

Hi there!

Anything For Speed is a large exhibit with numerous exhibit panels. We have included five of the twenty-four panels in this PDF.

THE PEOPLE OF VERMONT RACING

“What makes Vermont racing unique? The people.”
– Governor Phil Scott

Vermont’s strength has always been its community. The tight-knit circles of families, teams, friends, and rivals in racing spanned the entire state. The adrenaline of the track resulted in marriages, divorces, lifelong friendships, and fistfights.

At its heart, racing in Vermont is the story of its people. The cars are the tools and the tracks are the stage, but the real stories are told by the individuals and their ultimate successes and failures.



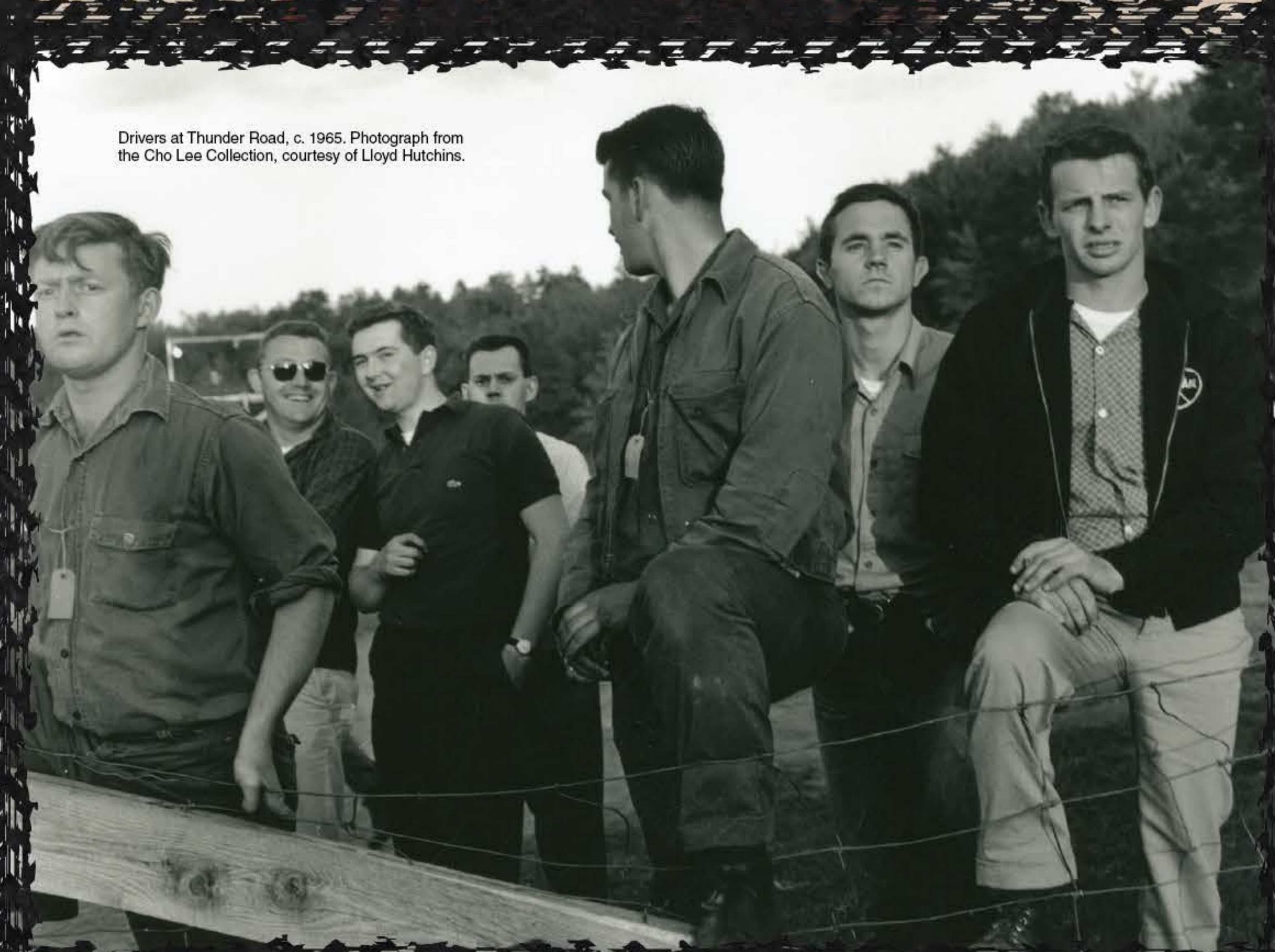
Young racer at Daggett's Sand Pit in Holland, c. 1955. Photograph from the Hauver family collection, courtesy of Scott Wheeler.



