

INDIANA PRESERVATION

MAR/APR 2016



INDIANA LANDMARKS

RACE TO THE FINISH

Landmarks of
speed

LAKESHORE LOOKS

Exploring a century
of architecture in
the dunes

Viva Vincennes

State Preservation Conference
heads to **Indiana's First City**



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Serious Fun, Seriously

A FEW YEARS AGO INDIANA LANDMARKS convened a group of big thinkers to help us envision an event that would both promote the cause of historic preservation in Indiana and be fun. The meeting did not go well. Our hoped-for outcome was thwarted when some of the participants opined flatly that historic preservation and fun just don't mix.

Undeterred, Indiana Landmarks conceived and rolled out its Rescue Party—now an annual event in its fifth year—that raises funds to support one of the key tenets of our mission: saving meaningful places. Part celebration, part call to arms, Rescue Party proved the cynics wrong: preservation can be fun.

I encourage you—and friends you think might be interested in Indiana Landmarks—to join us on April 30 for the fifth annual Rescue Party at the Indiana Landmarks Center. It's a multisensory experience featuring food, libations, music, art, and dancing. In the midst of the festivities we will announce the winner of the 2016 Cook Cup for Outstanding Restoration and this year's Ten Most Endangered.

All of the Rescue Party revelries cannot diminish historic preservation's serious role and impact in the quality of Indiana life, and maybe that's why our doubting friends initially could not envision such an event. So let's just call it serious fun that supports the work of your preservation organization.

Please mark your calendars now and see page 18 for details.

Marsh Davis, President

On the Cover

Mont Clair Farm near Vincennes—in the same family since 1804—launches Indiana's annual preservation conference when sixth-generation owners Mark and Becca Ewing host a kickoff reception in the "farmhouse." PHOTO BY MARSH DAVIS

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Indiana Landmarks publishes *Indiana Preservation* bimonthly for members. To join and learn other membership benefits, visit indianalandmarks.org or contact memberships@indianalandmarks.org, 317-639-4534 or 800-450-4534. To offer suggestions for *Indiana Preservation*, contact editor@indianalandmarks.org.

Hidden Gem

IN THE COMING YEAR, a new book from Indiana Landmarks and IU Press will introduce 50 historic hidden gems, with photos by Lee Lewellen. Take the St. Anne Shell Chapel of the Sisters of Providence,



for example. The motherhouse grounds in Terre Haute offers landmarks large and small, and you could easily miss the tiny 1875 stone chapel. Inside, elaborate mosaics were created from Wabash River shells—a ship, a map of Indiana, the eye of God, and more. The Sisters of Providence built the chapel to honor the safe passage of the order’s foundress Mother Theodore Guerin through a violent storm at sea. Bonus: the sisters and the nearby Saint Mary-of-the-Woods College commissioned a National Register nomination for the Saint Mary-of-the-Woods Historic District in 2015, with help from a Partners in Preservation grant from Indiana Landmarks.



APR
30

Lakeside games, canoes, rustic cottages, Dirty Dancing...this year’s Rescue Party theme allows you to dress festive casual, eat gourmet comfort food—and dance! Join us April 30 for the annual fundraiser for our Endangered Places programs. rescueparty2016.eventbrite.com 800-450-4534



LEE LEWELLEN

LANDMARK LEXICON

Crenellation

These days, we no longer fire arrows or tip cauldrons of boiling oil from the rooftop to fend off attacking armies, but crenellation—the architectural feature that facilitated such tactics—remains with us. The regularly spaced, step-like top of a wall or turret offered a strategic vantage point for castle defenders in medieval times, which is why the feature is sometimes called a battlement. The upright teeth in a battlement are called merlons, while the gaps are crenels. Today a purely decorative feature, crenellation imparts a substantial, castle-like appearance to buildings like the Culver Academy Riding Hall in Marshall County.

DOUBLE TAKE?

Indiana Landmarks’ magazine has a shorter name and a new look. We hope you like it. Turns out that with developments in the printing industry, four-color now costs only slightly more than two-color. Evan Hale, our coordinator of design and production, updated the design with a more magazine-like vibe. You can no longer call this our “newsletter,” okay? The new layout allows more space for real estate ads, which we know people love, even if they’re not in the market to buy. Next up, a new, mobile-friendly website: look for that to debut in June.



Preservation Conference Heads to Vincennes

IN INDIANA'S BICENTENNIAL YEAR, PRESERVING Historic Places travels to Vincennes April 26-29. The statewide preservation conference offers education sessions with field trips and events at some of the state's earliest landmarks.

First established as French fur trading post and settlement in 1732, Vincennes became territorial capital by 1800 and retains landmarks from this early period. At the turn of the nineteenth century, Thomas Jefferson appointed Nathaniel Ewing receiver for the federal land office in Vincennes, a position that gave him the task of dividing land among new settlers.

Ewing deeded himself 2,000 acres southeast of the city in 1804, constructing a Federal-style home two years later. Mont Clair Farm has remained in the family ever since, now in the

Indiana's annual preservation conference features sessions that explore ways to save, restore and revitalize landmarks and downtowns. Tours visit repurposed landmarks and inspiring historic sites, like the George Rogers Clark Memorial.

PHOTO BY TOMMY KLECKNER

care of sixth-generation descendants Mark and Becca Ewing. The Ewings will host a reception to launch the conference on April 26 in the main house, enlarged in 1860 and given a Neoclassical makeover in 1911.

If you're the type who likes exploring basements and attics, you won't want to miss the conference's upstairs-downstairs tours on April 27. One tour will visit the crypt in the 1826 St. Francis Xavier Catholic Church, informally known as the Old Cathedral, where Vincennes' first four bishops are buried. Wisconsin-based Conrad Schmitt Studios restored the sanctuary, uncovering and replicating wall and ceiling decoration from 1826 and removing decades of soot and pollution from the 1883 Stations of the Cross.

