



Sports Car Club of New Hampshire

History Part I: 1955–1989

The Sports Car Club of New Hampshire has a long and colorful history, one worth telling, so just lean back, relax, close your eyes and let yourself go. Picture yourself cruising along a back country road in your favorite sports car with the top down and the wind in your face. A great feeling? You bet it was and radar wasn't being used for speed control and gas was 25 cents a gallon. While you were sliding through the turns you would automatically wave to drivers of Austin Healeys, Triumphs, Jaguars, Morgans, and MGs. These cars were becoming familiar sights on our highways in the mid 1950's. Many of these cars of yesteryear are now preserved in vintage and classic collections.



It seemed natural for those with a keen sense of sport and a car to match that enthusiasm that a club whose members shared these interests would evolve in New Hampshire. The idea of a club in this area was sparked by Paul Manseau of Manchester. Following his discharge from the service, Paul contacted numerous sports car enthusiast friends. An organizational meeting was held the latter part of 1955 at the Belknap Recreation Area, now known as Gunstock Ski Area, Gilford. Next, Attorney Nathaniel Bigelow, Jr., of Goffstown was contacted to draw-up Articles of Incorporation. The Articles included: membership and dues, duties of elected officers, committees, fiscal year, seal and emblem, personal liability, amendments of articles and action by the club. Paul would be elected the first president of the club.



Quoting from the original By-laws of the Sports Car Club of New Hampshire, Article II, Membership and Dues, Section 1. "Original members" – "All members in good standing of the Sports Car Club of New Hampshire as of February 26, 1956 shall constitute the original membership of this Club."



As the membership was geographically diversified, meetings were held in all areas throughout the State. In addition to the elected president, vice president, executive secretary, corresponding secretary, treasurer, activities director, Steering Wheel editor, area representatives were elected at the annual December Meeting. Areas included were Capitol, Gateway, Queen City, Seacoast, Lakes Region, White Mountains, Dartmouth/Sunapee, Cocheco, Monadnock, and Massachusetts. Many sports car enthusiasts from Vermont, Maine, and Massachusetts also joined the Club in its heydays.

The number of officers and area representatives appear to have remained the same from 1956 to 1959. In 1960, several additional officers were added to the traditional ones elected each year. New positions/officers added were a first vice president, a second vice president, membership director and an advisor.

The Sports Car Club of New Hampshire was open to any person who was interested in automobiles and automobile activities. Safety and improvement of driving skills were stressed at all events. Events ranged from rallies to highly competitive speed events.

It wasn't unusual to have ten or more events scheduled during the year. Gymkhanas, autocrosses, concours, rallies and night rallies were popular, hillclimbs and ice races were included in a busy schedule. Time trials at Thompson Raceway in Connecticut and Bryar Motorsport Park, came later. Reading through old Steering Wheels names of events bring back memories.



Rallies were most popular, including such memorable ones as, The Twin State Tour in 1960, Bugs Bunny Rally in 1961, The March Hare in 1963, Over the Border Rally in 1963, and The Economy Run to the Sea Coast in the early 1970's. In 1972, some of us will remember The Twelve Hour Rally, starting at midnight and going until noon the next day. This rally included a 186 mile tour including parts of Maine in the fog and for a few lost souls southern parts of Canada. There was a good turnout for the Rally for the Blind in 1973. One blind navigator arrived accompanied by her seeing eye dog. The lucky rally driver was assured that the German Shepherd was most friendly and didn't eat SCCNH members. In recent years, turkey and Halloween rallies have been popular and well attended.

Hillclimb fever arrived in the late 1950's. Locations included Belknap in Gilford, Mt. Burke in Vermont, Mt. Agassey in Littleton, NH, Kings Ridge in New London, and infamous Mt. Ascutney in Vermont. As of this writing the Mt. Ascutney Hillclimb is held twice yearly. Many stories, rumors, challenges and bets have started and faded into racing history at this three mile hillclimb. Drivers and workers have weathered snow, sleet, rain, blackflies, broken and bent equipment, near starvation, frostbite, sunburn, not to mention a brawl or two and tipped many a "big orange" during a Mt. Ascutney weekend.

When did this Club begin sponsoring hillclimbs at Mt. Ascutney? Early Steering Wheels indicate a northern club called The Dartmouth Motor Sports Club held events at Mt. Ascutney in the fall of 1962 and May 1963. The the University of New Hampshire Sports Car Club took over the spring and fall hillclimb around 1964 or 1965. Membership in the UNH Club diminished substantially in the early seventies. So that the area would not be closed to hillclimbs the New England Sports Car Club Council sponsored the hillclimb until the Sports Car Club of New Hampshire took over the event. In 1976, the Club sponsored the spring (May) hillclimb and following negotiations moved the fall hillclimb from October to September. This event always draws a good crowd. Both drivers and spectators enjoy a colorful weekend of competition at Mt. Ascutney.

You ladies might be interested in this little tidbit quoted from the June issue of the Steering Wheel, the article refers to the "Belknap Hillclimb "HILLCLIMB TROPHY." "The first hillclimb of 1958 inaugurated the competition for the D&H Hillclimb Achievement Trophy, donated by D&H Automotive of Concord, NH. It is to be presented to the MALE competitor who wins his class by the largest margin, but may not be retained until the same person has won it three consecutive times. A small duplicate is given to each winner by D&H. Marty Therrien of Rochester, driving a Morgan was the first to receive this trophy. Marty won Class E by 1.9 seconds over his nearest competitor who just happened to be his wife, Evelyn, driving the same car. The owners of D&H Automotive were Tom Fry and Stan Hallinan of Concord.



"Little Sebring," "Claremont Grand Prix," "Grenier Gobler" and concours at York Beach were annual events in the late fifties and early sixties. The Rochester First National parking lot was the scene of several successful autocrosses. A memorable autocross was held at the Stop and Shop parking lot in Concord in 1963 (a VW ended up on its roof). The Club was invited not to return

and the roar of motors on a Sunday afternoon would not be heard again in that parking lot until 1974. It was a disappointment as the Club had a good safety record at the Concord autocross until this incident with the driver receiving only minor bumps and bruises. All was not lost, a high speed autocross was held yearly at an Airport in Norridgewock, Maine and many of the Club members made this an annual event for several years until the airport closed in the mid to late seventies.



Ice races have been enjoyed by members since the formation of the Club. Some great competitions and fun have been enjoyed at Half Moon Lake, Alton Bay, Wolfeboro Bay, Newport Winter Carnival, Turtle Town Pond, Mascoma Lake, Rolelemook and more recently Crete Farm Pond (Boscawen). The ice racers have beckoned the hardy enthusiasts to demonstrate their skill and daring on a slippery race course. Through the years women entered into the spirit of competition and fun with their own classes.

The Club fell on hard times in 1964, members were divided, some wanted the high speed events and hillclimbs, and some members wanted to stay with the traditional rallies, concours and lower speed gymkhanas. From a membership of over three hundred, the membership dropped drastically with the Club, nearly dissolving in 1964. There were less than one hundred members at this point in the Club's history. Fortunately, cooler heads prevailed and the members re-grouped agreeing to plan events for the ralliests and time trials for the pedal to the metal drivers.