Pete and Archie Blackadar, c. 1965. Photograph from the Cho Lee Collection, courtesy of Lloyd Hutchins.



Drivers at Thunder Road, c. 1965. Photograph from the Cho Lee Collection, courtesy of Lloyd Hutchins.



TRACKS

Nearly every corner of the Green Mountain State has been home to a racing oval at some point in the last century.

Vermont's first dedicated tracks were just paths worn down in unused fields by locals who wanted to test their wits, skills, and bravery against each other. Previous generations raced horses. The postwar generation raced cars.

As the sport's popularity grew, local businessmen and community leaders came together to build dedicated tracks. They paved and banked the track itself while adding grandstands, concessions, restrooms, and dedicated pit areas. Some tracks grew up overnight and only lasted a few short months or years. Others were carefully planned, and became beloved local fixtures for decades



West Brattleboro Speedway, c. 1950.
Photograph courtesy of Brattleboro
Historical Society.



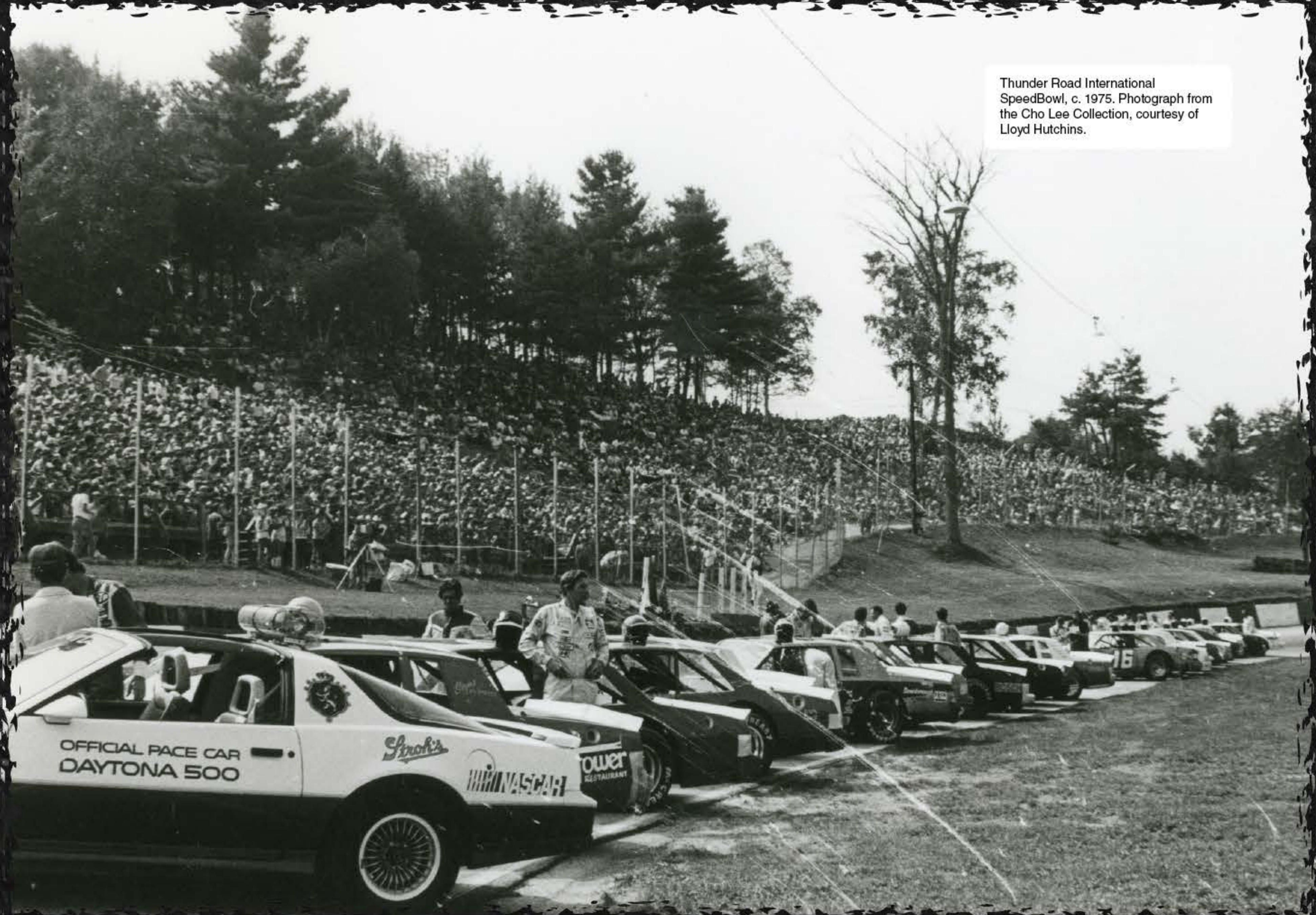
Catamount Stadium, c. 1975.
Photograph from the Cho Lee
Collection, courtesy of Lloyd Hutchins.



