



*"This road is such a challenge.  
It's probably the toughest road  
to drive flat-out in the world."*

— Travis Pastrana

# 2021 Subaru Mt. Washington Hillclimb

presented by Yokohama Tire



# SUBARU®

Title sponsor of *Climb to the Clouds*

## Inside

- 2 Schedule
- 4 Course Map & Spectator Locations
- 7 Base Area Map
- 8 Competition Classes
- 11 Course Records
- 12 Driver Line-up
- 18 Sports Car Club of New Hampshire
- 20 History

The 7.6 mile Mt. Washington Auto Road is the ultimate challenge for driver and automobile

Photo: Lars Gange

# Schedule

## Friday, August 13

*PRACTICE DAY 1*

7:15am – 7:45am	Course opening / safety check
8:00am – 12:00pm	Practice for all cars <i>Upper or lower half of the course, weather dependent</i>
12:00pm – 5:00pm	Yokohama Tire Fan Zone open
1:00pm – 6:00pm	Auto Road open to the public <i>Exact opening time may vary</i>
1:00pm – 5:00pm	Paddock open

## Saturday, August 14

*PRACTICE DAY 2*

7:00am	Shuttle Service begins to Signal Corps
7:15am – 7:45am	Course opening / safety check
8:00am – 12:00pm	Practice for all cars <i>Upper or lower half of the course, weather dependent</i>
12:00pm – 5:00pm	Yokohama Tire Fan Zone open
1:00pm – 6:00pm	Auto Road open to the public <i>Exact opening time may vary</i>
1:00pm – 5:00pm	Paddock open
1:15 – 2:00pm	Autograph Session

