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.
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.
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, Malletts 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 Speedway, 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.
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.