



# The Steering Wheel

Volume 2012 Issue 4

June 1, 2012

## Upcoming Events

- Jun 8 Monthly Meeting
- Jun 10 Autocross

Terry Murphy's  
Court St Auto

- Jul 8 Autocross



- Jul 13 Monthly Meeting
- Aug 10 Monthly Meeting

- Aug 11 AutoX School



- Aug 12 Autocross



## Contents

Autocross Classes	2
My First Hillclimb	3
Spring Hillclimb Results	4
April Minutes	6
May Agenda	7
AutoX 2 Results	8
President's Message	11
Directory	12
History	12

## Spring Hillclimb—Drew Young

Happy Days to all! Our spring 2012 Ascutney is in the record books and all went well. We had 47 entries, several of which were rookies who are now hooked on the sport of hill climbing. I'm pretty sure that if you check with any of them they will tell you that they had a blast. I know I did! I want to take minute to be sure and say thank you to all the workers, support staff, drivers, crews, the State of VT and Dave and Diane Burden for making the event a success.

We had perfect weather all weekend long. The few shunts that occurred were minor in regards to clean up but a couple of drivers need to do some heavy repairs to their vehicles before the next event due to some contact with stronger objects than the metal on their cars. Several of our club members tested the waters for the first time, either as entrants and/or workers. I'm pretty sure we will see all of them back again which is what the sport needs. The more young people getting involved the happier I am because I know the sport is in good hands. The fact that we have new faces coming around and groups of people getting excited about the sport is a clear sign that there will be a chang-

ing of the guard sooner or later. But for now I do feel good that us "old guys" can still serve a purpose and lend a hand from time-to-time.

As for the equipment I mentioned in my last article all I can say is: WOW! We now have crystal clear communication from top to bottom every time a mike is keyed and all the corner workers are happy people. I would like to publicly thank the club for approving the construction/purchase of the new equipment and Walter Clark for designing and building it. The improvement is like night and day over what we had in the past.

So now it's on to the next event – I believe that the Burke hill climb is next on the schedule. This event is organized by KSCC and run under the same rule set (NEHA) as we run Ascutney. The site is Burke Mountain Ski Area in Burke, VT. It is a beautiful area with on site camping and many fine condo, motel, hotel possibilities as well. I urge anyone interested to take the plunge and participate in some way, or simply take your favorite car out for a ride and take in the sights.

Until next time --- Have a Ball,



## Autocross 2—Dave Estey

We had a great turnout for our first autocross school of the season, with more than 30 students taking part in the festivities. Thankfully, we had a full slate of instructors give up their Saturday to help out, and my heartfelt thanks go out to them. After a short instruction session we got to

work on a series of four exercises meant to focus on some very specific skills followed by an impromptu autocross course that tied all those skills together. I saw a lot of smiles at the end of the day, and I can't think of many ways to have crammed more seat time into a day. I look

forward to seeing many of these students to return to race with us again.

Sunday's autocross was perhaps one of the most challenging the club has seen in some time, with a fast outer section and a technical inner

(Continued on page 8)

## Mt. Ascutney Spring Hillclimb — Dave Burden

**Paul Tingaud was leading the pack (in his Super Chicken) with a 2:39.05, backed up with a 2:39.10**



The smoothness of the event this past weekend just shows how well everyone involved did their jobs, even when presented with challenges. One of the biggest factors, which is also the most unpredictable, is the weather, which turned out to be absolutely perfect: down to the 40's at night but into the 70's during the day with barely a cloud in the sky. We had 48 entrants which included 6 first-time hillclimbers.

The rangers, Mark, Lucy and Gus the dog, welcomed us back to the mountain and received so many requests for sites, they had to open up the right side of the park. The

equipment started going up on the hill on Friday morning. Diane and I also checked out the upper road in anticipation of running the long hill in May of 2013. Once past our normal finish, the pavement smooths back out and it's a nice run up to the upper parking lot and a great view of Okemo and points west.