The sports car scene was rapidly changing. The "muscle cars" arrived with a roar in the mid-1960's. Another major change was looming on the horizon for sports car enthusiasts in this area. 1965 was extra special year with the arrival of Bryar Motorsport Park built by Keith Bryar of sled dog and Goodyear Tire fame. The park located in Loudon covered one hundred acres and featured a 1.6 mile road course, one of national rating. The course was built to accommodate a sports car course, a motorcycle racing oval, a drag strip, and stock car race track. Bleachers could seat 7,000 fans and the rest of the facilities could handle as many as 18,000 fans, boosting the capacity to 25,000. Very young when compared to layouts such as Sebring, Watkins Glen, Bridgehampton, Lime Rock and Thompson, Keith Bryar owner/builder succeeded in booking the wild and famous National Motorcycle Races in June followed by the August Bryar "250" Trans-American International Race.



From the mid-1960's the SCCNH sponsored successful yearly time trials at Bryar until costs of renting the track and insurance became prohibitive. During these years, many SCCNH members earned their Regional and National SCCA driving licenses. These drivers went on to win many SCCA races, yet remained loyal to the Club and continued to participate in the activities over the years.

The Club struggled along for the next three years when history repeated itself again. In the fall issue of the Steering Wheel the editorial indicated the fate of the Club would once again be decided at the December 1967 meeting to be held at the N.H. Savings Bank Branch Office in Concord. The members would vote whether or not to dissolve the Club and divide the assets. The old spirit came through again, the members voted to continue the Club, new officers were elected and it was decided to hold fewer events a year.

In spite of these major upheavals over the years the SCCNH has survived. Membership in the Club has been as low as forty to a high of over three hundred active members during the peak years from 1956 to the early 1960's. Interest, willing workers, types of events and finances have all had a direct bearing on the continued success of the Club. Call it hard work, call it spirit, call it

dedication, this Club has picked itself up and moved forward, perhaps a little wiser and hopefully a little stronger than before.

Once familiar club names during the sixties and seventies are just memories – for example, Dartmouth Motor Sports Club, Pease Air Force Base Sports Car Club, University of New Hampshire Sports Car Club, Pony Pilots Mustang Club, Granite State Corvette and Sports Car Club and the Twin State Valley Sports Car Club. On a happier note the Sports Car Club of Vermont, the Killington sports Car Club, Cumberland Motor Club of Maine, Auto Kross of Massachusetts and Corvettes of Massachusetts are alive and well in the 1990's.

In July 1969, several clubs came together to form the New England Sports Car Club Council to promote sports car activities, driver's schools and share what was happening in sports car club circles. The first meeting was held at the home of SCCNH President, Howard Booth of Northfield, NH. The Council meetings would be a place to share yearly schedules in hopes of eliminating duplicate activities on the same date. The meetings were held in mutually agreeable locations in NH and Vermont. Many of us can remember a long ride home after a lengthy late night meeting plus dinner and liquid refreshments.

With the increasing costs of insurance and costly rental of Bryar Race Track, the members turned to sponsoring more autocrosses and rallies in the 1970's and 1980's. Club members organized autocrosses at Grenier Field in Manchester, Giant Store Parking Lot in Penacook, John O' Morton Building Parking Lot in Concord and at Tenney Mt. Ski Area in Plymouth. Planning these activities, lining up workers, ordering trophies and checking equipment add up to a very busy schedule for the activities director.

Rallies have been popular with members and their guests since the formation of the Club. Who knows...countless romances may have blossomed or ended on a beautiful Sunday afternoon ride in the country trying to find Checkpoint Number Thirty-seven. It can also test the solidarity of one's relationship when hopelessly lost or broken down way out in the boonies. Also, many a girlfriend or wife has been steadfast crew members at Club events over the years.

Holiday time means party time! Members and their guests look forward to the Annual Awards/Christmas Party. Who can eat the most or partake of the most liquid refreshments challenges echo down through the years. For the welfare of all...overnight accommodations are made early for those driving from far corners of the State. Following the party, members are urged to restrict their driving skills to racing kitchen carts in the hallways of the motel.

Among the many awards presented during the events of the Christmas Party, a special award is presented to an outstanding Club member in memory of Bob Heath. The Bob Heath Memorial Trophy has been sponsored by Jerry and Linda Venne since 1973. Bob was a long time loyal member of the Club who died suddenly of a heart attack in 1973. He was a familiar sight in his immaculate red corvette, driving at Club events and around his hometown, Concord, NH. In fact, Bob was one of the few to own a motorcycle in Concord. Those were the days motorcyclists were frowned upon and my father was always a little tense when a certain leather clad rider arrived at the house to date my older sister. Bob was always welcome, but the cycle was not. (A list of the trophy recipients is attached.)

Another special award presented during the Christmas festivities is the David Erb Memorial Trophy. This trophy is presented to the club member who has earned the most points during a calendar year. David died suddenly from lung complications in 1979. His parents, Leslie and Margaret Erb of Hudson, NH, active club members in the 1970's, began this annual award in 1979 in memory of their son.

The club moved along quite successfully through the mid-eighties. Then in 1987 finances hit rock bottom, the coffers were gasping, the Club could not meet its obligations, in particular, Club insurance. Once again members came through in the clutch. They dug deep in their pockets, wrote checks and met their obligations... these donations would be applied to reduced entry fees at Club events.

The SCCNH is sixty members strong now, activities well attended, enthusiasm is high, the future of the Club looks promising for the next decade. Events now are more family oriented with time planned for socializing and relaxing. Interest and participation in Club events has been revived once again. Yes, the "Yorkhahas," "Belknap Hillclimbs," "March Hare Rallies," and "Norridgewock," are memories, yet we will remember the many special friendships formed these past thirty-five years at the Club's many events. But, do not worry, when spring arrives something begins stirring inside and the open road beckons to us once again and that means one thing to a sports car enthusiast... a new season of fun in the sun.

History Part II: 1990–1995

Part I of the SCCNH History 1955-1989 tells about the formation of the club by Paul Manseau and his friends in the fall of 1955. At one time the club boasted of having over three hundred members including some from Maine, Vermont and Massachusetts.

Also, included in Part I was a summary of activities which included rallies, Hillclimbs, gymkhanas and time trials at Thompson Race Track in Thompson, Connecticut and Bryar Motorsport Park (Now New Hampshire International Speedway) in Loudon, New Hampshire.

Activities for the year concluded with the traditional Christmas Party and Awards Night with members attending from far and near. Regardless of the weather and location, Santa in a variety of sizes and shapes, arrived in time to spread holiday cheer and gifts for all.

Moving along, as with all clubs, there were lean years and good years, financially and membership wise. The history is a tribute to all the members past and present who gave and still gave unselfishly to this club.

Although the make and style of cars has changed dramatically over the years, and the types of events vary, there was always one dominating these that never changed throughout the club's forty year history. The SCCNH is open to any person who is interested in automobiles and/or automobile related activities with safety and driving skills stressed at each club sponsored event. The purpose of the club is to promote amateur motor sports events. Part II will highlight the years 1990-1995.

January 1990. That wonderful hard stuff called ice. The club held four ice events at Crete Farm in Boscawen, NH that winter. The team of Tom Fry and son, Tom, co-drove a 1973 brown Capri. That year young(er) Tom, finally edged out his father by one-tenth of a second taking first place in class in what was to be the last ice event sponsored by this club for several years. Honing his driving skills during those ice events aided young Tom many times traveling (racing) over the slippery back roads of Alton. Ice racing events have always been a popular activity for club members and quests during the past forty-years.

