



## Upcoming Events

- Sept 7 Meeting
- Sept 9 Autocross

**Terry Murphy's  
Court St Auto**

- Sept 14-16  
Hillclimb



- Oct 12 Meeting
- Oct 13 Rumble Runoff
- Oct 14 Autocross



## Contents

Autocross	2
Rumble Time	2
Autocross 5 Results	3
Pikes Peak	6
Sponsor Corner	11
Minutes	12
President's Message	13
Directory	14
History	14

# The Steering Wheel

Volume 2012 Issue 7

September 1, 2012

## SCCNH Contributes To North East Motor Sports Museum

**Concord, NH** – Officials with the Sports Car Club of New Hampshire (SCCNH) announced today that a donation in the amount of \$1,700 dollars was recently made to the North East Motor Sports Museum. The proposed museum is the brainchild of longtime NASCAR Pit Lane Reporter for FOX, ESPN, SPEED and other television stations as well as the founder and editor of Speedway Illustrated magazine, Dick Berggren from Ipswich, MA. When complete, the North East Motor Sports Museum will house a wide variety of racing cars and motorcycles, racing memorabilia and historical materials that tell the history of racing from all over the Northeastern United States.



Plans call for the state-of-the-art museum to be co-located in a proposed new office complex on the grounds of the New Hampshire Motor Speedway in Loudon, NH. A recently-formed 501c-3 organization known as the Racing History Preservation Group, headed by Berggren and supported by a Board of Directors consisting of 21 prominent members of the northeast racing community. The group includes such racing notables as Lew Boyd, Ricky Craven, Ron Bouchard, Joe Lombardo and

Dick Batchelder. Together, the group has undertaken the task of raising the \$1.2 million dollars necessary to construct the museum portion of the new complex at NHMS.

(Continued on page 2)

## Fall Hillclimb

This Dent Sport Garage Mt. Ascutney fall Hillclimb will be run on September 14th—16th.

Hillclimb is one of the most exciting events we run for either the driver or the worker. Driving up hill rapidly on a closed road is about as much fun you can have in a car. As a worker (the only way you can be on course) you get to be there as these fast cars wiz by at high speed. There are classes for all cars from stock to special built.



Join the fun and click to [Register](#) online.

This year there are concerns with a loss of participants because of the bumps above station 7

which has prompted us to look at alternatives. The finish line will be lowered to station 7 for this one event, the breakout time has been adjusted to a time of 2:43 which is explained in the [New England Hillclimb's forum](#).

## North East Motor Sports Museum — cont.

The Sports Car Club of New Hampshire was created in 1955 by a group of NH-based motorsports enthusiasts for the purpose of offering safe, entry-level competition to a growing population of sports car drivers. Since the mid-1950's, SCCNH has continually hosted a variety of entry-level motorsports events which have included road rallies, gymkhanas, autocross events and hill-climb competitions. In existence for more than 55 years as of 2012, SCCNH is one of the oldest, most active motorsports clubs in the state of New Hampshire and boasts a current membership of nearly

150 active members.

"We're extremely excited to support the North East Motor Sports Museum effort with this donation of \$1,700 dollars", stated SCCNH Vice President Terry Murphy IV from Belmont, NH, "knowing that the main purpose of the museum will be to tell the history of northeast motorsports, including sports cars, it's definitely a project we want to promote and support. SCCNH has a long and colorful history of racing and the North East Motor Sports Museum will serve as the perfect place for us to share that history with the many thousands of visitors who

will come from all over the world every year to check it out."

For more information regarding the North East Motor Sports Museum, the Racing History Preservation Group or how you can contribute, please visit [www.NEMSmuseum.com](http://www.NEMSmuseum.com). For details regarding the Sports Car Club of New Hampshire and the clubs upcoming events, visit [www.sccnh.org](http://www.sccnh.org).

## Autocross

We had a great turnout for our Intermediate Autocross school, which despite weather reports suggesting otherwise was com-



pletely clear and sunny all day long. We had a large number of novice entrants and ended up splitting up the novices and intermediate drivers in to two groups so as to better serve the needs of both. Our morning started with a figure 8 for the novices to

teach them throttle control and give them a chance to feel where the car would stop gripping. Meanwhile the intermediate group started attacking slaloms, learning how to not only get through them, but attack them for better times. The groups switched exercises for a while and then we took lunch. During lunch we set up a small course using elements from the morning and after several guided walkthroughs we go everybody a number of runs before shutting down just after 3 to set up the full course for Sunday's race.

Sunday was a mish mash of weather and moving things

back to the other side of the S1 lot, which meant a few teething issues associated with figuring out grid, but I think our club members did a great job figuring it out and adjusting as necessary. We had 61 racers and everybody got 8 runs on a course that averaged 40 seconds and even had time for 30 minutes of fun runs - all good indicators of a smoothly running event. We have some tight points races going on right now, which makes the final few events even more exciting. It will be interesting to see how things pan out.