Next door, tour-takers will get special access to the lower level of the equally eye-catching George Rogers Clark Memorial which served as a bomb shelter during the Cold War. Upstairs the circular granite structure, dedicated in 1936, houses a bronze statue of Clark. A New York firm won an architectural competition to design the building commemorating Clark's campaign to win Fort Sackville from the British and secure the Northwest Territory. Murals depicting Clark's life decorate the interior, believed to be the largest memorial monument west of Washington D.C.

On April 27, a tour offers a peek at Clark's Crossing, the recently completed rehabilitation that turned the former 1916 Clark Junior High School into one- and two-bedroom senior apartments, immediately preceding dinner next door at Adams Coliseum.

Grouseland, the National Historic Landmark home of territorial governor and President William Henry Harrison, hosts Tippecanoe and



Barbecue Too!, a dinner on April 28. The General himself is expected at the 1840 campaign barbecue, where the crowd will offer a hard-cider toast and sing campaign songs guaranteed to help defeat Martin Van Ruin! Harrison named the Federal-style house for the bounteous game fowl on the property, which spanned 300 acres when he built his house in 1804. The event includes a tour of the house.

A free walking tour for conference-goers on April 29 explores the historic business district, developed from the late 1800s through the 1960s. Ellen Harper, executive director of InVin, Vincennes' business and arts innovation initiative, leads the outing, which includes a look at the vacant 1921 Pantheon Theater and 1939 Art Deco-style New Moon Theater.

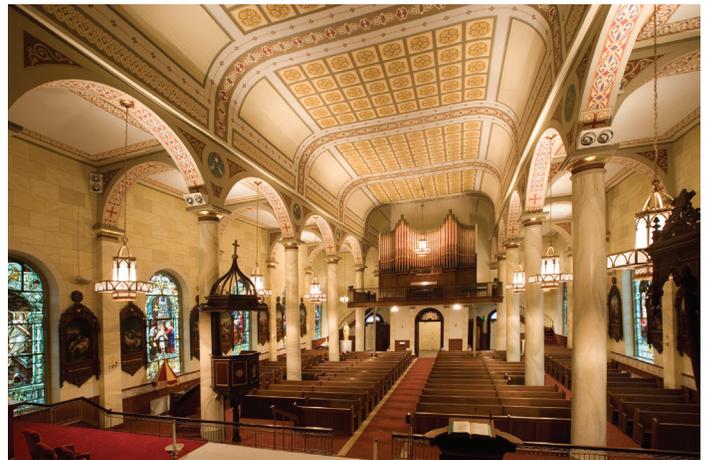
InVin is working on weatherizing the Pantheon, a former 10 Most Endangered site, and investigating the theater's role in the Vincennes' downtown revitalization.

The conference's education sessions range widely, offering a choice of topics in every time slot. Experts discuss preservation of historic bridges,

ABOVE LEFT: Upstairs-downstairs tours visit the main level of the George Rogers Clark Memorial and its underground cold war bomb shelter. PHOTO BY TOMMY KLECKNER

ABOVE RIGHT: A downtown walking tour examines business district revitalization plans and the role of landmarks like the 1939 New Moon Theater. PHOTO BY LEE LEWELLEN

RIGHT: Another stop on the upstairs-downstairs tours is the stunning restored sanctuary—and the crypt beneath—at the 1826 Basilica of St. Francis Xavier, also known as the Old Cathedral. PHOTO BY MOBERLY PHOTOGRAPHY, INC.



churches, opera houses and theaters. Panels delve into saving landmarks by converting them to housing and creative ways to deal with blighted structures.

Sessions examine the use of technology to save historic places, with one panel focusing on the role social media can play. A social media manager from the National Trust for Historic Preservation will join Jesika Ellis, the mastermind of the social media campaign that last year helped Indiana Landmarks in a last-ditch effort to save Evansville's Owen Block.

This year marks the 50th anniversary of the National Historic Preservation Act, which calls for a big-picture look at the law's impact and the future of the preservation movement. Russ Carnahan, a former U.S. Congressman who now leads Preservation Action, offers his thought-provoking perspective.

Visit in.gov/dnr/historic/4463.htm to find a complete schedule of events and link to online registration, with an early-bird discount if you sign up by March 7.



Tour Spans Logs to Lustrons

DO YOU FAVOR RUSTIC LANDMARKS, LIKE EARLY log structures? Or are you a fan of Mid-Century Modern-style houses? Either way, we've got you covered on our May 21 Logs to Lustrons tour. Indiana Landmarks and the National Park Service's tour explores landmarks spanning a century of architecture in the Indiana Dunes National Lakeshore, including restored residences not normally open to the public and vacant landmarks in need of a new use.

The day begins at the Bailly Homestead, a National Historic Landmark that dates back to 1822, when fur trapper Honore Gratiem Joseph Bailly de Messein (1774-1835) established a trading post. The site includes a collection of nineteenth- and early twentieth-century log and brick structures built by Bailly and his descendants.

Beginning in 1850, Bailly's son-in-law Joel Wicker recruited Swedish workers from Chicago—by 1900, the city with the highest Swedish population outside Stockholm—to operate a sawmill, drawing timber workers and farmers to settle in the region. Our tour visits two Swedish landmarks: the Gust Lindstrom House and Wahl barn and the Oscar and Irene Nelson Site.

The Indiana Dunes National Lakeshore was established in 1966, and in the years following the National Park Service (NPS) acquired several historic properties within the park boundaries, including the 1933 Chicago World's Fair Century of Progress homes, the Swedish landmarks, and others. To save several of these places, Indiana Landmarks and NPS forged a solution:

Our Logs to Lustrons tour on May 21 spans a century of architecture from the rustic to the modern, including Chicago architect Louis Solomon's family enclave. He designed the three International-style houses in 1948 to maximize lake views and minimize impact on the dunes.

Indiana Landmarks leased the structures and then subleased them to people who agreed to rehab them.