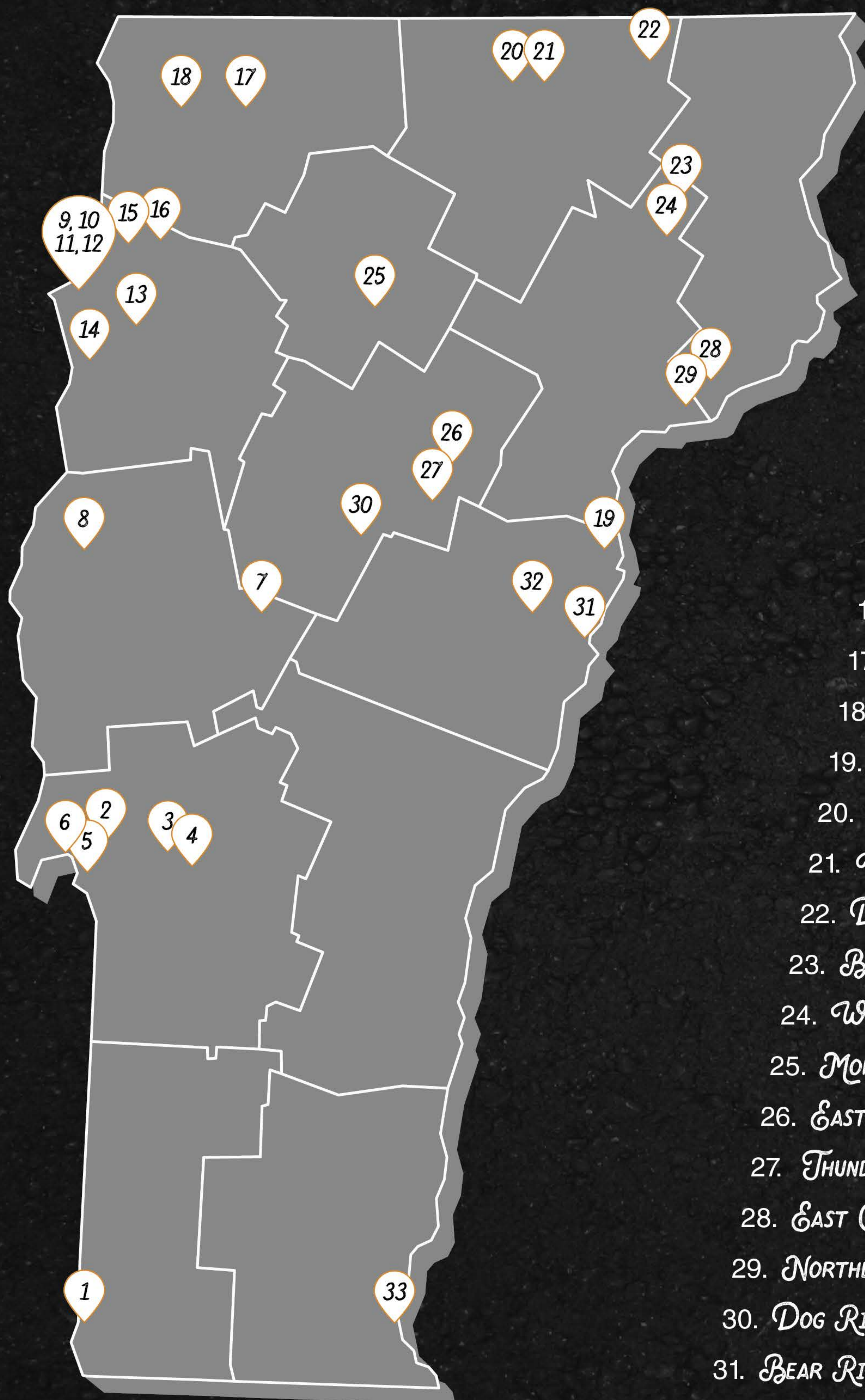
Pico Raceway, c. 1950. Photograph
courtesy of Rutland Historical Society.