The wire crew started unrolling the wire a little after noon and all went well except for a break or two above check 5. But being the consummate profes-

sionals that they are, it was resolved quickly. Our first hiccup was discovering that the 12v car batteries for the wireless radios were not charged. Since they had been plugged in at our house for the past two weeks, I was a little baffled. However, within short order 3 different battery chargers materialized and hydrochloric acid was soon on the boil. The cause, we eventually found out, was 2 dead/shorted batteries out of the 10. Since they were all linked together in parallel for charging, the dead ones prevented any of them from being charged. But, using the 3 chargers and rotating the good batteries throughout the night, they were back on course for Saturday.

Saturday morning we had the hill staffed and ready to go, before the rangers got up, and started a fam run at 8:10am. We squeezed in two A group timed runs and one B group run before lunch and then managed to finish out the day with a total of four timed runs for each group just after 5pm. A few cars broke, but about half of them were repaired in time to run on **S u n d a y**.

For Sunday morning sessions we were able to staff all the regular checkpoints as well as the three intermediate ones for the first time! Check 1A is approximately at turn 6 on the right, 6A is on the left at turn 21 and 7A is on the right at turn 29. They provide some extra eyes and ears for the neighboring

checkpoints and proved to be useful. Except for some unforeseen delays, we would have had cars on the hill before 8am on Sunday, but even so, we were starting timed runs at 8:30am. We had two cars off before lunch. David Lavine's Scirocco, just after turn 19 and Dan Sheppard, right before finish. The wrecker crew did have to extract the Scirocco, but since Dan was so close to finish, the other drivers (led by Arlo I'm told) got him back on the road and into the parking lot, so the event could continue without much of a delay. Another great job of everyone doing their bit, to keep things rolling.

We did complete two runs before lunch and the results sheet showed that Paul Tingaud was leading the pack with a 2:39.05, backed up with a 2:39.10, followed by Kevin Gale with a 2:44.79, and Jamie Melhuish with a 2:46.28. The plan announced at the driver's meeting, based on 48 drivers, was to shoot for 3 runs and be off the hill by 4pm. We started cars back up a little after 2pm, but only 24 drivers showed up in total, for A & B groups. Paul made his third run up the hill, but ended it just a few feet from where the Scirocco had crashed, on the outside of turn 19, just past Check 6. It was decided to leave it there for the remainder of the runs, since it was off the road far enough and out of sight. Paul was okay and

*(Continued on page 4)*

## My First Hillclimb—Dave Estey

I'll get this out of the way right away - I wasn't nervous about my first trip up Ascutney at speed. The combination of a fairly low powered car with ample grip heading up a hill had me feeling pretty confident, and after a fam run with Mike Ruggiero in his Eclipse anything I could accomplish on the hill would seem tame by a long shot. After a smooth zip up the hill, or perhaps plod up the hill would be more accurate given my time of 3:41, I was feeling good about where I needed to push. And push I did on my second run.

I found myself in third gear on several occasions this time, and was zipping up toward checkpoint seven, which is the bridge, with a decent head of steam. That's when my radiator grenaded at approximately 65 mph, covering my windshield with coolant. Some of you may be familiar with coolant and its ability to laugh at windshield wipers. I am now. I got the car slowed and over the bridge without incident before trying to make it to the top rather than back the steamy Miata into the check point. No such luck. The temperature gauge quickly pegged itself to the top of the scale and I pulled off at turn 27. After getting out of my car, *which I shouldn't have done*, I could see the radiator had a roughly 3/8th-inch crack all the way across the top of the ra-

diator. I was fairly certain my first hillclimb race was over on my second run. After a tow to the top I began considering my options, which included figuring out how I could fit a Volkswagen Rabbit radiator in the front of the Miata. Then I remembered that Dave Valliere had just joined the Spec Miata ranks, and anybody with a spec piñata has extra parts by necessity. I was right, and Dave offered me a pre-crashed Miata radiator for the handsome price of "You owe me a pre-crashed Miata radiator that doesn't leak." Consider it done Dave, and a huge thanks.