You'll see the Gust Lindstrom house and the site's World War I-era barn. The Field Station Cooperative, an environmental education preschool, repurposed the landmarks for classrooms and offices, exposing part of the original mid-1800s log cabin inside the house.

The Nelson Site includes buildings constructed from 1904 to 1950 for the family of a Swedish immigrant construction worker. An ad in *Old House Journal* magazine in 2010 alerted Chicago retirees Patricia and Michael Shymanski to the property's availability for lease. On an interior kitchen wall, the Shymanskis exposed the original c.1870 log construction with distinctive details that point to its Swedish roots. "It's a fascinating history of vernacular architectural development that we enjoy interpreting for visitors," says Michael, a former architect.

The Logs to Lustrons tour leaps ahead five decades to show off architect-designed International-style houses

and more modest Modernist examples, including two Lustrons, prefabricated post-World War II enameled steel houses.

Steve and Laurie Snell learned a Lustron was available via a newspaper ad in 2006 and thought it might make a good family beach house. The catch? The 1950 house had to be disassembled and moved from an endangered habitat—without the original instructions and assembly team. “It was pretty much like playing with an erector set with mainly pictures for reference,” says Steve.

Steve, a chemical engineer, interpreted the house plans and Laurie, director of a teacher-training program at Valparaiso University, organized and coded house pieces as they were disassembled, room by room. Their three college-aged kids helped clean and reassemble the pieces. New York’s Museum of Modern Art recruited the Snells for the volunteer team that assembled part of a Lustron for a ‘50s housing exhibit at the museum in 2008. The tour also includes a vacant three-bed-



LEFT & ABOVE: You'll see some of the region's early landmarks, including the Bailey Homestead, a log cabin with National Historic Landmarks status, and the Chelburg Farm, built in 1885 for Swedish immigrants.

BELOW: The prefab Lustron, moved and reassembled by the Snell family, shows a practical but short-lived type of manufactured post-World War II housing made of enameled steel panels.

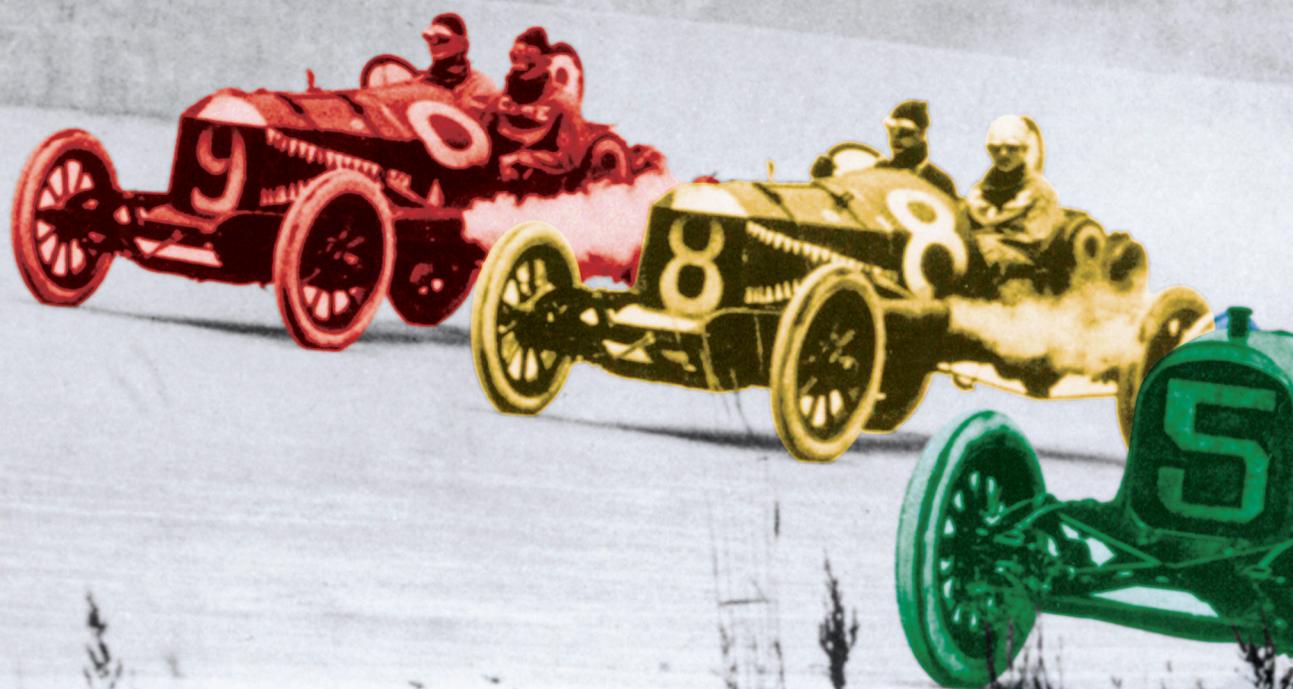
room Lustron, one of fewer than 200 constructed.

The tour concludes with two International-style houses. Chicago architect Louis Solomon designed the Solomon Enclave, a collection of three houses built in 1948 for his family. He sited the houses—white concrete and steel—to minimize damage to the dunes and built them at an angle to maximize natural views and breezes off the lake. Now vacant, two of the houses were occupied by the Solomon family until 2010.

Finally, you'll see the International-style beach home designed in 1961 for Dr. John Meyer by architect Harold Olin. Meyer stipulated that the house had to cost under \$25,000. Olin chose low-cost natural materials—buff brick, redwood, cedar, and oak—and planted 1,000 seedlings to stabilize the dune, and still managed to come in \$10 under budget.

You can buy tickets for this landmark smorgasbord online at logstolustrons.eventbrite.com or by calling 800-450-4534. The tour costs \$25/member and tickets are limited.

LEGACY



The Indianapolis Motor Speedway, celebrating the 100th running of the Indianapolis 500 in May, claims top billing in Indiana's oval racing heritage.