Next, just a brief notation taken from the secretary's report, "the New England Hillclimb Association Banquet was held at the Owl's Nest Restaurant in Lebanon, NH on Friday, February 10th, from 11:00 am to 5:00 pm followed by dinner and "bench racing."

Notes taken from a March 16th Business Meeting; “members voted to refurbish the old trailer for \$600.00 rather than spend \$1,500.00 for a new trailer. Mike Diamond volunteered to be Chief of Specialties, especially ice racing. Perl Benner was appointed permanent Chief of Communications.”

An SOS went out to the Club members in early April, “Emergency at all checkpoints. The State of Vermont is considering closing sixteen parks this year including Mt. Ascutney and Mt. Philo to save \$150,000 in its budget. Write Governor Madeline M. Kunin, Montpelier, Vermont. Act now or have a quiet spring.” A sigh of relief was heard around the Sports Car Club of New Hampshire campfire – it didn’t happen.

Time to replenish the “coffers,” how? The members decided to hold a car wash on April 15th at Veano’s Convenience Store, Loudon Road, Concord, NH. Time 8:00 AM to 5:00 PM. Bring supplies. From all reports it was a big success.

More exposure for the club’s activities was discussed in the spring of 1990. So, in May, clear stickers with the colorful SCCNH logo were ordered from J.D. Morse in Laconia. Club member, Gert Gove, an employee at Morse’s, was very helpful with the decals which could be displayed inside or outside a car window.

Autocross season began June 17th at Tenny Mt. Resort in Plymouth, NH. This event was chaired by Tim Toutain. Looking back through the secretary reports autocrossing events were very well attended and popular that year.

An historic hillclimb was revived in 1990, it was the Mt. Washington Auto Road Hillclimb, the oldest motor sport attraction in the country. Since its inception in 1904, it has become better known as “The Climb to the Clouds,” an American racing classic. Top drivers complete the 7.4 mile climb in a shade over seven minutes. The race is a tremendous challenge because the course is like no other. The tar and gravel road is very narrow, it has lots of elevation changes and it has seventy turns. In fact, the longest straightaway is only three tenths of a mile long. The three day SCCA sanctioned hillclimb is held on the highest mountain in the Northeast. Club members, Dave Patten placed second with Drew Young placing third in their respective classes that year. The SCCNH provided workers and several stalwart drivers for this historic event held June 22nd to June 24th.

In the following months the calendar was filled with many events, another autocross was held at Tenny Mt. Resort in June, a rally appropriately named “Dog Days of August” and a third autocross at Tenny Mt. Resort filled out a busy month. September included the Fall Mt. Ascutney Hillclimb followed by a BIG charitable event later that month.

The New London Hospital Autocross was just one of several fund raisers the club organized over the years. The Autocross under the organizational skills of Paul Giblin, Josh and Barbara Hill was held at the Mt. Sunapee State Park on September 23, 1990. Fifty-three drivers joined in this activity to raise funds for this worthy cause.

A final autocross was held at Tenny Mt. Resort followed by two more rallies, one in October called “A Really Cute Halloween Rally” and the “Annual Turkey Trot Rally” held in November.

A “Special Event” for members and guests was held at the newly rebuilt and expanded race complex in Loudon, NH. Formerly known as Bryar Motorsport Park, the New Hampshire International Speedway opened during the summer of 1990 under new ownership, Robert Bahre, former owner of the Oxford Speedway in Maine. A tour and pot luck supper/meeting was arranged by employee and SCCNH member, Ted Goddard for November 10th. The members were treated to a full tour of the facility including the VIP suites.

Tina Toutain chaired the Christmas Party on December 15th at the Capital City Diner in Concord. In addition to the buffet dinner, awards, gift exchange, dancing and disc jockey were included in the festive evening. Over the years it seemed to snow almost every time the night of the Christmas Party. The year was no exception, yes, of course in SNOWED!!!

1991

Winter of 1991 arrived and the word went out “get your ice racing liner ready for some serious competition.” Mike Diamond worked diligently scheduling several events at Crete Farm again for the Club’s winter warriors. Sadly it was not to be, and all events were canceled due to warm weather. “Wait until next year” was heard by the disappointed drivers.

Paul Giblin, president in 1990, continued in that office for another year. The fun got underway with the “April Fool Rally” held in March, of course. Rally Masters, Don Taylor and Norean Dow provided drivers and navigators with instruction sheets for a two hundred fifty to three hundred mile rally. With skill and luck all entrants should have completed that event in less than twelve hours, final destination, Harry;s Diner in Lebanon, NH.

Warm weather events got off to a great start with the spring Mt. Ascutney Hillclimb – weather was perfect. Tim Toutain and Peter Land co-chaired the Technical College Autocross in Claremont. A smallish turnout – weather misty most of the day. “The Climb to the Clouds” Hillclimb arrived June 21st. Hillclimb fans were treated to some great racing during the next three days. Club member Dave Patten took first place honors in this class with Drew Young taking second place honors. The second Technical College Autocross was held in Claremont with twenty-five to thirty-drivers registered, many of them first time participants.

Longtime club member, Jerry Venne of Bow, NH is the host and writer of a new program on T.V. Channel 9 called, Pitstop. With his years of racing experience, Jerry was asked by Creativideo, Inc. to cover the stock car races at New Hampshire International Speedway in Loudon, NH as well as other tracks like Daytona. The program also covers many other aspects of racing such as car building and driver’s point standings.

The fall Mt. Ascutney Hillclimb pointed out to all that accidents do happen. Will Smith of Randolph, Vermont, driving a one-of-a kind, highly modified special went off the mountain road resulting in multiple injuries. The story has a happy ending for Will and he fully recovered and returned to Hillclimb competition not too long after the accident.

That daring duo Drew Young and Dave Patten, two of the club’s most colorful members, masterminded the “Out of the Bag Rally” aka, “Bad to the Bone Rally.” There was a small, but enthusiastic group of entries for that event.

The final event of the year was the annual “Turkey Trot Rally” ably planned by Rally Masters Don Taylor and John Bonneyville. It started in Claremont and finished at the “Coon Club” in Windsor, Vermont.

Barbara and Josh Hill hosted the annual Christmas Party and awards evening on December 7th at the Shaker Village in Enfield, NH. Of course, it SNOWED!! Never fear, Santa found us and those who braved the slippery roads and enjoyed the party and historic setting for that year end event.

1992

During the January 17th meeting two important items of business needed to be resolved. The club needed to have and keep continuous records regarding registration forms, event announcements, medical forms, releases, and meeting reports which would include the secretary's and treasurer's reports. Basically the club needed in one place, Elaine Toutain volunteered to fill this new position to be titled Club Archivist.

Another important item debated at length was the location of the monthly business meetings. Holding meetings in one location versus holding business meetings in a variety of locations each month brought about lively discussion. No decision was arrived at during that evening and the subject was tabled until the February 21st meeting where it was again tabled. It was not brought forth before the members for a decision until the following year in March.

Next, Drew Young announced all ice races for Crete Farm in Boscawen had been canceled. Also, at this meeting, members learned that Keith Bryar, former owner of the Loudon race track, died of cancer last winter on November 13, 1991. The club members voted to make a donation to the memorial fund in his memory.

More sad news, Al Alden, well known Porsche driver from White River Jct., Vermont, died this past week. Always supportive of SCCNH activities through the years, a decision was made to name the Fall Mt. Ascutney Hillclimb, "The Al Alden Memorial Hillclimb." Al had requested donations in his memory be sent to the SCCNH.