## Rumble Time

The Rumble is coming soon. In early October we will have the Rumble Runoff for SCCNH teams to determine which ones will be in the Rumble. There are ten teams allowed into the Rum-

ble. SCCNH will be guaranteed two of those slots. If we get less than 8 non-SCCNH teams those slots will also go to SCCNH teams.

Registration will open on

September 14th.

[Click to view flier](#)



# 2012 Autocross Series

by Sports Car Club of New Hampshire



## Autocross 5 Results

R - 'Race' - Total Entries: 8					Car Color	Times				Total
1	FP	8	Terrence M	2001 Subaru Impreza	Red	38.691+1	38.551	37.283	36.091	31.58
						36.649+1	36.385	36.734	38.643+1	[-]0.355
2	ASP	20	Brandon C	2003 Mitsubishi EVO	BLUE	39.833+2	37.594	37.004	37.1	31.93
						37.658	37.492	37.28	37.069	0.355
3	BS	6	Jeremy H	2003 Honda S2000	silver	42.872+OFF	41.173	39.252	39.638	32.76
						39.201	38.980+1	38.856	38.86	0.821
4	HS	14	Matthew V	2011 Honda CR-Z	Red	43.013	42.474	42.181+1	41.792+1	33.52
						41.957	42.436+2	42.063	42.111	0.768
5	CP	573	Nick M	2000 Ford Mustang	Silver	43.894	42.829	41.223	40.348	34.48
						40.544	40.31	40.096	41.983	0.959
6	EM	77	Paul P	Morgan stalker	red/black	42.361	40.662	38.872	37.882	34.58
						37.606	37.425	37.261	37.505	0.096
7	XP	2	kevin s	1985 Fiat x1/9	green	43.863+2	43.139	43.137	41.614	36.8
						41.326	40.975	41.481	41.142	2.217
8	FP	556	Craig R	2002 Subaru WRX	White	45.27	44.796	42.944	42.631	36.94
						43.509	43.124	42.279	42.217	0.144
P - 'Stock Performance' - Total Entries: 11					Car Color	Times				Total
1	SS	123	John S	2005 Lotus Elise	Purple	40.393	38.883	38.167	37.869	32.49
						39.236	38.453	38.695	38.921	[-]0.116
2	SS	23	Howard R	2005 Lotus Elise	Purple	41.138	39.853	39.174	38.892	32.61
						38.398	39.006+1	38.03	38.004	0.116
3	CS	81	Rob S	1999 Mazda Miata	Blue	42.432	40.387+1	39.568	39.644	32.67
						39.549	39.475	39.317	39.222	0.064
4	BS	118	Terry M	2009 Pontiac Solstice GXP	Orange	43.562	43.093	43.783	40.388	33.72
						40.59	42.180+OFF	40.193	40.003	1.051
5	CS	176	Larry S	1989 Toyota MR2 Supercharge	grey	43.594	42.711	42.028	40.776	33.97
						41.149	43.223	41.213		0.244
6	BS	262	Gary B	2003 Toyota MR2	black	45.376	43.391+1	42.479	41.563	34.2
						41.324	41.162	40.961	40.566	0.231
7	CS	143	Rick D	2004 Mazda Mazdaspd Miata	Velocity Red	48.095	44.088	42.643	41.788	34.61
						41.865	41.547	41.883	41.602	0.411
8	CS	65	Richard R	2002 Mazda Miata	Green	45.156	44.74	41.952	41.731	34.76
										0.153
9	CS	40	Ray R	2013 Suvaru BRZ	Black	45.41	43.852	43.237	42.301	35.05
						43.627	43.083	42.082	42.769	0.293
10	CS	67	Tom G	1989 Toyota MR2 Supercharge	Grey	50.006	47.572	47.295	47.045	36.38
						46.813	46.709	43.672		1.324
11	AS	22	Adam C	2003 Mitsubishi Evolution	Red	48.801+1	49.034	44.419	43.786+2	37.49
						43.977+2	43.334+1	43.078+4	44.029+2	1.111