OF LEFT TURNS

TELL SOMEONE YOU'RE FROM INDIANA

and you can expect to answer questions about basketball or the Indianapolis 500. The “Greatest Spectacle in Racing” puts the world spotlight on the Hoosier state every May. In honor of this year’s 100th running of the famous race, we

examine the origin of the National Historic Landmark track and less well-known places related to early racing history.

In the early twentieth century, the burgeoning automotive industry was still finding its way, often selling cars to consumers with technology considered

experimental by today's standards. Bicycle shop owner, stuntman, and all-around promoter Carl Fisher—reported to be one of Indianapolis's first automobile owners—argued that automakers needed a track to test their inventions before selling them to the general public.

After a proposal to construct a track near French Lick fell through, Fisher recruited fellow automotive pioneers Arthur Newby, Frank Wheeler, and James Allison to purchase 320 acres of farmland west of the city to create the Indianapolis Motor Speedway. Made of crushed rock, limestone, and tar, the 2.5-mile oval began hosting automobile and motorcycle races in 1909, but continual maintenance—sometimes necessitating all-night repair sessions between races—convinced the founders to pave the surface. Beginning in September 1909, workers resurfaced the track with 3.2 million bricks. Flagging race attendance in 1910 convinced the founders that they needed one major attention-getting event to boost numbers, leading to the first 500-mile race on May 30, 1911.

With the exception of a few years during both World Wars, the Indianapolis 500 has run annually ever since. Most of the track was repaved with asphalt by 1938, and the remainder in 1961. Today, a 36-inch strip at the start/finish line is all that remains of the original brick surface. The track's history and role in automotive innovation helped the Indianapolis Motor Speedway achieve National Historic Landmark status in 1987.

Fisher and Allison spurred development of the town of Speedway. The pair jointly owned the Prest-O-Lite Company, an early manufacturer of automobile headlights made with highly volatile compressed acetylene gas. After a series of explosions at their downtown factory in 1907 and 1908, Fisher and Allison moved Prest-O-Lite in 1912 to the less densely developed area across from the race track.

At 1200 West Main Street, near Prest-O-Lite, Allison built a machine shop in 1915 dedicated to improving



RIGHT: The Indianapolis Motor Speedway's 2.5-mile oval went from crushed stone to brick in 1909. A 36-inch strip at the start/finish line is all that remains of the 3.2 million bricks, which required costly annual maintenance.

PHOTO © IMS PHOTOS

BELOW: Three Indianapolis Motor Speedway founders built houses on Cold Spring Road on land now occupied by Marian University. IMS founder James Allison's mansion houses the university president's office and also hosts weddings and special events.

PHOTOS © MARIAN UNIVERSITY

PREVIOUS PAGE: IMS founders staged the first 500-mile race in 1911 to boost race attendance.

PHOTO © IMS PHOTOS



race cars, and later to manufacturing aircraft engine parts. General Motors bought Allison's company, known today as Allison Transmission, after his death. "The machine shop building, which is privately owned, is key to our history," says Speedway Town Manager Ian Nicolini. "We hope to find a way to use it that is true to the legacy of Allison Plant One and Fisher and Allison's vision for Speedway."

The Cold Spring Road estates of Indianapolis Motor Speedway founders Fisher, Wheeler, and Allison were incorporated in the campus of Marian University. Marian's admissions office is located in Hawkeye, Frank Wheeler's 1912 estate. Riverdale, Allison's estate, houses the president's office and has venues that can be rented for weddings and special events.

Designed by architect Herbert Bass with a landscape by Jens Jensen,



Riverdale dates to 1910. The mansion included the college's library, offices, classrooms, and even housing in the '30s. Today, the lower level houses the Nina Mason Pulliam EcoLab offices, the base of operations for students and faculty exploring the remnants of the Jensen landscape. Nearby, Fisher enlarged a farmhouse to create Blossom Heath in 1909. The university used the building until it was destroyed by a fire in 2014.

Allison, Wheeler, Fisher and Newby also have "homes" in Indianapolis's National Register-listed Crown Hill Cemetery. You can check out the gravesites on our 100th running bike tour there on May 15 (see calendar), with vintage cars displayed to add to the experience.

After his Bearcat design, built in just five weeks, placed eleventh in the inaugural Indianapolis 500, engineer Harry Stutz parlayed his success into an advertising campaign, "The Car that Made Good in a Day," for his Stutz Motor Car Company. He set up a factory in 1911 to build Bearcats at 10th and Capitol streets. Expanded twice, the factory stopped manufacturing cars in 1934. Former Indiana Landmarks board member Turner Woodard acquired the vacant complex in the '90s and turned it into the Stutz Business Center, a hub for small firms, including artists, technology startups, engineering, design, and advertising enterprises. The historic complex also includes Woodard's vintage car collection, including several Stutz automobiles and a Stutz firetruck.

The Children's Museum of Indianapolis owns Harry Stutz's home at 32nd and Meridian streets. Built in 1919, the vacant house needs a new use. The heritage and location appeal to the Mapleton-Fall Creek Development Corp., which won a



ABOVE & MIDDLE: Mapleton-Fall Creek Development Corp. used an Indiana Landmarks grant to develop renovation plans for the vacant home of auto and racing pioneer Harry Stutz in Indianapolis. The repurposed block-square factory where Stutz built his Bearcats houses many businesses and art studios, as well as a private car collection.

PHOTOS: ABOVE BY PAIGE E. WASSEL, MIDDLE COURTESY STUTZ BUSINESS CENTER

RIGHT: James Allison built a machine shop in Speedway—the town created around his track—first for tinkering with race cars, and later manufacturing airplane parts. The landmark is privately owned.

PHOTO BY PAIGE E. WASSEL



grant from Indiana Landmarks and our Indiana Automotive affinity group to investigate the cost to renovate the house for its office.