Quoted from the meeting notes of April 17, 1992, "Jerry Venne of Bow, NH, has a weekly column in the Concord Monitor newspaper devoted to motor sports." Contact Jerry anytime about our club's events.

During the May 8th meeting members were informed that sixteen to eighteen year olds with a valid driver's license may compete in autocrosses, provided a completed waiver has been signed by a parent or guardian; this also includes hillclimbs. Stage rallies are NOT included under this policy.

A brief notation from the secretary's notes, "the second annual Motorsports Parade in Concord, NH, was very successful with entries from this club in the Killington, Vermont Sport Car Club."

The Spring Mt. Ascutney Hillclimb will be May 16th to May 17th this year. All the profits from this event will be donated to Will Smith to help offset medical expenses from his accident at the hillclimb last Fall (1991).

Rallies included the June 6th "Criss-Cross the Country Rally," June 25th, "Long Live the Coon Club Rally," and a month later August 15th, "moon to Midnight Mountain XXIX Rally."

The exciting Mt. Washington Hillclimb, "The Climb to the Clouds" was June 26th to June 28th with Drew Young taking first place honors and Dave Patten taking second in their respective classes.

The fall hillclimb at Mt. Ascutney, renamed the "Al Alden Memorial Hillclimb," was held September 12th to September 13th. The turnout for that event was outstanding, sixty driver and forty workers. Attending this event was Mrs. Barbara Alden and daughter Sarah to present the awards at the conclusion of the weekend activities.

Two notable charitable events took place during the fall of 1992. The first event was a "Fall Foliage Tour," held September 27th. It was the second fund raiser the club organized over the years. The theme, "People helping People" was a joint effort by this club and WNNH Radio Station to help raise funds for local food kitchens. The tour organized by Elaine Toutain, George

Young and Paul Giblin began in Concord and ended at Funspot, Weirs Beach. A great turnout of fifty entries raised several hundred dollars for this worthy cause.

A fun event was held in early October, October 11th to be exact. Paul Giblin chaired the "Oktoberfest Autocross" in Concord. A quarter mile course was set up for the drivers,, twenty-nine in all. The Christian Mutual Insurance Co. parking lot was a new site for an autocross and hopefully future events can be held here. Workers included Denise Patten, Tim Toutain, Dick Holden, and Dave Patten.

Later in the month of October, the second fund raiser, organized by Co-Chairmen Peter and Loretta Land, was held on October 25th. That autocross raised funds for the Valley Regional Hospital in Sunapee. Again, another successful event for a worthy cause.

The annual Christmas Party and Awards program was chaired by Tina Toutain. It was held at Hart's Turkey Farm in Meredith, NH. Ah yes, of course it SNOWED!!!

1993

The year 1993 once again found this club with no pond or lake for ice racing. Members were urged to support the BMW Club ice racing events on Newfound Lake in Bristol, NH.

January 22nd brought good news. The Steering Wheel will be revised with Paul Giblin taking the job of editor. He urged members to send in ideas, suggestions and articles for the paper. Paul is optimistic and hopes to publish the paper quarterly. Vol. I Issue I arrived April 1993.

Rally time arrived January 24th with Rally Master Don Taylor's "Winter Rally '93." This five hour, one hundred mile rally over roads in Vermont and New Hampshire started in Claremont. The rally finished, where else? At the infamous "Coon Club" meeting site in Windsor, Vermont. Twelve teams started. Did twelve teams finish? Check with Don.

The Annual Hillclimb Meeting and Awards Banquet was held February 20th at Howard Johnson's, White River Jct., Vermont. Bob Smolinski chaired the program. Jerry Driscoll was awarded "King of the Hill."

The notes of the March 19th business meeting contained the lengthy discussion on the pros and cons of holding the monthly meetings in one location. When everyone had expressed his or her views a motion was made that "future meetings are to be scheduled on the third Friday of each month at the Grist Mill In Bow unless another site was made available to the SCCNH at least sixty days prior to a meeting date." It was hoped that by centralizing the meeting place the club would draw new and more active members into the club.

Club member Jerry Driscoll donated many hours manning the SCCNH booth during the recent Motorsports Show in Manchester, NH. President Paul Giblin thanked him for all his efforts on behalf of the club.

Something new to celebrate besides the arrival of Spring was an open house planned for the latter part of March. Paul Giblin chaired the "First Open House Event" on March 28th at Fiermonti Olds/Saab Dealership in Concord, NH. The SCCNH club members were hosts for this event which had a dual purpose – it combined promoting the club with its activities and a reunion of new and old club members. Refreshments were enjoyed while renewing old acquaintances, watching racing videos, and looking at old photos and old issues of the Steering Wheel. Although it was rather cold that morning a few members had their race cars on display for members and guests to

enjoy. The Open House brought out former active members including Linda and Jerry Venne, Carleton Auer, Jim Venne, Stan Hallinan, and the Frys.

Activities hummed right along with the arrival of warm spring weather. This was a most important year, everyone had a title regardless of their position or responsibility during a club event. Some of the titles brought out gales of laughter, others brought instant fear to those far and near and a few instilled instant respect to all participating in one of the Club's events.

This strange happening really began at the Mt. Ascutney Hillclimb the weekend of May 15th and May 16th under the "Guru of all that is important," General Dave Patten and "Co-Guru" Tim Toutain. Then there was "Chief and Assistant Chief of Slaves" Dave and Denise Patten, taking bribes during tech inspection was "Chief Bribe Taker," George Young, "Lunch Commander" was Elaine Toutain. All the other volunteers were given titles too. They were designated as "Those Who Lend a Hand." There were forty eight entries at that traditional spring hillclimb.

The SCCNH drivers did themselves proud once again at the "Climb to the Clouds" Hillclimb June 25th to June 27th. Dave Patten was first in his class, with Dave Valliere third in his class. Workers included Dick and Marsha McAfee, Deb Kenney, Dick Holden, George Young, and Paul Giblin. Who could forget Bob "Smokey" Smolinski dragging a tree limb behind his car up Mt. Washington. Other club drivers included John Reed, John Howe, Doug Valliere, Jerry Driscoll and Drew Young.

There was a full schedule of Hillclimbs for 1993 starting with Mt. Ascutney in the Spring and ending with Mt. Philo in October. There was a jointly sponsored hillclimb series with the Killington SCC called "The 1993 New England Hillclimb Championship." (See separate sheet.)

For the autocross driver there were three events that year, all held at the Claremont Vocational Technical School starting June 6th followed by August 29th and October 10th.

Rally Master Extraordinaire, Don Taylor organized an outstanding SCCA/SCCNH rally on June 10th called the "Mt. Ascutney XIV Rally." It was voted rally of the year for the New England Division of the Sports Car Club of America. There were twenty seven entries including seven from SCCNH. Tim Toutain and his sister Tina took home first place honors in the Novice Class beating thirteen other teams in their class.

The annual "Turkey Rally" held November 21st was placed in the trusty hands of Dave Patten and Drew Young. Twelve brave souls participated with Paul Giblin and George Young taking home the bird. Tim Toutain and his sister, Tina placed second and Ron and Lorraine Denning took third place honors.