## Autocross 5 Results Cont.

S - 'Stock Sedan' - Total Entries: 14					Car Color	Times				Total
1	FS	1	David L	2011 Ford Mustang	Black	39.954	39.721	39.032	38.852	<b>32.04</b>
						<b>38.838</b>	39.382+1	38.918	39.645	[-]0.593
2	DS	17	George S	2005 Mini Cooper S	Grey	40.588	<b>39.75</b>	40.886	41.109+5	<b>32.63</b>
						40.496	41.634	41.188	39.872	0.593
3	HS	53	Charlie P	Volkswagen Rabbit	Blue	43.17	41.62	41.58	41.518	<b>32.72</b>
						41.638+1	<b>40.948</b>	41.041	41.017	0.083
4	DS	78	Nathan S	2012 BMW 135i	Black	43.3	41.53	40.983	40.717	<b>33.35</b>
						41.185	<b>40.627</b>	41.056	43.433	0.637
5	DS	16	Chris O	2011 Mini Cooper s	White	43.848	42.116	42.089	41.637	<b>33.41</b>
						41.425	41.676	41.045	<b>40.689</b>	0.051
6	FS	121	Cheryl L	2011 Ford Mustag	Balck	47.127+OFF	44.101	43.118	41.288	<b>33.8</b>
						42.124	41.887+1	42.286	<b>40.964</b>	0.39
7	GS	116	Curtis H	2006 Chevrolet Malibu Maxx SS	Blue	42.575	43.131	43.146	42.371+1	<b>33.84</b>
						42.412	42.059	<b>41.575</b>	41.688	0.047
8	DS	75	Brendan D	1993 Honda del sol	samba green	44.707	43.754	44.021+1	<b>42.807</b>	<b>35.14</b>
						43.639	43.094	43.248	43.428	1.302
9	BS	62	Paul B	1967 Ford Mustang	Black	44.764	<b>42.398</b>	43.339+OFF	42.584	<b>35.74</b>
						42.275+1	43.069	42.804	42.767	0.597
10	DS	28	Alexander A	2009 Lexus Is250 Awd	Black	56.876+1	53.535+4	49.072+2	45.079	<b>35.98</b>
						45.813	<b>43.824</b>	45.47	43.846+1	0.238
11	HS	929	Sam C	1968 Volkswagen Manx Dune	Orange	60.866+OFF	57.261	51.526+1	48.388	<b>35.99</b>
						46.685+OFF	47.254	45.964	<b>45.042</b>	0.009
12	GS	327	Tony C	2001 Volkswagen GTI	black	56.37	51.399	48.534	48.523	<b>36.7</b>
						46.904	46.271	<b>45.085</b>	45.206+1	0.711
13	GS	414	Larry D	1985 Ford Mustang SVO	Black	54.347+OFF	50.565	51.713+OFF	47.488	<b>37.38</b>
						48.812	46.804	47.45	<b>45.926</b>	0.684
14	DS	3	Justine M	2007 Mini Cooper S	Silver	53.108	49.849	48.738	47.552	<b>38.3</b>
						48.014	47.506	47.427	<b>46.653</b>	0.919





## Autocross 5 Results Cont.

T - 'Street Touring' - Total Entries: 12					Car Color	Times				Total
1	STC	547	Robert P	2000 Subaru Impreza RS	Red/Black	40.292+1	40.735	39.632	39.401	<b>31.63</b>
						38.705	<b>38.573</b>	39.4	38.753	[-]1.004
2	STS	7	Dave E	1996 Mazda Miata	Red	40.878	39.886	39.503	40.759	<b>32.63</b>
						39.837	39.854+1	<b>39.46</b>	39.487+2	1.004
3	STR	291	Daniel F	1999 Mazda Miata	Green	41.509	40.318	40.071	39.871	<b>32.66</b>
						<b>39.108</b>	39.379	39.123	41.552	0.022
4	STX	94	Jon B	2006 Ford Mustang GT	Green	44.351+1	42.82	41.22	40.302	<b>32.9</b>
						40.696	<b>40.019</b>	40.681	40.459	0.24
5	STU	317	Antony D	2008 Subaru WRX	WR Blue Pearl	43.504	46.683	40.827	41.666	<b>33.34</b>
						39.743	40.562	40.007	<b>39.638</b>	0.44
6	STF	150	Dana B	2006 Acura RSX type S	Blue	45.024	44.816	44.183	44.017+1	<b>33.68</b>
						42.933	42.789	43.226	<b>42.424</b>	0.349
7	STR	64	John C	1999 Mazda Miata	Dark Blue	44.24	43.92	40.782	42.464	<b>33.9</b>
						41.229	42.337	41.083	<b>40.602</b>	0.218
8	STX	47	Joseph J	1988 BMW 325is	Red	47.946	57.412+OFF	45.904	44.041	<b>35.1</b>
						43.798	42.88	43.588	<b>42.704</b>	1.2
9	STC	42	Stephen N	1999 Subaru Impreza RS	Blue	48.648+1	46.433	43.816	43.525	<b>35.59</b>
						45.101	43.753	43.473	<b>43.408</b>	0.492
10	STS	771	Lance B	1997 Mazda Miata	gray	48.128	46.494	45.107	44.457	<b>35.84</b>
						44.002	44.74	43.728	<b>43.341</b>	0.249
11	STX	177	D J	1998 Subaru Forest		48.318+OFF	46.472	<b>45.528</b>		<b>37.42</b>
										1.581
12	STX	977	J C	1998 Subaru Forest		47.344	46.91	<b>45.57</b>		<b>37.46</b>
										0.034