Indiana Automotive hunts for landmarks with an automotive connection to celebrate and preserve (see next page). On April 7, the affinity group sponsors a talk by Indianapolis Motor Speedway historian and storyteller extraordinaire Donald Davidson (see calendar), and is planning tours of private car collections in Crawfordsville and Indianapolis. To join the affinity group, go to the About Us tab at indianalandmarks.org or call 800-450-4534.



RESCUING A RACING LANDMARK

“Umbrella Mike” Boyle, Chicago labor leader for more than half a century, was also one of the most powerful men in auto racing, fielding Indy-500 winning cars from the 1920s through the 1940s. He employed the famed mechanic Cotton Henning and prominent drivers, including Wilbur Shaw, who piloted a Boyle Special Maserati to win the 500-mile race in 1939 and 1940.

Indianapolis Motor Speedway historian Donald Davidson called Mike Boyle the “Penske of the pre-War era.” His Boyle Racing headquarters at 1701 Gent Avenue in Indianapolis readied the racecars and doubled as a clubhouse for racing folk. In the current century, however, the Boyle building sat in a state of partial collapse on the city’s demolition docket.

Indiana Automotive, Indiana Landmarks’ automotive affinity group, took up the case, funding an analysis of the building’s condition and appealing to have the structure pulled from the demolition list. The Marion County Commission, owner of the building as a result of unpaid property taxes, gave Indiana Landmarks the property last year.

Several Indiana Automotive board members organized to tackle the project, creating Boyle Racing LLC and applying for nonprofit status. We transferred title to the Boyle group, which has committed to restore it within two years. Our protective covenant guarantees that the building will regain its historic appearance and will be maintained in the future.

“We think it will take at least \$300,000 to restore the garage,” notes Andy Wolf, chairman of Indiana Automotive and president of Boyle Racing Project. The group’s plan for the landmark’s future includes a sustainable combination of commercial and community uses.

An offshoot of our Indiana Automotive affinity group took on the challenge of saving the partially collapsed Boyle Racing headquarters. A rendering shows how the building will look after restoration (above). The race shop on Gent Street in Indianapolis drew racing legends and readied legendary race cars for the Indianapolis 500 and other races.

DRAWING BY A3DESIGN,
PHOTO © IMS PHOTOS

The project grew recently after John Pappas and Jeff Congdon—Indiana Automotive board members active in Boyle Racing LLC—pursued a lead that the Boyle Diamond T 211FF Guedelhoeffer Race Car Hauler, or what was left of it, might be laying in a farm field in western Indiana. Dogged detective work and serendipity led them to recover the carcass. Boyle Racing Project added the car hauler to the restoration plan.

The passionate Boyle project team is seeking contributions to help realize the rescue of the building and the car hauler. To make a tax-deductible contribution to the Boyle project, contact Indiana Landmarks, 317-822-7921, sgamble@indianalandmarks.org.





KING OF THE HILL

IN 1909, when Indianapolis Motor Speedway debuted, the small community of Newport in western Indiana also launched a racing tradition. Early auto makers held a contest to try their machines on the town's 1,800-foot long, 140-foot high hill. The competition continued until 1916, when other races stole the spotlight. Revived in the 1960s by the local Lions Club, the Newport Antique Auto Hill Climb welcomes many classes of vintage, antique, and classic cars, trucks, and motorcycles to compete for the best times on the first Sunday in October. Festival events start on Friday, swelling the town's population from 600 to more than 100,000. To honor the Newport Lions Club's role in staging the Hill Climb, Carl Cook and his late father Bill, climb participants and preservationists from Bloomington, restored the organization's 1880s building. Learn more about the climb and related events at newporthillclimb.com.

More Historic Ovals, an Early American Form

Though the Indianapolis Motor Speedway unarguably ranks as Indiana's most famous race track, the state boasts a host of historic racing ovals.

Oval racing—a distinctively American form of racing in contrast to the road courses popular elsewhere in the world—traces its roots to state fair exhibitions on horse tracks. Before his renown as an Indianapolis Motor Speedway founder, Carl Fisher raced his personal automobile against horses and offered rides for a fee at county fairs across the Midwest. The newfangled invention stirred the interest of a curious public, most of whom didn't own cars.

The first automobile to record 60-mph speeds, a Cooper-Ford 999 driven by Barney Oldfield in 1903, achieved the feat at the Indiana State Fairgrounds on the one-mile oval that has hosted the Hoosier Hundred sprint car race since the 1950s. At the Vigo County fairgrounds, the Terre Haute Action Track, a half-mile clay oval, has hosted races intermittently since the 1950s.

The Montpelier Motor Speedway, a half-mile dirt track in eastern Indiana, opened for horse racing in 1903, switched to auto races in 1915, back to horse racing in the '60s, and returned to automobiles again from the mid-1980s through today.

Many of Indiana's tracks developed in the late '40s and '50s, when the booming post-war economy led to a rise in automobile ownership for ordinary folks. Some of these tracks became known for their banked construction, like the 1957 Tri-State Speedway in the southwestern Indiana town of Haubstadt, and the paved 1947 Salem Speedway. With its 37-degree banking, the asphalt Winchester Speedway is one of the steepest ovals, fueling its reputation as "The World's Fastest Half Mile." It started hosting auto races as early as 1916, and gained a national reputation after World War II.

Most vintage Hoosier tracks, including the Indianapolis Motor Speedway, have retained the historic footprint of the track, with grandstands and other service buildings torn down or modernized. A time-capsule track stands near Turkey Run State Park in Parke County. The 1926 Jungle Park Speedway retains remnants of its grandstand, track, and a nearby hotel, gas station, and cabins—collectively identified as a potential historic district in 2009. Though the track closed in the 1960s, auto devotees still occasionally stage reunions there to admire vintage cars and drive around the track.



The remains of the Jungle Park Speedway near Turkey Run State Park still draw racing and auto aficionados who stage nostalgic reunions at the 1926 venue.