The Grist Mill Restaurant in Bow, NH was the scene for the annual holiday Christmas Party with Tina Toutain, official hostess, doing her usual great job. Yes, of course, it SNOWED!!! Shelby Walker, former SCCNH officer and member rejoined the club. Welcome back!

1994

What a year for the club. Starting in March right through December a total of twelve events were sponsored by the Club, plus the regular business meetings and events sponsored by other clubs.

A lively lady from Hudson, NH, joined the club in 1994. Dot Reddie came aboard and became the Points Keeper. She let everyone know she was above bribery, well almost.

Sadly, again no ice racing events for 1994.

NEWS FLASH!?! At the March 18th Business Meeting members present witnessed the announcement of the century. Drew Young stunned the world, "Drew and Deb Kenney became engaged. He asked "THE BIG QUESTIONS," wedding bells soon..... April 29, 1995, we think." Some things just shouldn't be hurried.

Two car shows were held late that winter, the first one was called, "Race-A-Rama" in Springfield, MA. Several members worked at this show including Dan and Marianne Way, Jerry Driscoll, and Paul Giblin. Eight cars were on display in the booth including Bill Rutan's VW/Porsche, Carl Merrill's Cosworth Escort and Paul Choiniere's Audi Quattro S2.

Also in March, Paul Giblin displayed his car at the Steeple Gate Show, the lone exhibitor from the SCCNH for that event.

Changing times were reflected during the March 18th Business Meeting at the Grist Mill in Bow, NH. Current insurance coverage for all SCCNH events was \$500,000. "Perhaps we should investigate increasing our insurance coverage to one million dollars for all events." In the good old "daze" a participant just signed a release form and that was that, insurance was almost unheard of during club events.

A "Spring Rally '94" was planned for March 27th. That rally was the first of four that year. Rally Chairman, Don Taylor sent the drivers and navigators over eighty miles of scenic roads in Vermont and New Hampshire. Awards and "bench racing" took place at the infamous "Coon Club."

At the April 7th Business Meeting it was announced the club would have cars in the Concord Motorsports Parade.

On April 8th a Worker's Training session was held at the Farwell School in North Charlestown, NH.

Paul Giblin chaired the second Spring Open House on April 17th at the Fiermonti Olds/ Saab Dealership in Concord. Workers for this get together included Tina Toutain, Dave Swenson, Elaine Toutain and Dick and Marsha McAfee. Members brought their favorite car photos, videos, wife or girlfriend and lots of stories. It was topped off with a tasty, colorful, totally awesome cake from the kitchen of Tresea Young.

The first autocross of the season got underway April 24th at the Claremont Vocational Technical School. This event was under control with Dick McAfee at the helm.

Big doings at the Spring Mt. Ascutney Hillclimb on May 14th and May 15th. Bob "Smokey" Smolinski and George Young co-chaired the event that year. Quoting from the secretary's reports, "Bob's son, Robbie, was clocked under three minutes on Sunday driving his father's car...even the "Tornasty" was clocked under three minutes." Sixty-five drivers raced against the clock that weekend with ten drivers on the waiting list.

Monety was appropriated to expand capabilities to allow three to four cars to run at a time especially at Mt. Ascutney. Perl Benner, "Care Taker of these challenges" will build a timer with four clocks.

During the May 20th Business Meeting, President Dick McAfee spoke about the upcoming 40th Anniversary of the SCCNH in 1995. It was suggested that a weekend of activities to honor the occasion would be a great idea. Plans to celebrate the club's long colorful history began that

evening at the Grist Mill Restaurant in Bow, NH. The President suggested that the history of the club as written by Judy Fry in 1989 should be updated through 1995.

Other summer events followed; there was an autocross in June, the "Climb to the Clouds" Hillclimb in June with Doug and Dave Valliere taking the honors that day. Dick Holden was the Spectator Marshall and Paul Giblin was Hill's Operations Manager. Workers from the SCCNH were Deb Kenney, George Young and Marsha and Dick McAfee.

The Al Alden Memorial Hillclimb was held at Mt. Ascutney September 10th to September 11th. Chief Gurus were George Young and Tina Toutain. "Chief in Charge of Workers" was Tim Toutain, "Chief of Minutes and Seconds" was Deb Kenney, "Chief of You May or May Not Pass Tech," was Dick McAfee. With sixty-five entries it was a full schedule for everyone. Jerry Driscoll clocked the fastest time of the day.

On October 9th Brian Goss chaired a successful autocross at the parking lot of "Sam's Club" in Concord, NH. During the October 21st Business Meeting, Perl Benner demonstrated the new timer he had recently finished putting together. It would fit the needs for timing at autocrosses and hillclimbs. Great job!

The special charity rally took place October 30th under the guiding hands of Tina Toutain, event coordinator, Deb Kenney, course mistress. This "Rally Against SIDS" (Sudden Infant Death Syndrome) raised funds for the state wide organization called NH SIDS Alliance. Prizes were awarded for the best Halloween costume.

In November two events of note took place, the first event was the traditional Turkey Rally, masterminded by Dave Patten and Drew Young. Then the second event was when Dot Reddie and Shelby Walker said, "I Do" at Thanksgiving time. Then they left for a cruise through the Panama Canal. If you should ask Dot about sharing a few photos of their honeymoon trip, plan on a narrated, two hour, four hundred photo description of the cruise.

The weatherman didn't disappoint us for the Christmas Party. Yes, it SNOWED! Tina Toutain and Tresea Young planned the party. It was held at the Plausawa Country Club in Pembroke. Santa modeled his new suit and spread gifts and cheer to all during his appearance. Recipients of year-end awards were duly honored for their efforts on behalf of the club. It should be noted that the club's membership hit the one-hundred mark in 1994. It was truly a year to remember.

1995

In order to complete an updated club history from 1990 through 1995 and have the booklet ready for the anniversary weekend celebration in October, it was necessary to abbreviate some of the events that took place this year.

Officers for 1995 include: Dick McAfee – President, Tina Toutain and Marsh McAfee – Vice Presidents, Butch Wait – Executive Secretary, Brian Goss – Corresponding Secretary and Steering Wheel Editor, and Deb Kenney – Treasurer.

The Club was unable to locate a satisfactory place for any ice racing events.

The year got underway with a rally on April 2nd with Rally Masters Don Taylor and Donna Taylor getting the season of activities started at the Market Basket in Claremont. This was a TDS Rally with mileage, tulip instructions and a "FUN TRAP" along the way. Dave and Denise Patten took home first place honors.

It was announced that the Club would participate in the Motorsport Parade on April 7th in Concord, NH. On April 8th John Reed held a Workers Session at the Farwell School in North Charlestown, NH from 10:00 AM to 4:00 PM, co-sponsored by the SCCNH and Killington Sports Car Club.

That was an extra busy weekend as the training session was followed by an Autocross in Concord on Sunday. Brian Goss and Herb Williams co-chaired this event at SAM's Club. The issue of allowing Go-Karts had been brought up for discussion at the previous month's meeting. It was agreed among the members that these vehicles would not be allowed to run at SCCNH events.

Spring, black flies and the Mt. Ascutney Hillclimb arrived about the same time this year. Drew Young and Dave Swenson co-chaired the event. Dick McAfee was "Guru of Tech Inspection." The goal was more time on the hill during the weekend of May 12, 13, & 14.

The 40th Anniversary Party will be in the Concord area, October 28th to October 29th. An autocross and rally will be part of the celebration. The autocross will be a charity event chaired by Herb Williams. Someone to chair the rally is needed as soon as possible.