Thunder Road International
SpeedBowl, c. 1975. Photograph from
the Cho Lee Collection, courtesy of
Lloyd Hutchins.



RACE TRACKS IN VERMONT



1. STATE LINE SPEEDWAY, NORTH BENNINGTON
2. BOMOSEEN RACEWAY, CASTLETON
3. PICO SPEEDWAY/GREEN MOUNTAIN SPEEDWAY, RUTLAND
4. RUTLAND STATE FAIRGROUNDS, RUTLAND
5. FAIRMONT PARK MOTOR SPEEDWAY, FAIR HAVEN
6. DEVIL'S BOWL SPEEDWAY, FAIR HAVEN
7. MIDDLE GRANVILLE SPEEDWAY, GRANVILLE
8. OTTER CREEK SPEEDWAY/RAINBOW RIDGE RACEWAY, VERGENNES
9. MALLET'S BAY SPEEDWAY, MALLET'S BAY
10. BAYVIEW SPEEDWAY, COLCHESTER
11. COLCHESTER RACEWAY, COLCHESTER
12. GREEN MOUNTAIN RACEWAY, COLCHESTER
13. CHAMPLAIN VALLEY EXPOSITION, ESSEX JUNCTION
14. SOUTH BURLINGTON RACEWAY, SOUTH BURLINGTON
15. CATAMOUNT STADIUM, MILTON
16. MILTON SPEEDWAY, MILTON
17. DAVIS SPEEDWAY, ENOSBURGH FALLS
18. GREEN MOUNTAIN SPEEDWAY, SHELDON
19. JI-JO-CLIN SPEEDWAY, BOLTONVILLE
20. CAN AM SPEEDWAY, NEWPORT
21. VETERANS PARK, NEWPORT
22. DAGGETT'S SAND PIT, HOLLAND
23. BURKE MOUNTAIN, BURKE
24. WEBSTER'S FLATS, LYNDONVILLE
25. MORRISVILLE SPEEDWAY, MORRISVILLE
26. EAST MONTPELIER SPEEDWAY, EAST MONTPELIER
27. THUNDER ROAD INTERNATIONAL SPEEDBOWL, BARRE
28. EAST CONCORD SPEEDWAY, CONCORD
29. NORTHEASTERN SPEEDWAY, WATERFORD
30. DOG RIVER SPEEDWAY, NORTHFIELD
31. BEAR RIDGE SPEEDWAY, BRADFORD
32. EAST CORINTH SPEEDWAY, CORINTH
33. BRATTLEBORO SPEEDWAY, WEST BRATTLEBORO