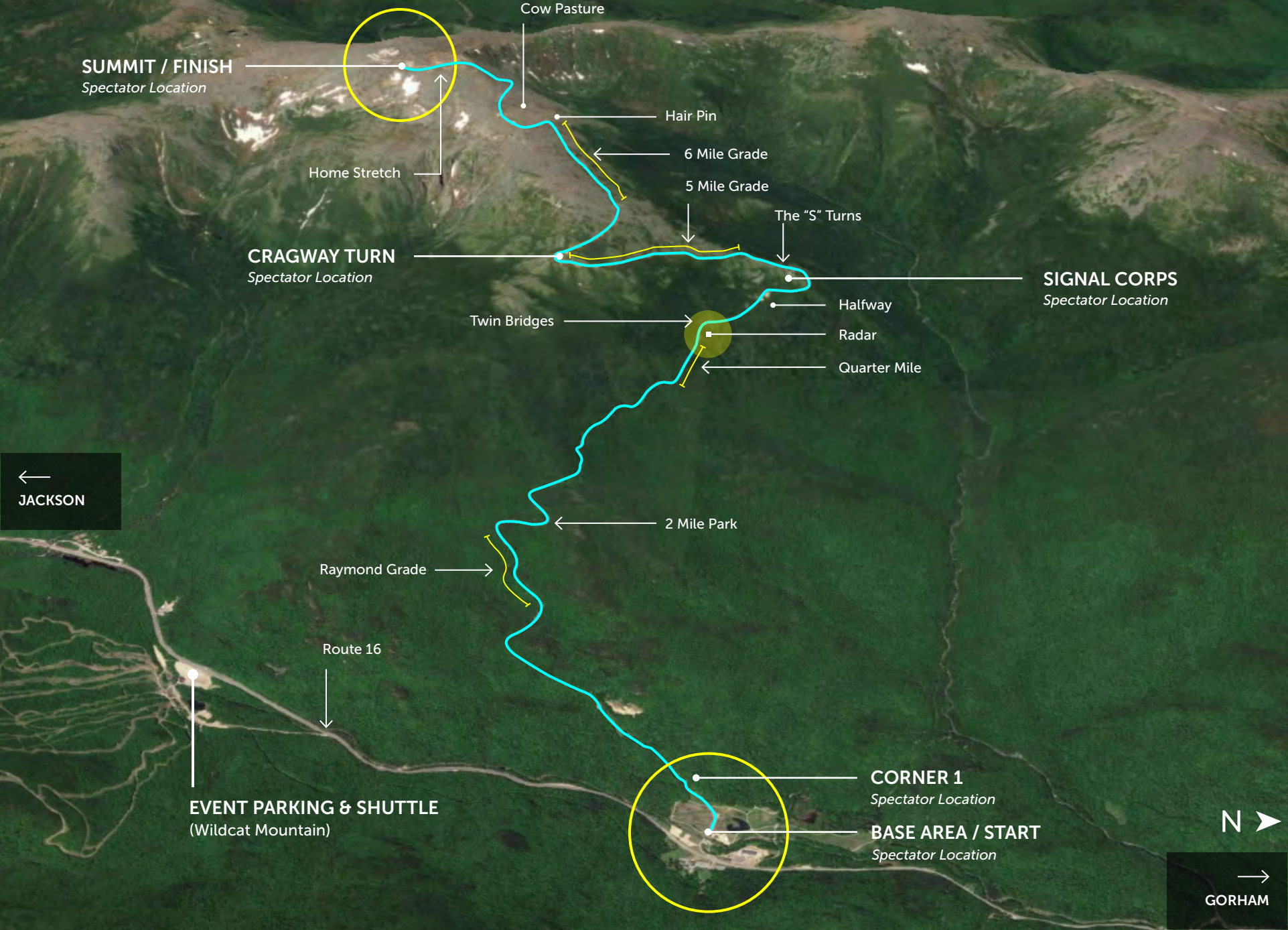
## Sunday, August 15

*RACE DAY*

6:00am – 5:00pm	Yokohama Tire Fan Zone open
7:00am	Finish Line spectators to drive to the summit  Shuttle Service begins to Signal Corps & Cragway Turn
8:00am	Auto Road closed to all upbound traffic
8:15am – 8:45am	Course opening / safety check
9:00am – 9:25am	Opening Ceremonies
9:30am	First timed run begins for all competitors
12:00pm – 1:30pm	Intermission
1:30pm	Second timed run begins for all competitors
5:00pm	Awards Ceremony (Subaru Stage)

*All times are approximate and subject to change. Festival wristbands are required to access the Yokohama Tire Fan Zone and Paddocks. Pre-purchased festival wristbands can be picked up under the ticket tent.*