Taking Care of Home

USUALLY, PEOPLE RELOCATE FOR A JOB AND find a house. Jim and Jill King relocated 30 years ago not for a job but for a house. They moved to Cambridge City because they fell in love with the 1838 Conklin-Montgomery House on the National Road, which they've cared for ever since. Their passion for historic buildings led them to adopt other local landmarks.

When the Kings first saw the Conklin-Montgomery House in the '80s, they could tell the place was special. The Greek Revival standout smelled like cats and had a leaky roof, moldy walls, and a shower that leaked through the dining room chandelier, but its original features remained intact. "Seven of the eight fireplace mantels, flooring, trim, windows, and doors were all still here," notes Jim King.

The Kings and their two children began a decades-long restoration. Acquiring the house as a young couple with limited resources forced them to make changes slowly, often with a DIY approach. "Because we were young and took our time, the house became very personal to us," says Jill. "We're stewards of its history."

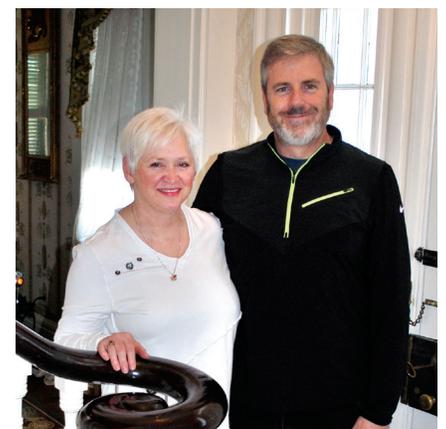
Jim and Jill King stayed in Cambridge City, even when his job took him states away, because they love the Conklin-Montgomery House (above), the home they painstakingly restored. The couple, long-time members of Indiana Landmarks, have rescued and refurbished other important structures in the town, including a log house and log inn.

PHOTOS: ABOVE BY MARSH DAVIS, RIGHT BY J.P. HALL

Their interest soon extended to other landmarks. When they noticed an 1820s log house being dismantled a block-and-a-half from their home, they intervened; the Kings reassembled and renovated the building on the original site. In the process, they were alerted to c.1830 log inn a few miles away. The building was condemned, hit more than once by cars at a busy intersection. The Kings moved and repaired the structure, now an antique shop in downtown Cambridge City.

Jill also supported preservation of local historic landmarks through stints on the town board and an advisory committee for Indiana Landmarks' eastern office. Long-time Indiana Landmarks members, the Kings regularly sponsor events at our Huddleston Farmhouse and last year opened their home to a day trip for our Heritage Society.

During the week, Jim runs a high-tech consulting business in Nashville, Tennessee, returning to Indiana on the weekends. The five-hour drive is one of the shorter commutes of his career; previous jobs took him weekly to Seattle and New York. "We stay here because the house is our primary love and we like playing a role in bringing a small town back to life," says Jim. "We will be here forever," adds Jill.



**FOR
SALE**

**LANDMARKS
ON THE MARKET**

*see more at
indianalandmarks.org*



Vurpillat Opera House

Winamac

Constructed in 1882, the Vurpillat Opera House is an exquisite commercial example of the Second Empire architectural style. 14,000+ square feet offers space for offices, restaurant, and housing. Extensive renovations through 2015; visit VurpillatOperaHouse.com for additional information.

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855-964-8433, Ryan@HarrisonPM.com



1421 Indiana Avenue **LaPorte**

Prairie-style home designed by Robert Spencer blends historic charm with modern amenities. Original details include hardwood floors, leaded glass windows, and fireplaces. Modern touches include dream kitchen with high-end appliances, finished basement and attic, and pool.

\$399,900
Larry Middleton
217-874-2121
c21middleton.com



6607 E. Palmyra Road **Vincennes**

The Palmyra Cumberland Presbyterian Church is located on a 2-acre wooded parcel in rural Knox County. Designed by architect J.W. Gaddis, the brick building retains limestone accents, decorative metal finials, wood sanctuary ceiling, and has a new roof. Complete rehab needed.

\$30,000
Tommy Kleckner
812-232-4534
tkleckner@indianalandmarks.org



Captain James Duffy House

**213 Jackson Street,
Jeffersonville**

c.1860 Outstanding-rated Italianate-style house offers 3,400 square feet on 2 stories, 4 bedrooms, 2 baths. Includes curved wooden staircase, 6 fireplaces, original trim work, and hardwood flooring. Recent improvements include new roof, rebuilt gutters and soffits; window restoration ongoing.

\$129,900
Greg Sekula
812-284-4534
gsekula@indianalandmarks.org



35 Spring Drive **Zionsville**

Former Loudon dairy barn – now “must-see” home with 4 bedrooms, 4.5 baths – combines historic character with modern yet comfortable living spaces. One-of-a-kind great room with hardwoods, loft, 26’ ceilings, and stone fireplace. Private 1-acre setting walkable to downtown Zionsville.

\$790,000
BLC #21390941
Lannie Thompson
F. C. Tucker Company
317-840-3448



Thursdays in May

IN THE EARLY 1900S, AUTOMOTIVE TITANS imagined a “horseless city”, complete with cement walks, gravel roads, lighted streets, telephone and interurban services. Under the direction of Indianapolis Motor Speedway founders Carl Fisher and James Allison, Speedway City—a planned residential suburb—was born to attract workers to their nearby automotive factories.

The historic district is one of four neighborhoods featured in Indiana Landmarks’ series of May walking tours. On May 5, in celebration of the 100th running of the Indy 500, our guided tour offers a look at Old Speedway.

Indiana Landmarks and Historic Urban Neighborhoods of Indianapolis present the 90-minute walking tours every Thursday in May, with timed departures at 6, 6:15, 6:30, and 6:45 p.m. After Old Speedway, the series visits Herron-Morton Place on May 12, Watson Park on May 19, and Holy Cross on May 26. The tours highlight each area’s unique history and architecture, and the average sale price of its properties, with a peek at an interior of one or more buildings.