I made my way back to the top of the mountain with my toolbox, 4 gallons of water and my new radiator in tow. I prepared for what is supposed to be a pretty quick job, if you don't have air conditioning, which I do. An hour later and I had the radiator in the car and full of water, but for some reason it wouldn't burp out any air. That's because the tensioner bolt for the belt that drives the water pump had broken, likely causing the problem in the first place. A zip tie provided enough tension to get me down the hill, where I dug around in a bucket of bolts for a suitable replacement. I found a bolt, which combined with about 10 washers, would do the trick before adjourning for the night sticky with coolant.

Sunday morning was when I first felt nervous. Having had blown up a radiator the day before I was unsure whether the car would hold together. My concerns were unfounded however, and the Miata didn't miss a beat during my first run of the day, which was a 3:31 and proved that I needed to grow a pair to close in on the breakout time. On my second run I took a few chances and turned in a 3:26, which turned out to be my best time of the weekend. My final run was a 3:27.

I owe a great debt of gratitude to everybody that helped me get through the weekend, and I can see why so many get hooked on hillclimbs. Next time I'll be aiming for the breakout time!

**my radiator  
grenaded at  
approximately 65  
mph, covering  
my  
windshield  
with coolant**

## Spring Hillclimb Results

seemed to take it all in stride, by saying that chickens die everyday, but I'm sure it will be back in some form or another. There were a few other small delays, with Subarus bouncing off rocks and such (not that it slowed Jude DeMeis down much at all), but nothing major slowed us down. Knowing how risky

it is to try and squeeze in 'yet another run' on Sunday afternoon, I decided to offer up a 4th for any takers. Canvassing the paddock only found 7 drivers ready and willing to go, so we went with what we had, and were done running cars right on schedule.

The workers put in a long

weekend and did an outstanding job, getting the hill ready for cars so early, both mornings. The fall event will be the normal hill, but in order to pull off the full 4+ mile run to the top in May of 2013, we'll need even more workers, so it's never too early to start getting people interested.

CL	PL	Name	Num	Times				Best	Car
FL	1	Paul Tingaud	237	02:39.1	02:39.1	DNF	DNS	02:39.1	Super Chicken
P1	1	Kevin Gale	25	03:07.3	02:44.8	02:47.0	DNS	02:44.8	Troyer Modified
P1	2	James Melhuish	395	02:52.1	02:48.8	02:47.6	02:46.3	02:46.3	BMW M3
P1	3	Erik Saunders	68	02:57.2	02:55.3	DNF	DNS	02:55.3	Shenglehofter Death Mod
P1	4	Butch King	178	03:00.6	02:58.9	03:00.4	DNS	02:58.9	Chevy Blazer
P1	5	Chris King	9	DNF	03:04.1	DNF	DNS	03:04.1	Pickup Truck
P1	6	Rob Smolinski Jr.	15	03:16.7	03:21.4	03:26.6	03:20.6	03:16.7	ModHeavy
P2	1	Josh Dennis	3	03:04.9	03:01.7	02:56.6	DNS	02:56.6	Mini Max
P2	2	Larson Schultz	350	03:12.5	03:10.1	03:06.9	DNS	03:06.9	Rabbit GTI Pickup
P2	3	Terry Murphy	8	03:10.1	03:08.2	DNF	DNS	03:08.2	Subaru Impreza RS
P2	4	Dan Sheppard	77	03:16.1	04:46.4	DNF	DNS	03:16.1	Mazda Rx7
P3	1	Kevin Dennis	42	03:08.9	03:07.5	DNF	DNS	03:07.5	VW Rabbit
P3	2	Mike Buccella	29	03:13.5	03:12.1	DNF	DNS	03:12.1	Mazda RX7
P3	3	Walter Clark	33	03:14.9	03:16.1	03:17.9	DNS	03:14.9	VW GTI
P3	4	Clark Hinchman	181	03:17.9	03:18.5	03:20.9	DNS	03:17.9	Nissan Sentra
P3	5	Brian Dennis	89	03:30.8	03:29.4	DNF	DNS	03:29.4	Spitfire
P4	1	Anthony Ruddy	186	03:24.5	03:17.9	03:19.0	DNS	03:17.9	Honda Civic
P4	2	Dave Valliere	18	03:27.4	DNF	DNF	DNS	03:27.4	Mazda Miata
P4	3	Michael French	71	03:52.5	DNF	DNF	DNS	03:52.5	MG Toylet
P4	4	David Lavine	75	DNF	DNF	DNF	DNS	DNF	VW Scirocco
R2	1	David M. Dennis	98	05:48.8	DNF	DNF	DNS	05:48.8	Dodge Neon