# Course Map & Spectator Locations





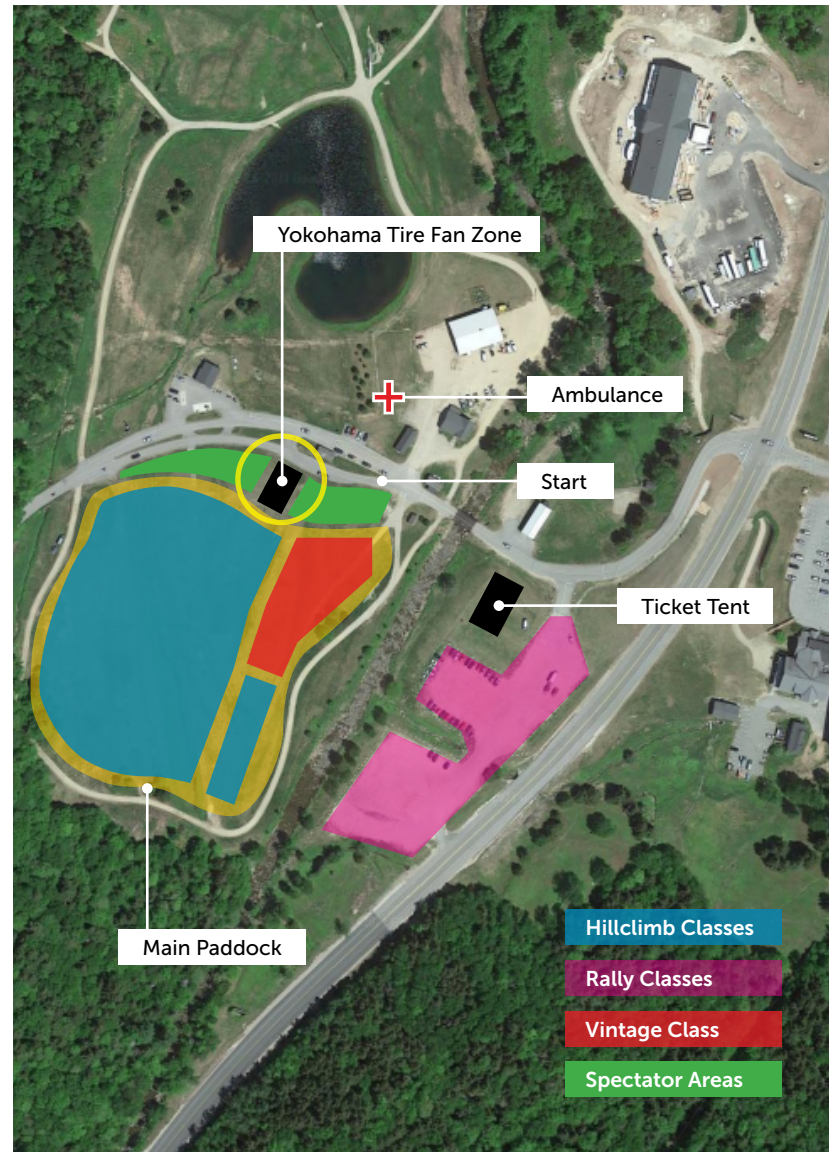
# PEAK PERFORMANCE

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## Base Area Map





## Competition Classes

U

### Unlimited

The **Unlimited Class** consists of purpose-built or heavily modified cars — either 2WD or AWD. They may be open-wheeled or full-bodied, using composite, metal or other approved materials.

*The stand-out entrant in this class is current Climb to the Clouds champion and course record holder Travis Pastrana.*

O

### Open

The **Open Class** is for both open-wheeled and closed-bodied cars which have been made specifically for racing. These cars can be either 2WD or AWD, and may be custom made, including frames and running gear. Naturally aspirated motors in this class can be up to 7.0 liters, and forced induction motors are limited to 3.5 liters.

OL

### Open Lite

The **Open Lite** class is for open-wheeled and closed-bodied cars specifically made for racing, 2WD only. Forced induction and naturally aspirated motors are limited to 1.5 liters. Cars in this class must also have motorcycle based engines and transmissions.

HPSS

### High Performance Showroom Stock

The **High Performance Showroom Stock Class** holds true to its name, and is restricted to AWD production-based cars that were available to the general public with more than 500 produced by a recognized manufacturer. Cars in the HPSS class must appear to be stock.

R1, R2

### Rally

The two **Rally Classes** consist of rally cars prepared specifically for racing and meet guidelines defined by the American Rally Association, Rally America or the Canadian Association of Rally Sport.

R1 | AWD Rally Cars

R2 | 2WD Rally Cars

ME

### Modified Electric

The **Modified Electric** class is for electric cars made for, or modified for, racing.

*The Entropy Racing ESVR car is a multi-time entrant in Climb to the Clouds.*

The **Stock Electric** class is for production electric vehicles and they must run as manufactured.

## P1, P2, P3 Prepared

The **Prepared Classes (P1, P2, P3)** are for production-based cars that were available to the general public with more than 500 produced by a recognized manufacturer. In all three classes, the car's body must remain recognizable as its model.

### P1 | AWD

2.5 liters or less with forced induction, or 3.5 liters or less naturally aspirated.

### P2 | 2WD

2.5 liters or less with forced induction, or 6.0 liters or less naturally aspirated.

### P3 | 2WD or AWD

2.5 liters or less naturally aspirated.