Tour group sizes are limited and reservations are required. Tickets cost \$8/member and residents of neighborhood on the tour, \$10/general public and are free for kids under 12. Make your reservation at neighborhoodtours2016.eventbrite.com or call 317-639-4534.

Each Thursday in May, Indiana Landmarks hosts a walking tour telling the story of a different historic neighborhood. This year’s tours visit Old Speedway, Herron-Morton Place (above), Watson Park, and Holy Cross.

PHOTO © KATIE MITCHELL PHOTOGRAPHY



BRIEFLY NOTED

INDIANA LANDMARKS welcomes Michael Flowers as community preservation specialist in our eastern regional office based in the historic Huddleston Farmhouse in Cambridge City. Flowers will also serve as executive director of the Indiana National Road Association. Flowers comes to us from the Cleveland Restoration Society, where he assisted in its Heritage Home Program. He holds a master’s degree in historic preservation from Ball State University.

INDIANA BAR FOUNDATION awarded a \$229,646 grant to Indiana Landmarks and Indianapolis Legal Aid Society for community redevelopment and foreclosure prevention. The grant will allow Indiana Landmarks to make grants to nonprofit preservation organizations to defray the legal costs associated with neighborhood revitalization efforts and foreclosed property acquisition.

INDIANA LANDMARKS IS grateful to interns assisting in our marketing department, central office, and Sacred Places program in Indianapolis: Bronwyn Bartley, University High School; Taylor Mull, Franklin College; and Rachel Pierce, Butler University.



Long Live the Queen

AMY AND DOUG HEAVLIN OF FRANKLIN

sharpened their DIY skills on their second home, a 1930s bungalow in Speedway, before graduating to tackle a Queen Anne house in need of a top-to-bottom makeover.

Amy, a band director, and Doug, a software engineer, became DIYers when a contractor quoted an unaffordable sum to repair walls in the Speedway house. “At first, I became fascinated with the homes that were already done and pretty, then I started liking the ones that were not so pretty, but could be pretty,” says Amy.

“Not so pretty” describes the Heavlins’ next historic home, a c.1875 vernacular Victorian in Franklin previously rented by a college baseball team. The couple overhauled the exterior and rehabbed the kitchen and bathrooms, one of which was featured in *This Old House* magazine, and won an award from our local affiliate Franklin Heritage. Amy and Doug figured they’d found their forever home. Then, they spotted a Queen Anne house for sale in the city’s Martin Place Historic District.

Even in decline, the turreted 1902 landmark lured them to check it out. “We were waiting on the realtor when Amy

looked through the window, saw the main staircase, and gasped,” says Doug. “I thought to myself, ‘I don’t know the details but I’m pretty sure we’re buying this house.’”

The Heavlins purchased it in 2012. While many original details had been lost over time, almost all of the breathtaking woodwork remained untouched in the 4,700 square-foot house. Amy and Doug began a room-by-room rehab, starting new projects as they found time and money in their old house fund.

So far, they’ve completed the kitchen, butler’s pantry, laundry room, and one bedroom, rebuilt the deteriorated turret, and put on a new slate roof, using historic residential state and federal rehabilitation tax credits to help fund the work. “We live in a constant state of construction,” says Amy.

Amy serves as head designer and keeper of the master to-do list, while Doug figures out how to make her ideas happen and determines when they need outside help. Amy’s blog chronicling their journey, vivaciousvictorian.com, led them to a larger network of restorers and the house’s previous owners. They anticipate staying in the Queen Anne showstopper in Martin Place. “We have so many ideas and this house is big enough to carry most of them,” says Amy.

Indiana Landmarks members Amy and Doug Heavlin blog about their ongoing adventures in DIY restoration at their home, a Queen Anne-style stand-out in Franklin’s Martin Place Historic District.

PHOTOS BY PAIGE E. WASSEL



Rescue Party

Apr. 30, Indianapolis

Imbibe, graze on gourmet food, bid on a fast-paced live auction, and dance at the benefit for our Endangered Places program where we'll announce the 10 Most Endangered and winner of the Cook Cup for Outstanding Restoration. 6-11 p.m. \$75/friend, \$125/patron.

Register by Apr. 15 at rescueparty2016.eventbrite.com



SARA CRAWFORD

You are There: That Ayres Look

Mar. 15, Indianapolis

Indiana Modern-sponsored behind-the-scenes look at Ayres' exhibit and mid-twentieth-century fashions. 5:30-7 p.m.

Register at ayreslook.eventbrite.com

Donald Davidson Talk

Apr. 7, Indianapolis

Indianapolis Motor Speedway historian Donald Davidson talks about the historic track in the Indy 500's 100th running anniversary year. Light refreshments, 5:30 p.m., lecture at 6 p.m.

Buy tickets at davidson100thtalk.eventbrite.com

MONUMENT CIRCLE & CATACOMBS TOURS

Indianapolis
Beginning in May Monument Circle tour is free, every Friday & Saturday, 10 a.m. City Market Catacombs tour—offered 1st & 3rd Saturdays at 11 & 11:30 a.m., Noon, 12:30 & 1 p.m.—requires ticket. Go to catacombs2016.eventbrite.com.

Preserving Historic Places Conference

Apr. 26-29, Vincennes

Discover French history, a fallout shelter beneath the George Rogers Clark Memorial, theater tours, and sessions on the latest preservation initiatives and technology in Indiana's oldest city.

Register at in.gov/dnr/historic/4463.htm

Neighborhood Tours

May, Thursdays, Indianapolis

Guided walking tours tell the stories of historic neighborhoods (see p. 16): Old Speedway on May 5; Herron-Morton Place on May 12; Watson Park on May 19; Holy Cross on May 26.

Register at neighborhoodtours2016.eventbrite.com

First Friday

Indianapolis

Each month through December (except July), free art shows in the Rapp Family Gallery, Indiana Landmarks Center. 6-9 p.m.