HILL CLIMBS



Vermont's mountainous landscape suits hill climbing well. Drivers pit the power of their engines and their skill at cornering against steep roads and a clock.

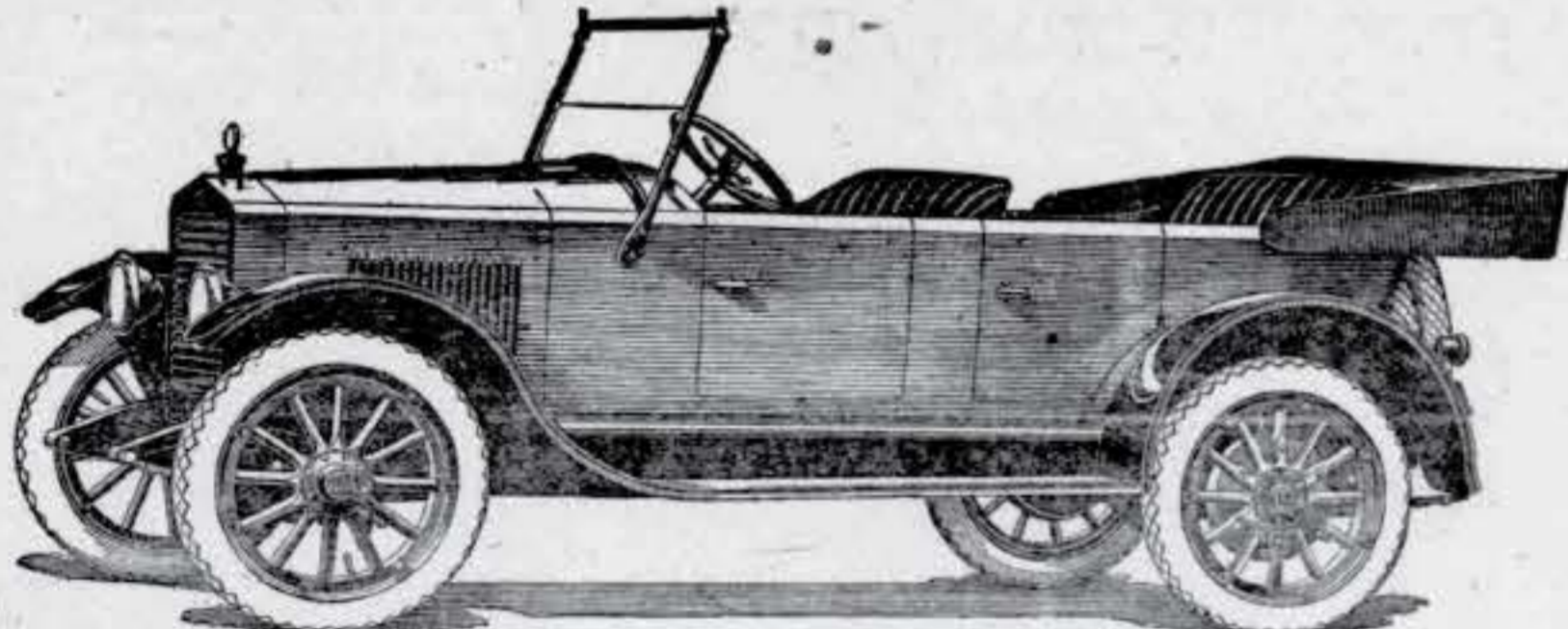
The earliest known hill climbs took place in villages, such as a July 4, 1921, hill climb in St. Johnsbury. Meant to show off the capabilities of new automobiles in an exciting way, these spectator events sold cars.