## Course Records

YEAR	DRIVER	TIME	VEHICLE
<b>2017</b>	<b>Travis Pastrana</b>	<b>05:44.72</b>	<b>Subaru Impreza WRX STI</b>
2014	David Higgins	06:09.09	Subaru Impreza WRX STI
2011	David Higgins	06:11.54	Subaru Impreza WRX STI
2010	Travis Pastrana	06:20.47*	Subaru Impreza WRX STI
1998	Frank Sprongl	06:41.99	Audi Quattro S2
1995	Paul Choiniere	06:45.22	Hyundai Elantra
1993	Paul Choiniere	06:46.62	Audi Quattro
1992	Frank Sprongl	07:08.61	Audi Quattro
1991	Paul Choiniere	07:09.61	Audi Quattro
1990	Tim O'Neil	07:45.00	Volkswagen Rally Golf
1961	Bill Rutan	09:13.00	Porsche Special
1956	Carroll Shelby	10:21.8	Ferrari 375 GP
1954	Sherwood Johnston	10:44.8	Jaguar "C"
1953	Sherwood Johnston	10:47.6	Jaguar
1938	Lemuel R. Ladd	12:17.6	Ford Special
1935	John C. Reuter	12:46.4	Ford Special
1934	Al Miller	13:20.6	Hudson
1932	"Cannonball" Baker	13:26.00	Graham
1930	A. B. Jenkins	14:23.00	Studebaker
1928	"Cannonball" Baker	14:49.6	Franklin
1923	Ralph Mulford	17:00.00	Chandler
1905	W.H. Hilliard	20:58.4	Napier
1904	Harry Harkness	24:37.6	Mercedes

*First automotive ascents of the Auto Road pre-dating Climb to the Clouds*

1903	L.J. Phelps	01:45:00.00	Phelps
1899	F.O. Stanley	02:10:00.00	Stanley Locomobile

\* denotes a time outside of official competition

2017 | Travis Pastrana navigates the serpentine "6-Mile" section, using every inch of road to post his record-breaking time of 5:44:72.



Photo: Ben Haulenbeek

## Driver Line-up

### Unlimited

NO.	DRIVER	STATE	VEHICLE
66	Seth Achilles	VT	2002 Subaru Impreza (Black)
74	William Washburn	MA	1989 Nissan 240rs Maxi (Blue)
98	David M Dennis	RI	1975 Dodge Dart Sport (Black)
109	Kent Everding	NY	2005 Subaru STI (Crystal Grey)
124	David Meyer	CO	2017 Palatov D-2TT (Orange)
169	Chris Rielly	VT	1993 Subaru Impreza (Blue)
177	Joseph Hoyt	VT	1992 Volkswagen Corrado (Red)
199	Travis Pastrana	MD	2021 Subaru WRX STI
237	Paul Tingaud	VT	2017 Audi Super Chicken 2
317	Jamie Melhuish	MA	1993 Subaru Impreza (White)
412	Ryan Hayward	NH	2004 Mitsubishi Lancer Evo (White)
496	Christopher Duplessis	NY	2021 SpeedCar Xtrem (Black)
719	Erik Reisner	VT	1991 Volkswagen GTI (White)

### Open

NO.	DRIVER	STATE	VEHICLE
25	Kevin Gale	NH	1990 Troyer Modified (Black & Gold)
26	Doug Valliere	NH	1967 Sunbeam Tiger (Red)
29	Tim O'Neil	NH	1969 AMC AMX (White)
44	Ian Cook	NH	2010 Troyer Modified (Black)
43	Spencer Steele	CO	Indy Car (Yellow)
63	Alexander Grabau	MA	1994 Mitsubishi Lancer Evo (White)
64	Cauchon Andre	QC	1978 Austin Mini (White)
65	Rodney O'Maley	CO	2018 O'Maley Special Spec V (White)
178	Butch King	NH	2000 Chevrolet Race Truck
442	Jimi Heyder	VT	2017 Mtn Midget Hillclimb Special (Black)

### Open Lite

NO.	DRIVER	STATE	VEHICLE
36	Sherman Baumann	CT	2010 Buffalo Racing Mod Lite (Blue)
56	Cole Powelson	UT	2020 SIERRA Alpha (Black)
59	John McInnes	UT	2019 SIERRA RX3 (White)
819	Eric Amato	MA	2007 Dune Buggy (Green)



