord, and another for points chaired by Mike Robbins with his bag of testy rally problems. Both were attended by approximately 25 members and guests.

The response to rallies in March was on a par with January, and a fun and point rally were well attended in this month also. Fred Lawrence dreamed up the Navigator's Nightmare Mark III and 24 bright eyed contestants started the rally. Peg Krebs and sister Georgeanna Tutrow captured top honors in showing the boys the way on this tough, as usual, event.

Some of the Region's racing enthusiasts got a little practice time in at the Glendale Gymkhana as 45 entries showed up to compete in a rain scattered event. A social get together followed at the Causey farm and trophy presentation showed Johnny McGee the winner, with Jo Jaggar leading the distaff complement.

April 15-16 was the inaugural event at IRP chaired by Skip Lange which featured a Drivers' School on Saturday very ably run by Luke Stear, and a Regional Race on Sunday, called off after an unseasonable snow storm during the first race. On the seventh lap of the 10 lap race, snow had limited visibility to the danger point and activities were called to a halt for the weekend. Bill Andrews drove his Morgan to first overall followed closely by Bob Magenheimer, his driving togs now out of mothballs. Several of the race cars had actually frozen radiators in the unusual weather. More snow Sunday afternoon caused some of those homeward bound to the north to be from one to three days making the trip due to roads blocked by drifts. In all recorded history of Indianapolis

Region racing, this was the first event called off because of snow, and although disappointing to all present it did succeed in putting IRP and the Indianapolis Region on the cover of SPORTS CAR.

In July, the Divisional Race, attended by approximately 175 competition drivers was a complete success and much credit is due the Race Committee headed by Skip Lange as chairman, Duke Knowlton as Steward, and all the other chairmen for an event so well presented and received.

The Region's officers updated the By-laws and had them printed in Clutch Chatter. The "CC" staff was also called on to print a special convention issue after the National meeting in New York City.

An SCCA - IAC rally was held in August and the Moneyhun-Murphy event was attended by 72 trophy hunting ralliists. Mike Robbins, always a threat, had his way and walked away with top honors.

The Stout Field Gymkhana, relocated at the last moment to Eastgate Shopping Center, was held August 13th and A. J. Werner led the men to victory. Phyllis Wenger was trail blazer for the ladies.

Rounding out a full year of racing activity, the Region's first National Race in August capped a fine year of speed events. All reports indicated that the Indianapolis Region and Raceway Park were to be considered very seriously in future racing history. Twelve races for the more than 200 entries provided a full and interesting weekend for entrant and spectator.

Dave Fleek's Fall Frolic rally, as a preview to the now bubbling and boiling two day National Rally, drew 42 entries and provided excellent practice for entrants and check point personnel. John and Jane Federman led the way, being closely followed by Mike Robbins with third going to the Mason team.

Millport Hill was faced again in October and 20 cars rushed the incline. Gerry Mason in a well set up and well handled Porsche set best time of day with 1 min. 45 sec. as opposed to the winning time of 1 min. 46.8 sec. of the previous year.

The committee for the National two day 500 rally, Fred Lawrence, Jim Moneyhun, Mike Robbins, and assisted technically by Otis Moneyhun, had been planning and preparing all year for the biggest rally event of the Region's history. Countless hours had been spent, and covered an unbelievable mileage in setting up the event. Bob Ridges, Secretary of the National Rally Board had flown in and checked out the route and instructions, and many of the workers had double checked procedures and placements. All was in readiness for October 14-15. Forty two contestants signed up for the run, and two hard days and more than 500 miles later saw the team of Jim and Barbara Bickham take home first place trophies with only 22 penalty points against them. Some 20 trophies donated by

local merchants were presented, and this ended one of the finest rallies the Region has ever had the pleasure to provide.

Causey Capers Mark IV, held on sections of the road course and oval at IRP, rounded out the years activities. Fifty two entrants enjoyed cool but lively, tricky, events won by Don Bowman. This well planned event was climaxed by a weiner roast and keg party held in the picnic area at the north end of the course.

The annual dinner dance was again held at the Highland Country Club. A.J. Werner won the Fairbanks Award, Georgeanna Tutrow the Ladies Award, and Georgia Hoover the workers award.

Officers elected for 1962 were:

Regional Executive	Dave Causey
Asst. Regional Executive	Hert Jaggar
Secretary	Otis Moneyhun
Treasurer	Allan Beck
Activities Chairman	Dave Fleek
Membership Chairman	Harvey Hess

Appointed Officers were:

Contest Board Chairman	Johnny McGee
Safety Chairman	Harry Gaunt
Clutch Chatter Editor	Jo Jaggar

The first event of the new year was a point rally. Mason and Mason won this one setting a precedent for the year. High points marked the rally partly because of a washed out bridge, but even so, twenty five of the thirty starters managed to finish.