Top Times Of Day	Time	Class #	Driver
Raw time	36.09	RFP 8	Terrence M
Pax	31.58	RFP 8	Terrence M
StockPerfmnce	32.49	PSS 123	John S
Stock Sedan	32.04	SFS 1	David L
Touring	31.63	TSTC 547	Robert P
Modified	31.67	MSM 111	Gary S
Race	31.58	RFP 8	Terrence M



## Minutes — June 8, 2012 as approved July 20, 2012

M - 'Street Modified' - Total Entries: 15					Car Color	Times				Total
1	SM	111	Gary S	2010 Subaru STi SE	Black	41.234	39.152	37.661	37.688	<b>31.67</b>
						37.268	37.336	<b>36.568</b>	37.335	[-]0.867
2	SMF	34	Lee R	1991 Honda civic	black	39.922+1	43.205	38.647	40.655+1	<b>32.53</b>
						38.806	38.319	38.828	<b>38.186</b>	0.867
3	SMF	92	Keith D	1992 Acura Integra	Red	40.282	40.108	38.715	<b>38.632</b>	<b>32.91</b>
						38.697	38.942	38.934+5	38.849	0.38
4	SM	328	Tom P	2011 Subaru STi	White	39.579	40.097	<b>38.236</b>	38.389+1	<b>33.11</b>
						40.772+1	38.877+1	38.882	38.814	0.198
5	SM	411	Frank B	1988 Pontiac Fiero	Red	72.526+DSQ	41.475	39.133+1	38.909	<b>33.23</b>
						38.880+1	45.197+1	<b>38.374</b>	38.555	0.119
6	SM	13	Ben C	2011 Subaru WRX STi	Spark Silver	44.04	41.414	39.942	40.872	<b>33.94</b>
						40.990+1	<b>39.196</b>	39.317+1	39.883+1	0.712
7	SM	919	Matt M	2003 Honda S2000	Red	50.706	45.023+OFF	43.694	43.446	<b>33.98</b>
						41.594	39.890+1	<b>39.242</b>	39.452	0.04
8	SSM	781	Gavin W	Datsun 280Z	Orange	40.284+OFF	39.805+1	40.074+3	40.044	<b>34.6</b>
						40.214	40.681+1	<b>39.362</b>	39.842+1	0.616
9	SM	628	Jeffery B	2011 Subaru wrx	white	47.706+OFF	43.163	43.24	40.124+1	<b>34.63</b>
						40.522	40.652	40.076	<b>39.994</b>	0.035
10	SMF	661	Michael K	2012 VW Jetta GLi	Silver	45.247+OFF	45.155+2	46.833+OFF	44.352	<b>36.08</b>
						44.287	43.271	<b>42.342</b>	42.525	1.441
11	SMF	49	Benjamin T	2003 Mini Cooper S	Black	45.154	44.21	44.593	43.802+1	<b>36.59</b>
						43.894	43.614	<b>42.945</b>	43.373	0.514
12	SM	44	Daniel S	2005 Subaru WRX	WRB	68.009+OFF	49.036	44.498+OFF	45.700+OFF	<b>36.61</b>
						43.73	<b>42.274</b>	42.856	42.84	0.02
13	SM	50	Richard S	2008 Subaru Legacy GT	Bronze	48.834	48.223	46.846	47.194	<b>38.12</b>
						46.669	45.263	44.65	<b>44.022</b>	1.514
14	SM	55	Almon E	1996 Ford Ranger	Green	48.357	47.588	46.653	45.787+OFF	<b>39.31</b>
						46.223	46.651	46.685	<b>45.398</b>	1.191
15	SMF	341	Gary B	1991 Honda Civic	Black	66.875	58.479+1	56.698+2	59.775+1	<b>44.66</b>
						56.621+1	57.013+OFF	54.907+1	<b>52.42</b>	5.347



## Pikes Peak International Hillclimb in a BMW M3 - by Jamie Melhuish

On August 12th, I raced my 1995 BMW E36 M3 (normally aspirated) at the Pikes Peak International Hillclimb in Colorado. Competitors came from all over the US and the world: Russia, Luxembourg, Switzerland, Australia, Japan, and France. I raced in the Time Attack division (street cars modified for racing).

Map of the course is here: <http://director.usacracing.com/ppihc/files/pdfs/map.pdf>



### Saturday morning - Leave Home

I drove from Massachusetts to Colorado in two and a half days, towing the BMW on a car trailer with my Honda Odyssey minivan. Towed weight was about 3800 lbs including car, trailer, and tools and tires. Another several hundred pounds inside the van, all up weight close to 9000 lbs. Driving to Colorado at about 75 MPH, the Odyssey averaged 15.3 MPG. Driving from Colorado to Massachusetts, the Odyssey averaged 18.9 MPG. Arrived in Colorado on Monday morning, worked at Mitch William's shop to fix up a few minor items on the car, then to Mitch and Alissa's house to get

vinyl graphics cut. The car now looks more like a race car! Drove to the Lone Duck Campground on Route 24 just near the Pikes Peak highway road. Got to sleep around midnight. I also picked up a cold which meant I was sick all week for practice and still sick on race day.