When the "Climb to the Clouds" Hillclimb took place the weekend of June 25th there were more than fifty competitors. Paul Choiniere of Welliston, Vermont won three of the past four years, 1991-1993. For the spectators there is always the intense competition between Jerry Driscoll and Bob Smolinski competing in the same class. Club member, Paul Giblin is now Event Director for the Mt. Washington Hillclimb Motorsports Festival Weekend.

There is a new chapter of the Shelby American Automobile Club in the Boston area. Their Club is very new and members are interested in running in our events. Marque awards will be available to any club that has ten or more members entered in one of the SCCNH events.

It was good to see issues of the Steering Wheel arriving in the mail once again. The first issue arrived in June listing the results of the Mt. Ascutney Hillclimb, April 9th Autocross results, and the April 2nd rally winners plus dates of future events. Good work and congratulations to Editor, Brian Goss.

A schedule listing all the events planned for 1995 was sent out to club members. After the spring Mr. Ascutney Hillclimb, autocrosses were scheduled for June 11th, July 16th, and September 24th with the last autocross included during the 40th Anniversary Celebration in October.

In early July, Don Taylor traveled to Colorado to compete in the Pikes Peak Hillclimb. On July 4th, Don drove his Pro Rally car distinguishing his driving by being chosen Rookie of the Year. Congratulations Don.

For rally enthusiasts, rallies were planned for July 23rd – "Mid-Summer Madness," chaired by Shelby Walker, followed by two more rallies, one in October and one in November. There will be more details about the fall rallies in the up-coming meetings and Steering Wheel.

The Fall Mt. Ascutney Al Alden Memorial Hillclimb was scheduled for the weekend of September 8th to September 10th, co-chaired by Dave Patten and Don Taylor. As with any event there are always surprises and this Fall Hillclimb was no exception. Driving a highly modified VW Bug, Charles Rutan of Connecticut clocked the fastest time of day over the four mile course. Mr. Rutan, who is sixty-two years old, covered the course in three minutes thirty-six seconds on this first run up the mountain road.

It should be noted that this was the first time drivers competed on this extended course. It had been lengthened by eight tenths of a mile from 3.2 miles to 4 miles. Congratulations to Mr. Rutan for taking home the FTD honors in his third year of competing at the Mt. Ascutney Hillclimb.

The Christmas Party and Awards Night is tentatively planned for the Plausawa Valley Country Club in Pembroke. One thing is certain, regardless of the location, it will SNOW!

The longevity of the Club is a tribute to the efforts, hard work and dedication of the officers and workers these past forty years. Where would the Club be without their continuous support? They have given unselfishly by taking an officer, organizing events, working at events and participating at events. Another important ingredient to the success of this Club is the support of Club members and all the sports car enthusiasts who have enjoyed the SCCNH activities over the years and last, but by no means least, the many lasting friendship formed over the years. It is important to remember the members who are no longer with us, they too are part of this 40th Anniversary Celebration.

What does the future hold for the SCCNH? The Club membership is strong, the balance sheet is in the black, the equipment continues to improve over the years, and the enthusiasm for sports car events increases each year. The future looks good.

Compiled by:

Judy Fry, Alton, NH – 1995

**“CLIMB TO THE CLOUDS”
MT. WASHINGTON HILLCLIMB 7.4 MILES**

DRIVERS

1990

June 22-24 This historic hillclimb began in 1904 and was discontinued in 1951. The hillclimb was revised this year by the Sports Car Club of America, entry fee \$300, limited to 50 entrants, there were thirty manned checkpoints between the starting and finishing line, six classes, timed runs on Sunday – only one that day.

Dave Patten 2nd in class, Drew Young 3rd in class.

1991

June 21-23 Dave Patten 1st in class, Drew Young 2nd in class.

1992

June 26-28 Drew Young 1st in class, Dave Patten 2nd in class, also Jerry Driscoll drove in this event.

1993

June 25-27 Drivers from the SCCNH – Dave Patten 1st in class, Dave Valliere 3rd in class, Doug Valliere 4th in class, Drew Young 4th in class, other drivers from this club, Jerry Driscoll, Bob Smolinski, John Reed and John Howe.

1994

June 24-26 Doug Valliere 1st in class, Dave Valliere 4th in class, Jerry Driscoll and Drew Young also competed on the Hill.

1995

June 23-25 Drivers from this club included: Glen Seward, Mike Wilson, Andrew Havas, Herb Williams, John Reed, John Howe, Jerry Driscoll, Bob Smolinski (rolled his car-escaped with a bruised hand), Don Taylor, Dave Patten, Dave and Doug Valliere, AND Drew Young.

WORKERS

1990

June 22-24 Paul Giblin received two dozen calls from club members interested in working at the hillclimb. Barbara Hill plans to present a list of volunteers to the Event Organizer, Larry Dignan.

1991

June 21-23 Paul Giblin-Chief Worker Coordinator, workers were: George Young, Dave

Swenson, Deb Kenney,

1992

June 26-28 Paul Giblin-Chief Worker Coordinator, workers were: George Young, Deb Kenney and Dave Swenson.

1993

June 25-27 Paul Giblin-Chief Worker Coordinator, workers were: Deb Kenney, Dick and Marsha McAfee, George Young.

1994

June 24-26 Paul Giblin-Hill Operations Manager, Dick Holden – Spectator Marshall, workers were: Marsha and Dick McAfee, Deb Kenney, George Young.

1995

June 23-25 Paul Giblin-Event Coordinator, George Young-Spectator Control, and Denise Patten-Timing Dept.

**THE 1993 NEW ENGLAND HILLCLIMB CHAMPIONSHIP SERIES
SPONSORED BY THE SCCNH & KSCC**

Schedule

May 15-16	Mt. Ascutney Hillclimb, East Windsor, VT
July 3-4	Mt. Okemo Hillclimb, Ludlow, VT
July 31-Aug. 1	Burke Mountain Hillclimb, East Burke, VT
Aug. 7-8	Mt. Okemo Hillclimb, Ludlow, VT *
Aug. 21-22	Mt. Okemo Hillclimb, Ludlow, VT
Sept. 11-12	Mt. Ascutney Hillclimb, East Windsor, VT
Oct. 16-17	Mt. Philo Hillclimb, East Charlotte, VT

* Not part of the Championship Series

MT. ASCUTNEY HILLCLIMB *
3.2 Miles of Paved Road, Climbing 1,830 Vertical Feet

1990

May 12-13 Spring: Tim Toutain and Paul Giblin Co-chairmen, thirty five entries, timed runs Saturday only, cancelled Sunday runs due to rain.

Sept. 8-9 Fall: "We got to use the wireless starting systems and it worked very well, a great addition to our hillclimb." Forty-one entries, the club trailer fell apart – lost one wheel and part of the axle – resting at Drew's house – Jim Merrow has parts.

1991

May 11-12 Spring: Drew Young and Don Taylor, Co-chairmen, wrecker no cost to the club, weather perfect. Dave and Doug Valliere, Chief Stewards. Friday crew – Doug and Dave, Tim Toutain, Perl Benner – Phones, Barbara Hill – Control, Louise Valliere – Registration, George Young and Dave Patten – Tech Inspection, Elaine Toutain – Lunch Chief.

Sept. 6-8 Fall: Drew Young and Bob Smolinski, Co-chairmen, Louise Valliere – Registration, Elaine Toutain – Lunches, and Will Smith survived a bad crash.