A night fun rally followed that was masterminded by Jeffries and McIlvaine. Great tensions arose when the entrants were required to identify various silhouettes of American sedans as well as sports cars. George and Wilma Robbins proved to be the best and took the honors.

Gordon Mines, with rancor towards navigators, produced the Navigators' Nightmare Rally. The course was northeast with a short portion on US 52, and those navigators who did not receive amended instructions at the lunch stop, tried to hit an average of 150 mile per hour for five miles on the highway. John Harrower and Mike Robbins barely nosed out Georgeanna Tutrow and her mother for first place.

April 1st is a natural date for a fun rally and fifty one cars turned out on Sunday afternoon for a drive in the country. As they traveled, navigators were required to chew up a piece of bubble gum and produce an acceptable bubble at one of the controls, carry a full glass of water between two controls, and finally break open an ice cube containing the

message "April Fool". A concourse was held for the dirtiest car, and the honors went to Dave Fleek's Triumph. Surprisingly enough, the first two places in the rally went to guests. This event was put on by the Langsenkamps.

Sixty six persons participated in our Drivers School on April 14-15. John McGee was the school master, and K.C. Carroll was overall chairman. The weather was good on Saturday, but on Sunday, like the year before, we had snow. However, the weather was good enough for thirty three people to obtain their licenses. Our Indianapolis people had their troubles. Lyle York made only ten feet in the race before retiring. On Sunday, Pete McIlvaine, after a Homeric effort, found that he should have better put his time replacing his rod bearings than rebuilding his starter all Saturday night.

The Braille Rally again attracted a good many SCCA members. There were seventy eight entries representing the SCCA, Lilly Motor Club, Mercedes Club, Porsche Club, SCCCI, and the Volkswagen Club. The Indiana Blind School youngsters really do enjoy the day out in the sports cars.

On May 13 Pete McIlvaine staged the first gymkhana of the season at the Eastgate Shopping Center. Pat Hergenroether, Neal Payton, and Harvey Hess were the winners - not the first time for any of them. This event was attended by forty three entrants, two more than the year before.

Three classes ran in the Tour De Force Rally. A seat-of-the-pants group entered the event with the understanding that no calculating devices would be used. The other two groups were for straight rally calculating and for guests. This was the first rally in Indianapolis with a special class for S.O.P. teams. Dave Fleek promoted the event, and it is interesting to note that the Strandjords first place score in the S.O.P. class would have been good enough to give them a third in the calculating class. The Wests took first and the Masons were second in the calculating class. The road course officially ended in Carmel, but some teams ended in Kokomo - seems that County Road 400 was difficult for some to find.

The Tour De Force Rally was a fun type event that ended at the Carmel Legion Post. A Hunt and Strandjord production, it had twenty nine teams scouring the northside for treasure. The Murphys turned out to be the best hunters.

Our Divisional Race was next on the calendar, and K.C. Carroll was the chairman of the event and as usual, did a superb job. No serious accidents and darn few incidents occurred to mar the weekend. A party on Saturday night with beer supplied by the Region did much to put everyone in excellent spirits - at least for that night. The sponsor was IRP, and the crowd was as it has always been, small.

July 7 - 8 was the date for the traditional overnight rally, and this

year it was called the Insomniacs Delight. Once again three classes were run including the seat-of-the-pants class. The Denders won the calculating class, Werner/Shaw the S.O.P. class, and Puthoff/Roberts the guest class.

The first gymkana of the year at IRP was called dramatically Gymkhana #2. Kind of nice after all those very cute names we use - huh? McIlvaine laid out four events for the eighty one entrants. Scoring was done by figuring each drivers position in each event and adding them up somehow. In any event, when the scores were announced the next day, Neal Payton was first in the over 1600cc class, Mason was first in the under 1600cc class, and Hess was first in the sedan class. Mary Lou Mason led the ladies class.

Our next event was on August 19, and was co-sponsored with the Lilly Motor Club running as a no point event. The name Pre 500 indicated exactly what it was meant to be. Checkpoint crews for the following Indianapolis 500 National Rally had a chance to practice. The course was not the same used for the National event, but it did lead south to Shelbyville. The Denders won this one.