### Tuesday - Registration and Technical Inspection

I had not looked at the Pikes Peak road in person yet, so Tuesday morning I drove the road in the van. A pretty amaz-

good for five years...

Rookie orientation was uneventful; an experienced Pikes Peak car racer gave a very good overview of the tricky sections of the course. The motorcycle racers got their own overview from the bike perspective.

### Wednesday - Practice Upper Section

We get up at 2:45 AM for practice, gates open at 3:30, practice starts at 5:30. Practice is all over by 9:30 AM. The first day of practice for the Time Attack division was the upper section, from Devil's Playground to the summit. 13,000 feet to 14,100. No familiarization run, just straight into fast practice runs. I had little hope of doing well in my division as almost every other car is a turbo. Rhys Milen's Hyundai has around 750 HP. For me, the drag up to Cog Cut turn was really slow, my M3 is down to about 140 WHP. But I took the corners pretty fast. I didn't find the Wednesday practice results until Qualifying on Thursday morning, but was really happy to discover that I placed fourth in Time Attack out of 20 cars with a time of 3:06.4

(Continued on page 8)





## Pikes Peak—cont.

### Thursday - Qualifying

#### Lower Section

Today was practice (and qualifying) on the lower section, from the start line to just below Glen Cove. My first run went very well, no mistakes, and felt pretty fast. I again surprised myself and placed fourth in Time Attack. On my second run, I went off the road at the Sump, three corners before the end of the section. The back of the car stepped out rapidly (oversteer) and I tried to catch it but the rear wheels slid into the ditch. The car rotated and ended up facing downhill. I managed to get it out of the ditch without having to red flag any cars.

After looking over the video, I believe the reason I spun so rapidly was because the left rear tire was on the double yellow lines, which are extremely slippery. The bike riders had talked about this but I didn't think it would affect the cars so much. Most of the damage was to the exhaust. Much thanks to Cyrus who cut out the exhaust at the middle of the car and welded on a little section to point at the ground. Thanks also to Jimi and TK for getting the welder for us and helping with stuff. The car was fixed up ready for Friday practice, a little louder, a little lighter, and a little more bent! I had worried a lot about not qualifying, since the Time Attack field is almost exclusively turbo cars. But my first run was good enough for 7th in Time Attack with a time of 4:44.338 so I'm racing on Sunday!

The other cool story from qualifying was Rhys Millen congratulating me for being quicker than him around the final 180 degree corner in qualifying.

Rhys' dad, Rod Millen, had a radar gun and was checking speeds. Phillip Thomas wrote this in hooniverse: <http://hooniverse.com/2012/08/17/donuts-millens-3am-practice-and-a-mountain/>



### Section

Up at 3 AM. The middle section starts from Glen Cove and runs to Devil's playground. The Honda Odyssey towed the M3 on the trailer up to Glen Cove at 11,440 feet. No worries.

Day two of testing was held on the lowest section, from the start up to Glen Cove. When the cars started rolling in, I noticed a guy on the last corner with a radar gun. Curious, I walk over to go check him out after tire temps were done. Brianne, Rhys, and Jamie Melhuish in his '95 M3 were the last cars to come around. Out of curiosity, I ask him about the cars.  
 "Ah, yeah, the red Subaru was 53 mph"  
 "What about Rhys?"  
 "The same, actually, 53 mph"  
 At that point the white M3 comes around,  
 "And.... 57 mph."

So I posted the second-quickest speed through that corner out of all cars in Time Attack and Unlimited divisions (not sure about Open Wheel), only David Donner in the Palatov was 1 mph faster.

### Friday - Practice Middle

First run was OK, finding it hard to get around the hairpins. Front end grip is pretty good but the inside rear wheel is spinning a little, though not as much now since we stiffened the front anti-roll bar. This section of the course is hard for my car since it is a stop/start drag from each hairpin up the steepest section of the hill.

My second run was a little quicker but I had a really scary incident. I came flying into a hairpin and stepped on the brakes, but not much was happening. I fought the brakes and steering, overshot the apex, and finally got the car turned. The rest of the run was alright but the overshoot scared me. It turned out that one of the open wheel cars had dumped oil on several corners. My last run was better and I eventually placed 10th out of 20 cars, my time was 3:11.47

(Continued on page 9)



## Pikes Peak—cont.



### Friday Night

Went down to Colorado Springs on Friday night for Fan Fest. Definitely an experience! Over 35,000 people hanging out on 10 closed-off city blocks. Showed the M3 from 5 PM to 10 PM then packed up and back to the campground. Some really cool cars there including Walter Roehr's Pikes Peak winning Audi S1.