## Spring Hillclimb Results cont.

CL	PL	Name	Num	Times				Best	Car
S1	1	Arlo Cota	45	02:52.0	02:50.9	02:49.6	02:54.1	02:49.6	Subaru STI
S1	2	Micheal Ruggiero	5	02:58.8	02:53.9	03:55.6	04:18.7	02:53.9	Mitsubishi Eclipse
S1	3	Phillip Revie	747	02:57.9	02:55.5	DNS	DNS	02:55.5	Mitsubishi Evo VIII
S1	4	Jude DeMeis	202	02:58.5	02:55.6	02:57.0	DNS	02:55.6	Subaru Legacy
S1	5	Allan Dennis	96	02:56.6	02:57.4	02:57.0	DNS	02:56.6	Subaru STI
S1	6	Chris Rielly	169	03:00.6	03:00.4	03:03.4	DNS	03:00.4	Subaru Impreza
S1	7	Kevin Rhoads	65	03:49.7	DNS	DNS	DNS	03:49.7	Daewoo STI
S3	1	Ed Mooers	239	03:25.0	03:22.0	03:21.9	DNS	03:21.9	Subaru WRX
S4	1	Dave Dykes	07X	03:20.2	NT	03:21.1	03:20.7	03:20.2	Nissan 240SX
S4	2	Matt Koestner	74	03:28.5	03:21.1	DNS	DNS	03:21.1	Acura
S4	3	Brian Stevens	143X	NT	03:25.9	DNS	DNS	03:25.9	Mazda Rx7
S4	4	Pascal Belperron	164	03:30.0	DNS	DNS	DNS	03:30.0	Saab 900 SPG
S4	5	John Stevens	43X	NT	NT	DNS	DNS	NT	Mazda RX7
S4	6	Steve Schindler	992X	DNS	DNS	DNS	DNS	DNS	Porche Boxter
S5	1	Chris du Bois	72	03:12.4	03:08.0	03:11.4	DNS	03:08.0	Honda S2000
S5	2	John Hart	174	DNS	DNF	03:10.2	DNS	03:10.2	VW Golf GTI
S5	3	Jason Orzell	6	03:21.2	03:19.2	DNS	DNS	03:19.2	VW Diesel Rabbit
S5	4	Seth Achilles	66	03:30.6	03:25.5	03:25.1	03:22.8	03:22.8	Subaru Impreza
S5	5	Daniel Dennis	28	DNS	04:21.8	DNS	DNS	04:21.8	Neon
S6	1	Don Taylor	88X	03:50.3	03:57.5	03:57.4	DNS	03:50.3	Dawoooooooo
U1	1	Brian Patterson	4	03:25.9	03:24.8	DNS	DNS	03:24.8	STI (Frog Slayer)
U1	2	Donald Blunt	27X	03:41.9	03:36.8	03:36.7	DNS	03:36.7	Chevy Camaro
U1	3	Lincoln Bates	20X	03:47.0	03:38.1	DNS	DNS	03:38.1	Subaru STI
U4	1	Steve Jones	702X	03:26.9	03:50.7	03:34.6	DNS	03:26.9	VW Jetta
U4	2	Nick Cota	145X	03:43.0	03:42.0	03:39.5	03:36.3	03:36.3	Audi
U4	3	Julie Jones	101X	04:10.2	04:04.2	DNS	DNS	04:04.2	VW Jetta
U5	1	David Estey	7X	03:31.4	03:26.0	03:27.1	DNS	03:26.0	Mazda Miata