Derby Day at Veraestau

May 7, Aurora

Celebrate the race with a julep and hors d'oeuvres, music, and race-related fun at our country estate overlooking the Ohio River. 4-7 p.m.

Register at Derbyday2016.eventbrite.com

100th Running Bike Tour

May 15, Indianapolis

Our bike tour in historic Crown Hill Cemetery features speedy mini-talks on the Speedway founders and other auto titans buried there, with a sampling of their products—cool vintage cars. Our bike tours always sell out so get your spot now!

Register at 100thrunningbiketour.eventbrite.com

Logs to Lustrons Tour

May 21, Indiana Dunes

Span a century of architecture on a tour visiting historic homes from early settlers' log structures to Mid-Century Modern pre-fab housing. Includes shuttle transportation.

Register at LogstoLustrons.eventbrite.com

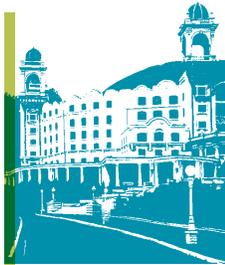
Vintage Green

South Bend

Get expert DIY advice and hands-on instruction. 9 a.m.-noon. \$10/member.

- **Mar. 5**, Rewiring a Vintage Home
- **Mar. 19**, ABCs of Insulation
- **Apr. 2**, Plaster & Drywall Repair
- **Apr. 16**, The Vintage Kitchen & Bath
- **May 7**, Refinishing Floors & Woodwork

Register at Vintagegreen15.eventbrite.com



FRENCH LICK & WEST BADEN SPRINGS

Daily through December

West Baden Springs Hotel
10 a.m., 2 & 4 p.m.

French Lick Springs Hotel
Noon

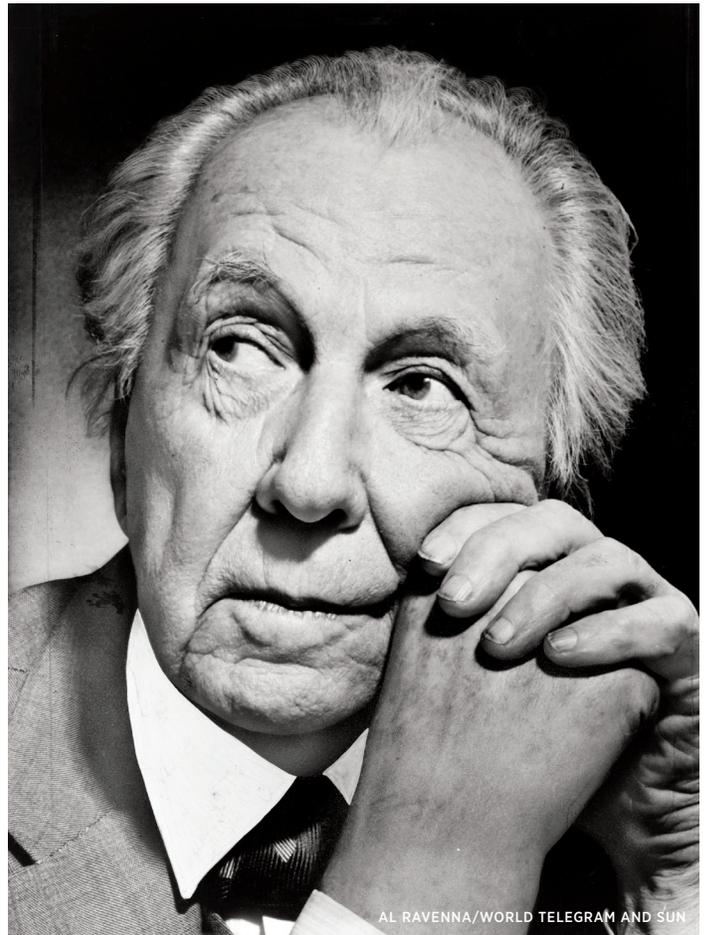
TOURS DEPART from our Landmarks Emporium in each historic hotel on IN 56 in southern Indiana. Combo ticket available. Reservations recommended: 866-571-8687.

Twilight Tours

Explore what it was like to be a guest of West Baden Springs during its heyday in the 'teens and '20s.

7 p.m., May 28, June 25, July 23, Aug. 13, Sept. 17

Register at twilighttours2016.eventbrite.com



AL RAVENNA/WORLD TELEGRAM AND SUN

Frank's Home

Mar. 23, Indianapolis

Frank's Home, a SiteLines production of a Richard Nelson play, explores the visionary architect with a dramatic personal life at a crossroads in his life in Cook Theater at Indiana Landmarks Center. Refreshments and cash bar, 5:30 p.m.; performance at 6 p.m.

Buy tickets at frankshome.eventbrite.com

FOR MORE DETAILS AND THE MOST UP-TO-DATE INFORMATION ON EVENTS, VISIT

indianalandmarks.org OR CALL 800-450-4534



INDIANA LANDMARKS

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No Need for Cursing

YEARS AGO, INDIANA LANDMARKS HELPED the late Kathleen Van Nuys nominate the family farm in Johnson County to the National Register. Historic buildings—the 1866 house, chicken house, hog houses, a buggy shed, corn crib, workshop—dot the landscape of the farm, but it was missing its big barn, lost to fire.

Fast forward to 2015, when a housing development threatened the Robinson Barn on Spring Mill Road in Marion County. Indiana Landmarks and the Indiana Barn Foundation

alerted John Van Nuys, Kathleen's son, to the barn's availability. He hired a crew to dismantle the structure, which he'll reassemble on the farm his family has owned since the 1850s. The save rescued a sturdy historic barn and makes an outstanding landmark farm even more complete.

The Indiana Barn Foundation raised the alarm about the Robinson Barn, marked for demolition. Indiana Landmarks alerted John Van Nuys, who paid to dismantle and move the barn to his family's National Register-listed farm.

PHOTOS BY KYLE CLIFTON