1992

May 16-17 Spring: Elaine Toutain – Chairman, Deb Kenney – Lunches, Barbara Hill and Tina Toutain were part of the work crew. All profits donated to Will Smith to help offset the medical expenses from the Fall 1991 accident at Mt. Ascutney.

Sept. 12-13 Fall: Dy-no-mite Duo Dave Valliere and brother Doug were Co-chairmen, Barbara Hill and Tina Toutain did lunches.... remember the lasagna. This hillclimb was the first held in the name of Al Alden and this tradition is to be continued each Fall. There were sixty entries and forty workers.

1993

May 15-16 Spring: Dave Patten – Guru of all that is important, and Tim Toutain – Co-chaired this hillclimb, Denise and Dave Patten were Assistant and Chief of Workers, taking bribes during Tech Inspection, George Young, Elaine Toutain – Lunch Commander. Jerry Driscoll took home FTD honors. The ever patient workers were given titles too, "Those who lend a hand." There were forty-eight entries plus raffle prizes added to the fun that weekend.

Sept. 11-12 Fall: General Dave Patten returned as Chairman helping to oversee sixty entries.

1994

May 14-15 Spring: Bob "Smokey" Smolinski and George Young Co-chaired this event

which attracted sixty-five drivers that year. Ten drivers were on the waiting list.

Sept. 10-11 Fall: The Mt. Ascutney Hillclimb Al Alden Memorial was Chaired by George Young and Tina Toutain, Chief of the Workers – Tim Toutain, Chief of Timing – Deb Kenney, Chief of Tech Inspection – Dick McAfee ... there was a full house with sixty-five entries, Jerry Driscoll – FTD.

1995

May 12-14 Spring: Drew Young was in charge of keeping the workers happy, meanwhile Dave Swenson was in charge of keeping the drivers happy, no easy job with sixty-five entries.

Sept. 8, 9 & 10 Fall: Co-chairmen – Dave Patten and Don Taylor, course lengthened from 3.2 miles to 4.0 miles (first time). Drivers included – Drew Young, the Valliere brothers – Doug and Dave, Dave Swenson, Don Taylor, Brian Goss, Brian's father Bob Goss, Herb Williams, John Howe, Jerry Driscoll, John Reed, Bill Rutan, his son, Dan, and Bill's brother Charlie, FTD honors that weekend went to Charlie.

Workers included: Bob and Anita Dubee, Alan MacDonald, Gert Gove, Perl Benner, Denise Patten, Deb Young, Tim and Elaine Toutain, Tina Toutain, Dick and Marsha McAfee and George Young.

RALLIES

1990

April 8 "April Fools Rally," Rally Masters – Dave and Peg Sheldon, eighty miles through central New Hampshire starting at Pembroke Academy, Route 3, Pembroke, NH.

August 19 "Dog Days of August Rally," Rally Masters – Tim Toutain and Tina Toutain.

October 28 "A Really Cute Halloween Rally," Rally Masters – Josh and Barbara Hill, costumes optional, a prize will be awarded for the best costume. Starting point, W. Lebanon McD's followed by the traditional vat of chili at the end of the day.

November 18 "Turkey Trot Rally," heading up that event were the Turkey Masters themselves ... Drew Young and Dave Swenson.

1991

March 30-31 "The April Fool Rally," was held in March, Rally Masters Don Taylor and Norean Dow planned this 12 hour – all night, 250-300 mile event. It began at Harry's Truck Stop, with some skill and lots of discussion between the navigator and driver, entrants should have completed this rally back at Harry's in Lebanon twelve hours later.

November 10 "Out of the Bag Rally," aka "Bad to the Bone Rally," was chaired by Rally Masters, Dave Patten and Drew Young, two of the club's baddies, nine entrants.

First Place Tim Toutain and Mile Juranty

Second Place Dave and Peg Sheldon

Third Place Deb Kenney and Pat Mayo

November 24 "Turkey Trot Rally," Co-Rally Masters were Don Taylor and John Bonneyville. Teams started from the K-Mart Plaza, most of the one hundred thirty mile rally was over "good" dirt roads at brisk speeds. The rally finished in Brownsville, VT.

First Place Driver David Lewis

First Place Navigator John Howe

1992

June 6 "Criss-Cross the Country Rally," Rally Masters, Tim Toutain and sister, Tina Toutain started the drivers and navigators at Terrill Park in Concord, NH. This was a 3-3 ½ hour rally through southern New Hampshire.

July 25 "Long Live the Loon Club Rally," Rally Master Don Taylor tested the fortitude of the entrants and their vehicles as well over dirt roads during this event.

The starting point and hopefully the finishing point for everyone was the Grand Union parking lot in Claremont, length of rally 150 miles, time to complete the rally – six hours.

August 15 "Noon to Midnight Mountain Rally XXIX."

1993

January 24 "Winter Rally '93," Rally Master Don Taylor created this five hour rally starting

from the Grand Union Plaza in Claremont. Twelve trams traveled over one hundred miles of road in Vermont and New Hampshire ending at the famous "Coon Club" in Windsor, VT.

First Place Driver Paul Giblin

First Place Navigator George Young

Second Place Driver Tim Toutain

Second Place Navigator Tina Toutain

Third Place Driver Dan Way

Third Place Navigator Marianne Way

July 10

This "SCCA/SCCNH Mt. Ascutney XIV Rally," was masterminded by Don Taylor. It was voted the rally of the year for the New England Division of the Sports Care Club of America. There were twenty-seven entries, seven from our club. Tim Toutain and Tina Toutain placed first in the Novice Class beating thirteen other teams in their class.

November 21

This "Turkey Rally" was organized by Dave Patten and Drew Young with twelve entries registering for this event.

First Place Driver Paul Giblin

First Place Navigator George Young

Second Place Driver Tim Toutain

Second Place Navigator Tina Toutain

Third Place Driver Ron Denny

Third Place Navigator Lorraine Denny

1994

March 27

Spring Rally, Don Taylor Rally Master. This was an eighty mile rally over

scenic Vermont and New Hampshire roads ending at the "Coon Club," in Windsor, VT.

July 30 This was a sanctioned SCCA/SCCNH Rally, Don Taylor was the Rally Master and Drew Young was the Chairman of this event.

October 30 Halloween Rally, Tina Toutain – Coordinator, Deb Kenney – Course Chairman, this special event was a fund raising success for Sudden Infant Death Syndrome.

November 31 The annual turkey Rally was masterminded by Dave Patten and Drew Young. Starting point was Fiermonti Olds/Saab in Concord, NH.

1995

April 2 "Fun Trap," Rally Masters – Don and Donna Taylor. Claremont, NH was the starting point for this Spring event.

July 23 This "Mid-Summer Madness Rally," was chaired by Shelby Walker.

October 28 40th Anniversary Celebration Rally.

November 19 Turkey Rally.

AUTOCROSSES *

1990

June 17 Tenney Mt. Resort Autocross, Plymouth, NH.

Chairman – Tim Toutain.

June 29 Tenney Mt. Resort Autocross, Plymouth, NH.

Stan Jackson and Tim Toutain. – Co-chairmen.

August 20 Tenney Mt. Resort Autocross, Plymouth, NH.

Contact Barbara Hill for information.

October 7 Tenney Mt. Resort Autocross, Plymouth, NH.

Contact Stan Jackson for more information.