## Minutes — April 13, 2012 as approved May 11, 2012

**Attending Members-** Paul Giblin (President), Terry Murphy IV (Vice President), Robert Pel-  
lerin (Exec. Secretary), Charlie Parsons (Corr. Secretary), Dan Francis (Membership Dir.),  
Erik Saunders (Auto-X Co-Chair), Dave Estey (Auto-X Co-Chair), Drew Young (Hillclimb  
Chair), Howard Roundy (Web Master), Terry Murphy III, Curtis Hodgman, Steve Buckman,  
Jerry Venne, Linda Venne, Howard Roundy, Denise Patten, Dave Patten, Dana Boyd, John  
Stevens, Antony Donovan, Dan Fillingim, Paul Perry, George Sherbeck, Maureen Sherbeck.

**Meeting** called to order at 7:00pm by Terry Murphy IV.

**Special Introduction** Paul Giblin introduced our Guest Speaker for the eve-  
ning – Mr. Jerry Venne and his wife Linda from Concord, NH. Jerry is one  
of 16 Life Members in SCCNH and was President of the Club in 1971.

**Executive Secretary**, no corrections made to last month's minutes, motion  
to accept by Drew Young, second by Paul Giblin.

**Membership Report** was given by Dan Francis – we now have 85 mem-  
bers, membership cards have been mailed.

**Treasury Report** was given by Paul Giblin, motion to accept by Drew  
Young, second by Denise Patten.

**Corresponding Secretary Report** was given by Charlie Parsons, a thank  
you letter was sent to Bill Bennet, motion to accept was made by Dave  
Patten, second by Erik Saunders.

**Publicity Report** was given by Dave Estey; motion to accept was made by  
Charlie Parsons, second by Steve Buckman.

**Sponsorship Report** was given by Terry Murphy IV. We still need space-  
ships for the Spring Mt. Ascutney Hill Climb and the Rumble. Motion to ac-  
cept was made by Dave Estey, second by Erik Saunders.

**Autocross Report** was given by Erik Saunders. Event coming up the 22<sup>nd</sup>  
of April. Motion to accept was made by Charlie Parsons, second by Dave  
Estey.

**Hill Climb Report** was given by Drew Young. There are 7 entrants so far for  
the Spring Mt Ascutny Hill Climb. Motion to accept was made by Erik Saun-  
ders, second by Dave Estey.

**Karting Event Report** was given by Dave Estey. Motion to accept was  
made by Paul Giblin, second by Terry Murphy III.

### Old Business

Bike Race report was given by Charlie Parsons  
Dave Patten announced Brass SCCNH Badges are ordered

## Minutes — April 13, 2012 cont.

TSD Rally plans are being made  
Howard Roundy gave report on FANTacy Day at NHMS

### New Business

Paul Giblin went to Dent Sport Garage in Norwood, MA to give a presentation on “How to get involved in Motorsports” on Saturday, April 7, 2012,

**Motion to adjourn** was made by Terry Murphy IV; motion to accept was made by Drew Young, second by Howard Roundy

**Next Meeting** will be held on May 11<sup>th</sup> 2012 at the Windmill Restaurant in Concord NH – start time will be 7:00pm.

## Monthly Meeting Agenda—June 8, 2012

**Location:** Windmill Restaurant - Loudon Rd, Concord, NH

**Start Time:** 7:00pm

- Bring meeting to order Paul Giblin
- Approve minutes from the May 2012 meeting Paul Giblin
- Membership Report Dan Francis
- Treasurer’s Report George Young
- Corresponding Secretary’s Report Charlie Parsons
- Publicity Report Dave Estey
- Sponsorship Report Terry Murphy IV
- Autocross Report Eric Saunders & Dave Estey
  - June 10 Auto-X update
- Hillclimb Report Drew Young
  - May 18-20 Mt. Ascutney Hillclimb post-event report

### Old Business:

- Brass SCCNH Grille Badges - update Dave Patten
- North East Motor Sports Museum

### New Business:



## 2012 Autocross Series by Sports Car Club of New Hampshire



## Autocross 2 Results

area that really forced drivers to think. The course averaged around 75 seconds and we got five runs each, three in the morning and another two in the afternoon followed by some fun runs. We had 48 drivers and picture perfect weather that was sunny but never got too hot for comfort.