The Mount Equinox Hill Climb in Arlington is the oldest continuously run hill climb in the world for its length of course – it covers over five miles and makes over 3,000 feet in elevation gain. It has run since 1950. Beyond Equinox, enthusiasts have held hill climbs on Mansfield, Ascutney, Philo, Bolton, Burke, and Okemo Mountains over the course of the 20th century.

With the move to mountains, the hill climbs became less of a spectator sport; at many hill climbs in Vermont today, watchers are banned from the course due to the danger of narrow roads and high speeds. Though they have different goals and standards than flat-track racing, hill climbs are still very much a part of Vermont's racing scene.

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is an acute attack of Nasal Catarrh.
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FIVE THOUSAND PEOPLE CHEERED WILDLY
WHEN A NEW
ESSEX

Stock Car that had been run but 320 miles
Won the Silver Cup in the Big
HILL CLIMBING CONTEST

At St. Johnsbury on the
Fourth of July

The Essex stock car, with nothing taken off, and just as it would start off with a pleasure party to tour the hills and mountains of Vermont starting at a dead standstill covered the route in

21 Seconds, which is at the rate of 56 miles per hour

Another Essex car that was two years old and had seen all kinds of rough usage covered the course in 24 seconds, the second best car in the race.

What finer demonstration do you need of the value of the

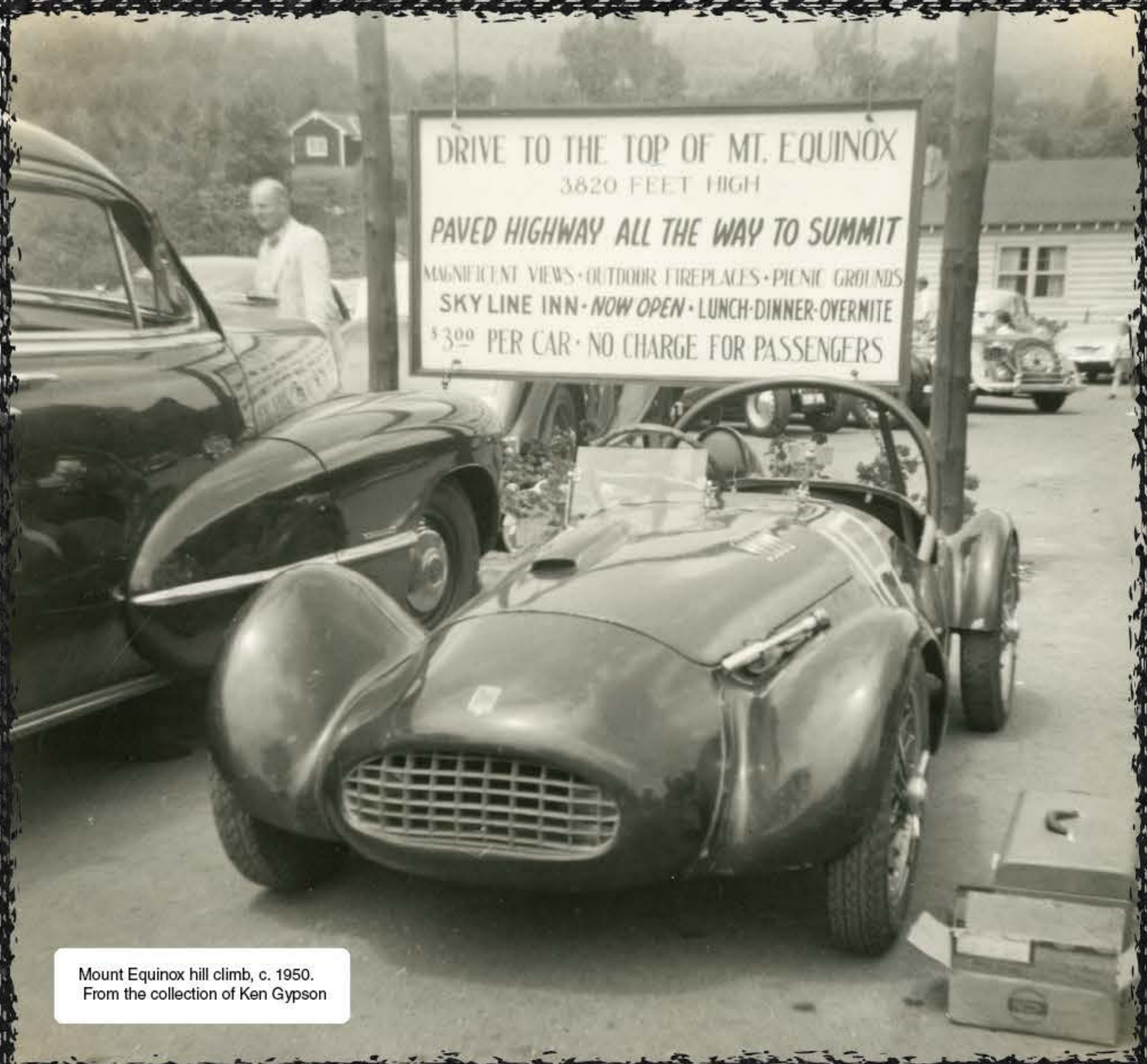
ESSEX CAR
Every automobilist knows that a new car is stiff, that it does not limber up until it has been driven 1200 or 1500 miles. Yet a BRAND NEW ESSEX STOCK CAR won against a Buick, a Willys-Knight, a Chevrolet, a Stutz and Ford racers. And again some may say that a car that has been run thousands of miles and seen the roughest usage has seen its best days but the Essex Roadster scored second place in the race. That shows that the Essex car has real durability. This car has a mileage of over 12,000 miles.