Saturday was a rest day. We drove up the mountain and looked at the course, plus did the tourist thing on top of the mountain.

### Sunday - Race Day

Up at 3 AM, through the toll gates at 3:30. We had already set up the pits with the race car and trailer on Saturday, so we just drove up in the Odyssey van, myself, Cyrus, Jimmy (Cy's dad), and the two dogs. Went to sleep again for a couple of hours, then up for the driver's meeting at 8 AM.

All the bikes raced first. Greg Tracy and Carlin Dunne had an epic duel on the 1205 Ducatis, each breaking 10 minutes, with Carlin winning by 6 seconds with a time of 9:52.819. The Unlimited class chose to run

filled with smoke at the start line and he ran only a couple of corners before shutting it down. He was not at all happy. Elias Anderson raced a home-built lightweight electric car to 3rd in class and 13th overall with a time of 11:00.857. The fastest electric was the Toyota/Radical coming in at 10:15.380.

The Open division Porsche GT3 R driven by Romain Dumas (Le Mans winner) was really fast and came in at 9:46.181. However now the weather started rolling in, with rain drops at the summit. Quite a number of cars had crashed or broken, bringing out the red flags often and requiring re-runs for drivers. This slowed down the event considerably. Thunder clouds, lightning, and light rain started at the summit and began working down to lower elevations.

The Time Attack class started and Rhys Millen had a dry road until the Boulder Park near the

*(Continued on page 10)*



## Pikes Peak—cont.



summit where he hit the wet. Rhys still put in a time of 9:46.164, good for the class win and the overall win, just beating Dumas by 17 thousandths of a second. By the time I started, reports were of rain and wet roads down to Devil's playground, or maybe down to the "W's" - the switchbacks below Devil's Playground. I was given the option of changing tires, but I chose to run the Hoosier Radial slicks (with a single circumferential groove), good for dry and damp roads, but not for running or standing water.

As I started my run, I felt that the steering wheel was off-center. What's wrong? Did I bend a tie rod? Is the suspension suspect? I just kept going, not using the 9 o'clock / 3 o'clock hand position, but simply holding the wheel rim wherever I needed. I put in a good run up to Glen Cove and then saw a red flag waving vigorously. I shut it down and waited. Apparently a car had gone off somewhere in the W's. It turned out to be a nicely-prepared Mitsubishi Evo driven by Jeremy Foley which went off just below Devil's Playground on a very steep hillside, it rolled at least 10 times. The driver was air-lifted by Medi-vac to hospital but luckily had little injury. The co-driver was taken down by ambulance, he was also not badly hurt. I drove back down for my re-run. At the bottom, I found that my quick release steering wheel was one notch to the

left. Back a notch and the steering is all straight again!

We had to wait for 40 minutes or more while the Evo drivers were evacuated. By now the weather had dropped rain all the way down to the Sump corner below Glen Cove. So two-thirds of the course was now wet. We were given the option to change tires. Only myself, Tim Hardy (BMW E30 325 with a turbo M50 motor), and Patryk Matecki (turbo Dodge Neon) stayed on slicks (A6's for Tim and Patryck). I made a very conscious decision to drive carefully; I wanted to get to the top! I didn't want to wreck. I was pretty quick on the lower dry section but when I hit the wet, I slowed down a lot. Even being careful, the car was oversteering, slipping and sliding on the painted lines, and generally a bit sketchy. I made it to the top without any mistakes or incidents. Shortly after at the summit, lightning was cracking in the sky and hail poured down covering the cars and road. Drivers on that run had really scary road conditions.

I don't think there was much advantage to having wet tires, except in a few sections. The Time Attack division had a bunch of people with close times, Brianne Corn (Subaru STi) at 12:01, Scott Moliter (Subaru Impreza) at 12:04, Fred Veitch (911 turbo) at 12:06, and myself at 12:09. We were all running in the same bad conditions. Looking at the times overall, people running later in the day were at a major disadvantage. Brianne came 5th in Time Attack and 61st overall (170 entries), I came 8th in Time Attack and 70th overall. In the lower section of the mountain that was dry, from start line to the Picnic

Grounds, I was 5th in Time Attack, and even to Glen Cove with some wet roads, I was 5th or 6th. It was the wet roads and hairpins higher up that slowed me down.

However, I thought the most impressive drive was by Tim Hardy, a young guy from Colorado Springs who built his BMW E30 325 coupe with a turbo M50 engine, lightweight panels, wing, and was running right behind me in the same bad conditions (he qualified just slower than I did). Tim pedaled that thing up the mountain with a time of 11:35, coming in 4th in Time Attack, and a fantastic 30th overall, while most faster competitors had a dry road.