*As a participant in the Novice school this weekend (The instructors were awesome) and then running my first AutoX today, I just want to say thank you to everyone involved! I can't say enough about how friendly and helpful everyone was and how much I learned.*

*Thank you!*

A note from one of our students:

*Jessie C*

Top Times Of Day	Time	Class #	Driver
Raw time	68.02	RFP	8 Terrence M
Pax	59.52	RFP	8 Terrence M
Stock Performance	62.52	PCS	81 Rob S
Stock Sedan	61.28	SDS	17 George S
Touring	59.96	TSTS	25 Brian S
Modified	60.25	MSMF	92 Keith D
Race	59.52	RFP	8 Terrence M

'Street Touring' - Total Entries: 13						Car Color	Times			Total
1	STS	25	Brian S	1987 Mazda RX-7	Gold	73.390+3	75.207	72.434+1	<b>72.506</b>	<b>59.962</b>
						73.121+1				[-]0.353
2	STX	35	Michael D	2006 Subaru Impreza	Silver	74.222+2	<b>73.376</b>	74.373	73.290+2	<b>60.315</b>
						73.663+1				0.353
3	STC	547	Robert P	2000 Subaru Impreza RS	Red/Black	74.02	75.284	74.594	75.393	<b>60.497</b>
						<b>73.777</b>				0.182
4	STR	291	Daniel F	1999 Mazda Miata	Green	74.770+2	73.89	<b>72.717</b>	72.844	<b>60.718</b>
						71.960+1				0.221
5	STR	906	Reid A	2006 Honda S2000	Yellow	85.419	75.14	<b>72.913</b>	79.498	<b>60.882</b>
						74.252				0.164
6	STX	94	Jon B	2006 Ford Mustang GT	Green	76.406	76.473+1	75.805+1	<b>74.598</b>	<b>61.319</b>
						76.178+1				0.437
7	STS	7	Dave E	1996 Mazda Miata	Red	74.586	75.532+1	75.375+1	<b>74.216</b>	<b>61.376</b>
						74.363+2				0.057
8	STX	27	George B	1993 Ford Mustang	Orange	76.417	77.269+1	<b>75.91</b>	76.421	<b>62.398</b>
						80.39				1.022
9	STU	777	Justin W	2011 Subaru Impreza WRX	White	76.744+1	76.093+2	76.000+1	75.557	<b>62.806</b>
						<b>74.681</b>				0.408
10	STS	125	John S	Mazda RX-7	gold	78.732	77.171+1	77.277+1	76.290+2	<b>64.688</b>
						<b>78.221</b>				1.882
11	STF	150	Dana B	2006 Acura RSX type S	Blue	80.551+1	80.252+1	80.584+1	79.219+3	<b>64.795</b>
						<b>79.606+1</b>				0.107
12	STS	486	Dan F	2001 Ford Focus ZX3	Black	81.053	79.396+1	<b>79.725</b>	80.368	<b>65.932</b>
						80.343				1.137
13	STU	317	Antony D	2008 Subaru WRX	WR Blue Pearl	84.298+1	85.47	83.047	79.574	<b>66.846</b>
						<b>79.484</b>				0.914