The 500 National Rally was held on September 14-15. For the first time in this Region, the two day rally had the night stop back in Indianapolis. The arrangement was handy, but it makes it difficult to reach good rally roads. Bill Krebs was the event chairman and did a tremendous job. Thus sixty seven teams started full of hope, but all but Don and Ruth Nixon made too many mistakes. The highest placed Indianapolis team was the Denders in fifth position.

We returned to IRP for one more gymkhana. This time it was the traditional Causey Capers. Ninety seven entrants tried out the five courses, and five classes were arranged. The winners were as follows:

Ray Neal	under 1000cc
Gerry Mason	1000-2000cc
Gene Turnipseed	over 2000cc
Mary Lou Mason	Ladies class
Kieth Minick	Guest

As usual the driving was followed by eating and talking around the bonfire. One wonders what the outcome would be if all the talkers really could run the course one more time.

A Las Vegas night was arranged at the Indian Lake Country Club by the Witzigs. For this event the sports didn't need their cars. Play money and games of chance occupied the members evening. Another fun event that followed shortly was the Goblins Gamble. John Horton and Pete McIlvaine were the only finishers. The others became lost and headed for the Carmel Legion Post looking for consolation.

The New Rally became the final point event for the season on November 18th. Fifteen rally teams left the Speedway Shopping Center to travel the course which headed northwest. The event proved to be easy pickings for the team of Honan and Lewis who finished an easy first.

The annual awards dinner was again scheduled at the newly redecorated Highland Country Club. The party proved to be the best ever, and after dinner and annual report the following new officers were announced:

Regional Executive	Dave Kriplen
Asst. Regional Executive	Luke Stear
Secretary	Bill Kirtley
Treasurer	John Harrower
Activities Chairman	A. J. Werner
Membership Chairman	Harry Trausch

Appointed Officers were:

Competition Board Representative	John McGee
Race Chairman	Jack Cooney
Clutch Chatter Editor	Chuck Langsenkamp

Award winners were Gerry Mason with the Fairbanks Trophy, Mary Lou Mason with the Ladies Trophy, and Shirlee Turnipseed tied with Chuck Warmouth for the Workers Trophy.

Georgia Hoover started the years activities by setting up a social evening in January. No one won anything, but the fun and games plus the refreshments made the affair enjoyable for everyone.

The first real outing for the year was a gymkhana in the snow at IRP. Earlier negotiations with the Water Company for the use of Morse Reservoir had broken down, so back we went to Raceway Park. Early drivers at the IRP event had easy sledding, but poor times. By late afternoon the snow was worn away and some really good times were posted. Winners were John McGee, Gene Turnipseed, Don Norwood and Vicki Alderson.

Indianapolis had a good turnout in Chicago for the National Annual Meeting. Like most annual meetings, it was enjoyable but not too very enlightening.

The first rally of the season brought out twenty five starters, and Mike Robbins, ace rally layer-outer-winner arranged the whole thing. It was really a tough event. Even the Denders, who won, had a total of 188 points. McGee/Trausch was second and George and Wilma Robbins were third. The route, much of it previously unseen by civilized man, was through the southeastern part of the state.

A Tin Can Grand Prix was held in April at Stout Field, our racing site of previous years. Fifty two entrants tried the course again. A wild

scramble ensued as the drivers were turned loose. So wild, in fact, that the officials cleared the course and everyone sat down to talk about driving, flipping, rolling, crashing, etc. After thinking things over, we drivers got in some good sensible practice and timed laps. The opinion of all old hands about the course was unchanged - tough on tires, but who cares. The course was modified slightly to stay away from the hangers, but otherwise it was just like 1959.

Our next event was a Drivers School at IRP, and Jack Cooney as event chairman was assisted by John McGee who ran the school. Both men did an outstanding job, and thirteen Indianapolis members obtained their licenses during the two day school. Fifty two people from all over the area entered. Aside from an epidemic of wheels coming off, lots of dogs on the course, and the ex-Hergenroether Cooper Formula III running for four hours, nothing much happened.

In May, the local motor clubs led by the Lilly Motor Club again worked together to put on the Braille Rally. SCCA supplied a good many drivers and workers for the activities and everyone was well repaid by the show of appreciation by the young blind navigators.

On June 7 - 8, we ran off a Regional Race at IRP with 126 entries. The Indianapolis drivers and workers were everywhere. Spectators were nowhere since the event was closed to the public. This arrangement proved to be good from an operational as well as a financial point of view. We were able to run races when and how we pleased without having to worry about crowd appeal. Financially we just about broke even.