### Home

The trip home to Massachusetts was uneventful, except for running out of petrol in Illinois. I poured one gallon of VP 109 Motorsport racing gas, \$13, into the Odyssey and crept to the nearest gas station.

Thanks to all the PPIHC organizers for putting on a terrific event. Thanks also to Cyrus House (BlackArtsFab.com) for being Crew Chief at Pikes Peak, and to Jimmy House for helping with everything. Also thanks to race engineer Richard Strout (LEMD.com), Charlie Gerry (Six Star Motors), Jason Russell (VEMS), Bill Lockwood (Black Glove), and to Chris, Wilhem, and all the Burlington VT crew. More thanks to Chris du Bois for Honda support, to Mitch and Alissa Williams, Dave and Allison Kern, Rick Cooke, and all my BMW CCA friends, and my New England Hillclimb Association friends! Finally thanks to Jennifer and to our families for all their support over the years.

(Continued on page 11)

## Pikes Peak—cont.

Pikes Peak is an amazing mountain hillclimb. I will be coming back next year for sure.  
- Jamie Melhuish

*Postscript: if you have any ideas about getting sponsorship for me, please contact me. I am building a new hillclimb car, a turbocharged 1993 BMW 318iS, and it will be fast enough for me to challenge for podium positions in Time*

### Attack at Pikes Peak.

Pikes Peak hillclimb video  
<http://www.youtube.com/watch?v=UmlWq5CMhFI>

Roof cam of the whole run  
[http://www.youtube.com/watch?v=wohuCsArN\\_M](http://www.youtube.com/watch?v=wohuCsArN_M)

My Pikes Peak photo album  
<https://plus.google.com/u/0/photos/105804394765594273022/>

<albums/5780055774355195249>

More good photos at  
PPIHC.com  
<http://pikespeak.zenfolio.com/>



## History—cont.

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.

## Sponsor Corner

**DSD**

**DRIVER SKILLS DEVELOPMENT**

As one of the premier driver training schools in the northeast, **Driver Skills Development** is responsible for providing driver training to fleet and individual drivers, as well as driver coaching to amateur and professional racers involved in the motorsports industry. Our clients vary in age from teenagers to retirees. In addition to everyday drivers interested in improving their skill levels, many companies and organizations send their employees to the **Driver Skills Development** training program as part of their risk reduction and driver safety programs. Newly licensed drivers as well as many corporate and municipal employees, along with police and emergency personnel use us to improve their skills and confidence.

Due to our many years of hands-on experience combined with a working knowledge of the insurance industry, **Driver Skills Development** has assisted in significantly reducing the accident rate and insurance cost. Over the past five years we have worked closely with state and local government agencies in New Hampshire and Vermont, as well as the Vermont Electric Company and Trans Canada Power. Our proven hands-on driver skills development has assisted these companies in reducing the amount they spent on accident damage by as much as 26% while reducing the number of accidents by as much as 40%. **Driver Skills Development** coached many accomplished racers in the **Sports Car Club of America** by helping them maximize their own driving potential in the exciting

world of amateur and professional motorsports.

Our professional instructors, with a combined total of 35 years of experience, stands ready to help you reach your goals.

Contact us at any time to discuss and schedule a program designed to fit your needs.

Thank you,  
*Dan Sheppard*  
President

Driver Skills Development  
15 Prevere Road  
Raymond, NH 03077

**Office Hours:** 8am - 5pm  
Monday-Friday

**Telephone:** (603) 674-5405

## Minutes — June 8, 2012 as approved July 20, 2012

**Attending Members-** Terry Murphy IV (Vice President), George Young (Treasurer), Robert Pellerin (Exec. Secretary), Dan Francis (Membership Dir.), Dave Estey (Auto-X Co-Chair), Drew Young (Hillclimb Chair), John Santos, John Stevens, Antony Donovan, Curtis Hodgman, Dave Burden, Dave Patten, Denise Patten, Gary Brundrett

**Meeting** called to order at 7:13pm by Terry Murphy IV.

**Executive Secretary**, no corrections to be made, motion to accept made by Drew Young, second by Dave Estey

**Membership Report** was given by Dan Francis. 137 members, not all membership cards have been sent out yet. Terry Murphy suggests that all cards need to be sent out ASAP it being the middle of the year.

**Treasury Report** was given by George Young, motion to accept made by John Stevens, second by Antony Donovan

**Corresponding Secretary Report** was not given

**Publicity Report** was given by Dave Estey

**Sponsorship Report** was given by Terry Murphy IV. No changes to sponsorships.

**Autocross Report** was given by Dave Estey. There were 52 registered drivers for the July 8<sup>th</sup> event.

**Hill Climb Report** was given by Drew Young. Jeff Berrett will be Chairman for the September hill climb. Voting for shortening and lengthening of the Mt. Ascutney course will take place at the August meeting. There are 59 registered drivers for the September Mt. Ascutney hill climb. Someone needs to get a hold of Bill Bennert for FCC License regulations changing in 2013.