As the 50,000 delighted owners of Essex cars will testify the Essex is noted for its speed, for its wonderful power, and for its endurance. And what more do you want? The price, yes, the Essex car has just been reduced over \$200 in price.

Essex Touring car, the exact model that won the race..... \$1445 delivered
Essex Roadsters..... 1445 "
Essex Sedan \$2300 f. o. b. Essex Coupe \$1590 f. o. b.

And when you speak of the Essex cars you get Essex service. You will find expert Essex mechanics ready to handle your car at all times and thousands of dollars of Essex parts on hand

D. I. GRAPES
Essex Car Distributor for Northern Vermont, Lyndonville, Vt.



Mount Equinox hill climb, c. 1950.
From the collection of Ken Gypson



Mount Equinox hill climb, c. 1950.
From the collection of Ken Gypson

RALLYING



The term “rally,” meaning timed travel from one point to another, has been used for automotive sport for over a century.

In its earliest years, the goal of an automobile rally was less about speed than it was about endurance and promotion. Car clubs organized rallies with teams that would travel from city to city. Owners and team members tended to be wealthy or heavily involved in the automobile industry.

The first ever drive across the continental United States was done as a wager – and done by a Vermonter. When Burlington physician Horatio Nelson Jackson accepted a \$50 bet to prove that an automobile could travel from San Francisco to New York City, he did not own a car and had little experience in either driving or maintaining one. He purchased a car, hired a mechanic named Sewall Crocker, and traversed the country in 63 days, 12 hours, and 30 minutes.

Over the decades, the sport became rougher, more difficult, and more fast-paced. Today, rallies encompass many variations on travel: some types focus on timed travel between two places, using public roads, while others test navigation and mechanical skills against rugged terrain.

Horatio Nelson Jackson with copilots Sewall Crocker and Bud. Photograph courtesy of the University of Vermont Special Collections.



An early touring rally goes through downtown Woodstock, 1908. Photograph courtesy of the Woodstock Historical Society.