1991

June 16 SCCNH Technical College Autocross, Claremont, NH. Tim Toutain and Peter Land – Co-chairmen, street legal exhaust, 18 entries, misty day.

July 28 SCCNH Technical College Autocross, Claremont, NH. Twenty-five to thirty entries, good weather, lots of first time participants.

1992

October 11 Oktoberfest Autocross, Concord, NH at the Christian Mutual Building Parking Lot. Paul Giblin – Chairman, length of course, ¼ mile, 29 registered for the event, street legal mufflers at this new autocross site.

Workers included: Denise Patten, Tim Toutain, Dick Holden and Dave Patten.

October 25 A fund raising autocross was held this date for the Valley Regional Hospital in Sunapee, NH. Peter and Loretta Land – Co-chairmen.

1993

June 6 Claremont Voc./Tech. Autocross with Tina Toutain and Dave Patten, Co-chairmen.

August 29 Claremont Voc./Tech. Autocross with Tina Toutain Chairmen, Marsha McAfee – Timing, Chris Barnes – Course set-up and Bob Goss – Cone Organizer.

October 10 Claremont Voc./Tech. Autocross with the following club members lending a hand: Gary Brundrett, Andy Brundrett, Tim Toutain, Dick and Marsha McAfee. Dave Swenson took home FTD honors.

1994

April 24 Claremont Voc./Tech. Autocross with Dick McAfee, Chairman.

June 5 Claremont Voc./Tech. Autocross with Bob Goss, Chairman. This was a two for one event, 2 drivers for the price of one, thirty-nine entries, FTD honors went to a new club member, Brian Woodson.

August 14 Claremont Voc./Tech. Autocross with Don Taylor, Chairman, Brian Goss, Assistant with Stan Jackson taking FTD honors that day.

October 9 Sam's Club Autocross, Concord, NH with Brian Goss, Chairman.

1995

April 9 Sam's Club Autocross, Concord, NH with Brian Goss and Herb Williams – Co-chairmen.

June 11 Sam's Club Autocross, Concord, NH with Brian Goss and Herb Williams – Co-chairmen. Twenty-five entries.

July 16 Sam's Club Autocross, Concord, NH with Cris Bennett and Dennis Petit – Co-chairmen.

September 24 Sam's Club Autocross, Concord, NH, rain or shine, seven classes. Dick McAfee and Gary Brundrett – Co-chairmen.

October 29 40th Anniversary Celebration Autocross

- Drivers and workers names were taken from the secretary's notes, questionnaires and several interviews.

Honorary Members

Mrs. Barbara Alden
Miss Sarah Alden
Mr. Fritzie Baer, Laconia
Attorney Nathaniel Bigelow, Jr., Goffstown
Ruel N. Colby, Sports Editor, Concord Monitor
Astronaut Alan Shepard, New Hampshire and Texas
Dr. H. Parker, Manchester

Life Members – Honorary

Pip and Anne Adams, Milford *
Perl and Shirley Benner, Hudson
Larry and Eileen Cashman, Bedford *
Tom Fry, Alton
Drew Young, Loudon
George Young, Loudon
Jenny and Linda Venne
David Patten
Gary Brundrett

* (Former Granite State Corvette & Sports Car Club Members)

Charter Members

Attorney Nathaniel Bigelow, Jr., Goffstown
Sgt. Gordon Braendle, Portsmouth, AFB, NH
Robert Burke, Exeter, NH
Stephen Camann, Manchester, NH
George Connell, Manchester, NH
Roland Cote, Manchester, NH
Robert Densmore, Lebanon, NH
Arthur Dobles, Bedford, NH
Ernst DuPuis, Bedford, NH
George Edwards, Topsfield, MA
Wilbert Fisher, Nashua, NH
John Gaw, Manchester, NH
Vinal Ray Hurd, Concord, NH
Edwin R. Keeney, Exeter, NH
Marland Langley, Sr., Concord, NH
Arthur Lewis, Amesbury, MA
Raymond D. Mahoney, Manchester, NH
Paul Manseau, Manchester, NH
John Nakashian, Manchester, NH
Richard Rodd, Topsfield, MA
Russell Rowe, Exeter, NH
Raymond Saidel, Bedford, NH
Carl Snow, Keene, NH
Atwood Sturtevant, Portsmouth, NH
Russell Stone, Swanzey Center, NH
Martin Therrien, Rochester, NH
Millard Thompson, Hampton, NH
Dr. Parker H. Wetherbee, Manchester, NH
Robert Wright, Concord, NH

George M. Woodman, Jr., Newfields, NH
Sumner Young, Amherst, NH

Presidents through the Years

1956 Paul Manseau
1957 Edward Kinney
1958 Raymond Mahoney
1959 Atwood Sturtevant
1960 Marland Langley, Sr.
1961 Shelby Walker
1962 John Nakashian
1963 Raymond Buskey
1964 Rudy Campbell, resigned
Denise Lucier assumed office
1965 Dave Gebow
1966 Irving Oles
1967 Robert Arnold
1968 Raymond Gilbert (Joe)
1969 Howard Booth
1970 Howard Booth
1971 Jerry Venne
1972 George Young
1973 George Young
1974 Richard Bridgette
1975 Richard LeClerc
1976 Jim Murphy
1977 Jim Murphy
1978 George Young
1979 No record – I suspect the officers carried over from 1978 – George Young
1980 Drew Young
1981 Drew Young
1982 Charles Parsons
1983 Preston Samuel
1984 Drew Young
1985 Dave Valliere
1986 Drew Young
1987 George Young
1988 George Young
1989 George Young
1990 Paul Giblin
1991 Paul Giblin
1992 Bill Brand, resigned
Paul Giblin assumed office
1993 Dave Patten
1994 Dick McAfee
1995 Dick McAfee
1996 Don Taylor
1997 Don Taylor
1998 Brian Desmarais
1999 Brian Desmarais
2000 Brian Desmarais
2001 Brian Desmarais
2002 Drew Young
2003 Drew Young

2004	Drew Young
2005	Drew Young
2006	Paul Giblin
2007	Paul Giblin
2008	Howard Roundy
2009	Howard Roundy

The Robert Heath Memorial Trophy

Donated by Jerry and Linda Venne

<u>Year</u>	<u>Awarded to:</u>
1973	George Young
1974	Mike Noll Buz Cate
1975	Jim Venne
1976	Les Erb
1977	Karen Murphy
1978	David Erb
1979	Drew Young
1980	Theresa Young
1981	Dave Patten
1982	Tom Fry
1983	Perl Benner Shirley Benner
1984	Preston Samuel
1985	Dave Valliere
1986	Not awarded
1987	Jim Hale Becky Hale
1988	Joyce Ford
1989	John Hill Barbara Hill
1990	Paul Giblin
1991	Tim and Elaine Toutain
1992	Don "Rally Master: Taylor
1993	Tina Toutain
1994	Don Taylor

David Erb Memorial Trophy

<u>Year</u>	<u>Awarded to:</u>
1979	David Valliere
1980	Doug Valliere
1981	Jan Shortman
1982	Drew Young
1983	Doug Valliere
1984	Becky Hale
1985	Becky Hale
1986	Drew Young
1987	Joyce Ford
1988	Joyce Ford
1989	Joyce Ford
1990	Tina Toutain
1991	Drew Young

1992	Tina Toutain
1993	Dave Patten
1994	Tina Toutain