Bill Kirtley was replaced by Dave Causey as Secretary when Bill moved to Minneapolis. We were sorry to see Bill go since he had been active since about 1951.

We had a special meeting for the new members and the Regional officers at the Continental Hotel where we talked about how the Club started and how it is organized. Later we had movies of the early days in the Region and in general had a most enjoyable evening.

Pete McIlvaine replaced A. J. Werner as Activities Chairman in June. Pete had the job of speed events chairman the year before and was able to pick up the load in mid-year. Chuck Langsenkamp agreed to accept the job of Rally Chairman to assist Pete for the remainder of the year.

July 14 was the date of this Region's first Economy Run and twenty six cars entered two classes for a run of about 130 miles. The course was easy to follow, and the speed was brisk. Mike Robbins won the sports category, and McGee/Hess won the sedan class. Mike's winning score was 60.01 ton miles per gallon with his Porsche which incidentally was 53.4 miles per gallon. Phil Vickery lent considerable support to this event since we used his service station as the headquarters.

Shortly after the Economy Run, we held the Round the Town Rally. Wes Murphy was the Rallymaster for this event which was advertized as a short rally with a long party. It was as advertized. Of the thirty starters there were twenty eight finishers at the Northern Beach Beer Bust. Few errors were made on the road as evidenced by the Mines/Wiltshire score of 7 points and Bob Dender Jr.'s score of 10 points for seat-of-the-pants navigating. Rather, more errors were made at the party.

On August 4th we held the first Area 4 Gymkhana at IRP. One hundred and ten entries from all over the Area participated in the event. One feature of the event was the Regional Trophy which we won for the best score of five of our members. Indianapolis winners in classes were Mary Lou Mason, John Harrower, Pete Lavengood, John McGee, and L. E. Zaiser. Most visitors were impressed by the course layouts and hoped to come back.

In September we returned to Sun Valley race track in Anderson, Indiana, our first time back since 1954. Three members were on hand who had been there before; Charley Pugsley, Bob Magenheimer, and Dave Kriplen. This time the honors went to Mike Robbins who had the best time for the two events.

The Harried Hare fun rally followed later in the month. McIlvaine and Moneyhun just nosed out George and Wilma Robbins for the first slot. This was the event in which Gordon Mines was bumped by a semi trailer truck while starting the rally. Fortunately he was not seriously injured.

October 12-13 was the date of our Divisional Race at IRP. More than 100 cars were entered for the twelve races. The Indianapolis Junior Chamber of Commerce acted as promoters of the event. The race will be remembered for two reasons; the crowd was small, and more people suffered bent iron than in all our previous events at IRP. It was a wild and wooley weekend, but the weather was good and the races were tremendous. The Jaycees had hoped to promote races with us for three years, but the poor spectator attendance caused them to allow the contract to lapse.

Causey Capers has always been a popular gymkhana event, and this year eighty four entrants turned out to try their skill at IRP. Five courses were laid out ranging from fast to flat out. Three of the winners have big feet, a fact that has been obvious for years. The four winners were: Sophie Payton (small feet), Phil Vickery, Neal Payton, and Bob Magenheimer.

The best rally run in years was the one set up by Dave Fleek and Gordon Mines with the help of Chuck Langsenkamp, and it was called the PDQ Rally. It was the first time that this Region had ever run a one day

rally to a distant point where most of the contestants stayed over-
nite. A victory breakfast the next morning put everyone in the proper
spirits for the drive home. First place went to Robbins and Harrower.

A Monte Carlo night at Indian Lake Country Club was the next event.
Jim and Pat Woods arranged the evening. "Big Stake" games of chance
were in operation till about 1:00 when it was found that Pete McIlvaine
had the biggest poke - most money.

The final event of the year was the Annual Awards Dinner, of course, and
Georgia Hoover made the arrangements at the Highland Country Club. More
than 150 people were on hand to congratulate the annual award winners.
Mike Robbins won the Fairbanks Trophy, Don Dender won the Ladies Award,
and Ron Strandjord won the Worker Award. The election committee then
announced the following new officers:

Regional Executive	John Harrower
Asst. Regional Executive	Harvey Hess
Secretary	Chuck Langsenkamp
Treasurer	Pat McCarty
Activities Chairman	Mike Robbins
Membership Chairman	Gene Turnipseed

Appointed officers were:

Contest Board Representative	Luke Stear
Safety Chairman	Mike Norris
Clutch Chatter Editor	Roberta Hess
Race Chairman	Jack Cooney

And so 1963 drew to a close.

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