'Race' - Total Entries: 11					Car Color	Times				Total
1	FP	8	Terrence M	2001 Subaru Impreza	Red	70.130+2	68.331	68.808	<b>68.023</b>	<b>59.52</b>
										[-]0.630
2	ASP	20	Brandon C	2003 Mitsubishi Evo 8	Blue	73.694+2	71.460+1	70.704+1	70.92	<b>60.15</b>
						<b>69.699</b>				0.63
3	HS	14	Matthew V	2011 Honda CR-Z	Red	82.540+OFF	78.606	<b>77.509</b>	76.137+3	<b>61.929</b>
						76.490+1				1.779
4	XP	87	John S	1965 Factory Five Cobra	Blue	71.788	71.266	69.862	<b>68.972</b>	<b>61.936</b>
						69.087				0.007
5	ASP	120	Scott B	2003 Mitsubishi Evo	Blue	<b>71.934+1</b>	72.954+2	72.500+1	70.627+2	<b>63.805</b>
						71.921+2				1.869
6	EM	77	Paul P	Morgan stalker	red/black	73.514	71.345+2	70.798+5	74.019+3	<b>64.787</b>
						<b>69.814</b>				0.982
7	CP	573	Nick M	2000 Ford Mustang	Silver	79.420+3	<b>78.354</b>	78.464	77.441+3	<b>67.384</b>
						79.629+OFF				2.597
8	EM	91	Jeff D	1992 Mazda Miata	Green	75.258	74.591	83.014+2	75.096	<b>68.82</b>
						<b>74.16</b>				1.436
9	AM	68	Erik S	Shenglehöffer Death mod	Woodland	<b>75.433</b>	75.375+1	75.659+3		<b>75.433</b>
										6.613
10	EM	178	Charles K	1985 Chevrolet S-10 blazer	Black	81.243+OFF	<b>81.755</b>			<b>75.868</b>
										0.435
11	EM	99	Chris K	Chevy Silverado	White	84.701+1	<b>80.874+2</b>	89.167+4		<b>78.763</b>
										2.895

'Stock Performance' - Total Entries: 6					Car Color	Times				Total
1	CS	81	Rob S	1999 Mazda Miata	Blue	78.946	75.648	77.329	<b>75.059</b>	<b>62.524</b>
						75.455				[-]0.987
2	SS	23	Howard R	2005 Lotus Elise	Purple	<b>74.023</b>	72.983+1	72.566+1		<b>63.511</b>
										0.987
3	BS	118	Terry M	2009 Pontiac Solstice GXP	Orange	999.999+DN F	80.650+OFF	80.939	78.415	<b>63.616</b>
						<b>75.464</b>				0.105
4	CS	64	John C	1999 Mazda Miata	Dark Blue	83.309	79.059+1	78.476	<b>77.6</b>	<b>64.64</b>
						78.089				1.024
5	CS	65	Richard R	2002 Mazda Miata	Green	79.633	<b>79.162</b>	77.484+1	79.557+2	<b>65.941</b>
						79.813				1.301
6	CS	651	Simon R	2002 Mazda Miata	Green	88.708	83.942+1	81.2	81.095+1	<b>67.534</b>
						<b>79.074+1</b>				1.593

## From the President

Greetings,

I thought I'd start this month's letter with a little history lesson. For a few months now, you've probably been reading in our Monthly Meeting Minutes about something called a "Grill Badge" that we as a Club have been considering buying to have available for SCCNH members to purchase for their cars. Well, it occurred to me as well as a few others that many of you may have absolutely no idea what "Grill Badge" actually is! So, I thought I'd share some history with you... Here is the explanation:

The history of Grill Badges goes all the way back to the early 1900's when the first auto clubs displayed them on their new Horseless Carriages. They continued in popularity throughout the century for automobile and sports car clubs. These fine pieces of art have been in resurgence over the last several decades helping to bring some of the "old iron" back to its true period tradition with some original style Grill and License Plate adornments. The tradition of displaying "Club Colors" grew along with club participation right from the start, through the roaring 20's and

then beyond into the 50's, 60's and 70's, and now frequently used by car club members to keep their vehicles "correct", while still maintaining modern club affiliations.