### Old Business

More discussion was had about NHMS Motorsports Museum Membership. Terry read an e-mail from Paul Giblin; Paul met with Dick Berggren about what options we had for contributions towards the museum. Paul asked if SCCNH could have an exhibit in the museum in exchange for a donation of at least \$1,000 where the Club could display its annual trophies, information and more. Dick thought it would be a perfect addition to the museum.

### New Business

The location for the next month's meeting will be held at Ray Boissonneau garage. Ray has a large collection of race cars. No alcohol or coolers will be allowed inside the garage. Motion to accept made by Drew Young, second by Dave Estey

Motion to adjourn was made by Terry Murphy IV at 7:52pm. Motion to accept made by John Stevens, second by Dave Estey

**Next meeting** will be held on Friday, **August 10, 2012 at 7:00pm** at the vintage race shop of Ray Boissonneau. Ray's shop is located on the Concord Heights at **70 Pembroke Road, Concord NH**



## From the President

Greetings,

With daily temps now dropping back to enjoyable levels once again, cool nights becoming the norm and fewer hours of daylight available for us to catch up on the endless list of chores after work, Summer is definitely winding down and Fall will be here before we know it – *unfortunately!*

I'd like to start this month's letter by extending a huge **THANKS** to **Mr. Ray Boissoneau** for serving as the host for our August 10<sup>th</sup> monthly meeting, what an amazing evening we all enjoyed at his vintage race car shop in Concord. Ray's collection of vintage race cars is staggering – with everything from completely restored and running Midgets to Sprint cars and Indy Roadsters to CanAm cars in his vast collection, it was like taking a walk through time checking out the many race cars Ray has in his shop! It was also great to see so many SCCNH members that evening - many of whom we haven't seen in years. Thank you to everyone who took time out of their busy schedules to join us for what will surely be one of the most memorable SCCNH meetings we've had in quite some time!

Looking at our SCCNH Event Calendar, we've already hosted five very successful Auto-X events and two Auto-X schools this year as well as the Spring Mt. Ascutney Hillclimb, it's been a VERY busy year so far! Looking ahead, we still have three more points events in the **2012 Kinetic Motorsports Auto-X Championship (September 9<sup>th</sup>, October 14<sup>th</sup> and 27<sup>th</sup>)** not to mention the **"Rumble Run-Offs" on October 13<sup>th</sup>** and the annual **North Country Rumble on October 28<sup>th</sup>** – all of these events will take place by the way at the **New Hampshire Motor Speedway in Loudon, NH.**

We also have the **Dent Sport Garage Fall Mt. Ascutney Hillclimb** coming up on **September 14-16, 2012** at the beautiful **Mt. Ascutney State Park in Windsor, VT.** If you haven't attended a hillclimb yet, whether as a volunteer or a competitor, why not think about making it to this event – even if it's for just a day – we'd love to see you! The park itself is beautiful and since SCCNH rents the entire park for the weekend, there's plenty of fun to be had once the racing action ends for the day.

I'd also like to confirm with everyone that **we now have a Road Rally planned for this Fall!** Mark your calendars today for the **2012 SCCNH Turkey Rally** which has been scheduled for **Sunday afternoon, November 11<sup>th</sup>, 2012.** This event will serve as a benefit to the **Kevin Young Memorial Scholarship Fund** which means that 100% of the proceeds from event entries (from this event) will be donated to this very important cause! I know many of you probably haven't taken part in a Road rally before, so Scott Beliveau, our Rallymaster, is taking extra steps to make sure this event is fairly easy and straight forward so anyone who enters should have a really great time. Our plan is to start the Rally in the Tilton, NH area around Noon and end the rally in the Meredith, NH area (hopefully at Hart's Turkey Farm!) between 4:30pm and 5:00pm. I'll be sure to share any and all details with you as things get firmed up. Don't forget, Sunday afternoon, November 11<sup>th</sup>, 2012 is the date you need to mark on your calendar. The more entries we get, the more we can donate to the **Kevin Young Memorial Scholarship Fund!!!**

That's about it for now. It's been a great year so far and there's much more fun to be had this

year before we hand out year-end awards and share some laughs at our annual Christmas & Awards Party on Saturday evening, December 2<sup>nd</sup>, 2012. Thank you all for your dedication and support this year – you've been nothing short of amazing!

In closing, we hope you'll be able to join us at our next monthly meeting which is set for Friday evening, September 7<sup>th</sup>, 2012 at the Windmill Restaurant located on Loudon Road in Concord, NH – as always, the meeting will get underway at 7:00pm -- everyone is welcome and encouraged to attend. We hope to see YOU there!!!

Take care,

*Paul Giblin*

President



**Drew Young's learning experience**



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.*

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

*(Continued on page 11)*