That being said, when SCCNH was first started in the mid 50's, Grill Badges were everywhere as were sports car clubs – every club had their own Grill badge and New Hampshire and New England were full of clubs. So, the members of SCCNH had some Grill Badges made and they proudly displayed them on the grills of their MG's, Triumphs and Volkswagens when they raced them in various TSD Rally and Gymkhana events across New England. Although the use of the Grill Badges faded significantly in the 60's and 70's, we've decided to bring them back in 2012 so we too can proudly display the colors of SCCNH on our cars and trucks.

Therefore, Dave Patten, an SCCNH Life Member and a member of SCCNH since 1977 has been working with a company in Colorado on recreating the SCCNH Grill Badge from the 1950's and they're now ready for you to purchase! They're abso-

lutely beautiful and we think you'll be excited about them as well. In fact, we'll have them at the next SCCNH monthly meeting which is set for Friday evening, June 8, 2012.

Before I close, I'd like to again say THANK YOU to everyone who helped make our events so very successful this Spring – from the Autocross events at New Hampshire Motor Speedway, to the pace cars for the Dartmouth Cycling Race to the recent Mt. Ascutney Spring Hillclimb, they've all been organized and managed extremely well and the participation at each of the events has been incredible. Thank you to everyone for your dedication and efforts!

As always, our monthly SCCNH meetings take place the second Friday at the Windmill Restaurant located on Loudon Road in Concord, NH and our next monthly meeting is planned for Friday evening, June 8, 2012 at 7:00pm – we hope you can join us! See you soon...

Take care,

*Paul Giblin*

President

**every club  
had their  
own Grill  
badge and  
New Hamp-  
shire and  
New Eng-  
land were  
full of clubs**

## History—cont.

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 mem-

bers at this point in the Club's history. Fortunately, cooler heads prevailed and the members re-grouped agreeing to plan events for the ralliists and time trials for the pedal to the metal drivers.

**From a mem-  
bership of  
over three  
hundred, the  
membership  
dropped  
drastically  
with the  
Club, nearly  
dissolving in  
1964**



President :	Paul Giblin	603-986-1217 <a href="mailto:paulgiblin@usa.net">paulgiblin@usa.net</a>
Vice-President:	Terry Murphy IV	603-738-2464 <a href="mailto:twmiv@gmx.com">twmiv@gmx.com</a>
Treasurer:	George Young	603-783-4371 <a href="mailto:youngcooks@hotmail.com">youngcooks@hotmail.com</a>
Executive Secretary:	Robert Pellerin	<a href="mailto:captinbob@msn.com">captinbob@msn.com</a>
Corresponding Secretary:	Charlie Parsons	<a href="mailto:ceparsons5372@myfairpoint.net">ceparsons5372@myfairpoint.net</a>
Past President:	Dave Burden	603-558-1553 <a href="mailto:dburden@hughes.net">dburden@hughes.net</a>
Membership Chair:	Dan Francis	603-235-9521 <a href="mailto:fx_cp@hotmail.com">fx_cp@hotmail.com</a>
Publicity Chair:	Dave Estey	802-356-4026 <a href="mailto:estey.david@gmail.com">estey.david@gmail.com</a>
Hillclimb Chair:	Drew Young	603-231-4727 <a href="mailto:drewyoung@merchantsauto.com">drewyoung@merchantsauto.com</a>
Autocross Series Co-Chairs:	Erik Saunders	<a href="mailto:gts1987@gmail.com">gts1987@gmail.com</a>
	Dave Estey	802-356-4026 <a href="mailto:estey.david@gmail.com">estey.david@gmail.com</a>
Sponsorship Co-Chairs:	Terry Murphy IV	603-738-2464 <a href="mailto:twmiv@gmx.com">twmiv@gmx.com</a>
	Dave Estey	
Web Site Manager:	Howard Roundy	603-228-8512 <a href="mailto:her_elise@yahoo.com">her_elise@yahoo.com</a>

## History—Judy Fry

*Many years ago Judy Fry wrote the history of our club. Excerpts will be presented here in each issue.*

“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

*(Continued on page 11)*