HIGH PERFORMANCE SHOWROOM STOCK



## High Performance Showroom Stock

NO.	DRIVER	STATE	VEHICLE
13	Paul Malko	VT	1999 Mazda Miata (Silver)
18	Dave Valliere	NH	2005 Ford Mustang (Blue)
27	Brian Goss	NH	2002 Mini Cooper S (Silver)
45	Arlo Cota	VT	2006 Subaru WRX STI (White)
62	Drew Young	NH	2005 Mini Cooper S (Yellow)
88	Don Taylor	NH	1990 Mitsubishi Eclipse GSX (Blue)
119	John Ricker	MA	1986 Porsche 944 Turbo (Red)

## Rally 1

NO.	DRIVER	STATE	VEHICLE
22	Dave Wallingford	OH	2017 Ford Fiesta R5
110	John Cassidy	ME	2003 Subaru Impreza WRX STI (Silver)
122	Margaret Sharron	MA	2004 Subaru STI (Blue)
251	Dan Fouquette	ME	2002 Subaru Impreza 2.5RS (Blue Ridge Pearl)
832	Pete Rizzo	NH	1991 Mitsubishi Galant VR-4 (White)
916	Catherine Denmeade	CT	2002 Subaru WRX (Candy Cane)
931	Donald Kennedy	PA	1993 Subaru Impreza (Aqua Frost)
966	Emmanuel Cecchet	MA	2004 Subaru STI (Silver)



## Rally 2

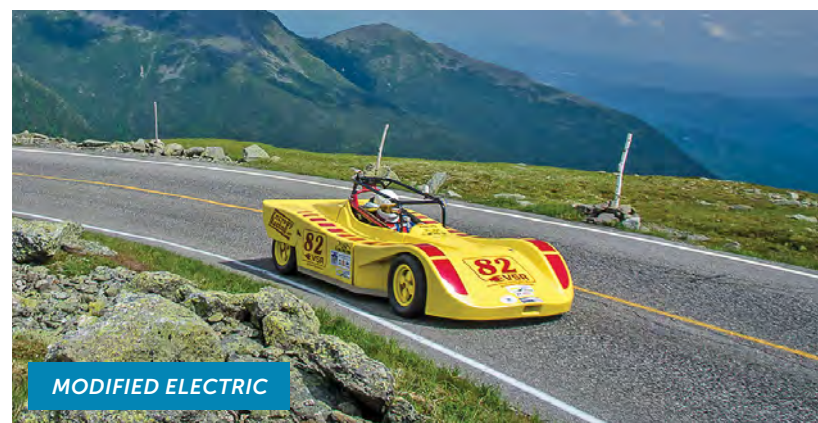
NO.	DRIVER	STATE	VEHICLE
3	Joshua Dennis	RI	1992 Ford Mustang (Black/Silver)
32	Adam Noyes	MA	1998 BMW 318ti (Red)
118	Erik Potts	NH	2013 Subaru BRZ (Blue)
320	James Beliveau	NH	1996 Volkswagen Golf (Yellow)
323	William Doyle	MA	2000 BMW 323 (Silver)
786	Jesse Whitsell	RI	2006 Volkswagen Rabbit (Green)

## Modified Electric

NO.	DRIVER	STATE	VEHICLE
4	Charles Greenhaus	PA	2020 Entropy Racing EVSR (Canary)

## Stock Electric

NO.	DRIVER	STATE	VEHICLE
321	Blake Fuller	FL	2021 Tesla Model 3 Performance



## Prepared 1

NO.	DRIVER	STATE	VEHICLE
1	Matt Gottlieb	NY	2003 Subaru STI (Blue)
5	Michael Ruggiero	NH	1992 Eagle Talon TSi (Blue/Black)
78	Arthur Heath	NH	2000 Chevrolet Cavalier Mod (Black)
174	Ramana Lagemann	MA	2003 Subaru WRX STI (Blue)
551	Amy Dilks	NY	2004 Subaru WRX STI (Purple/White)

## Prepared 2

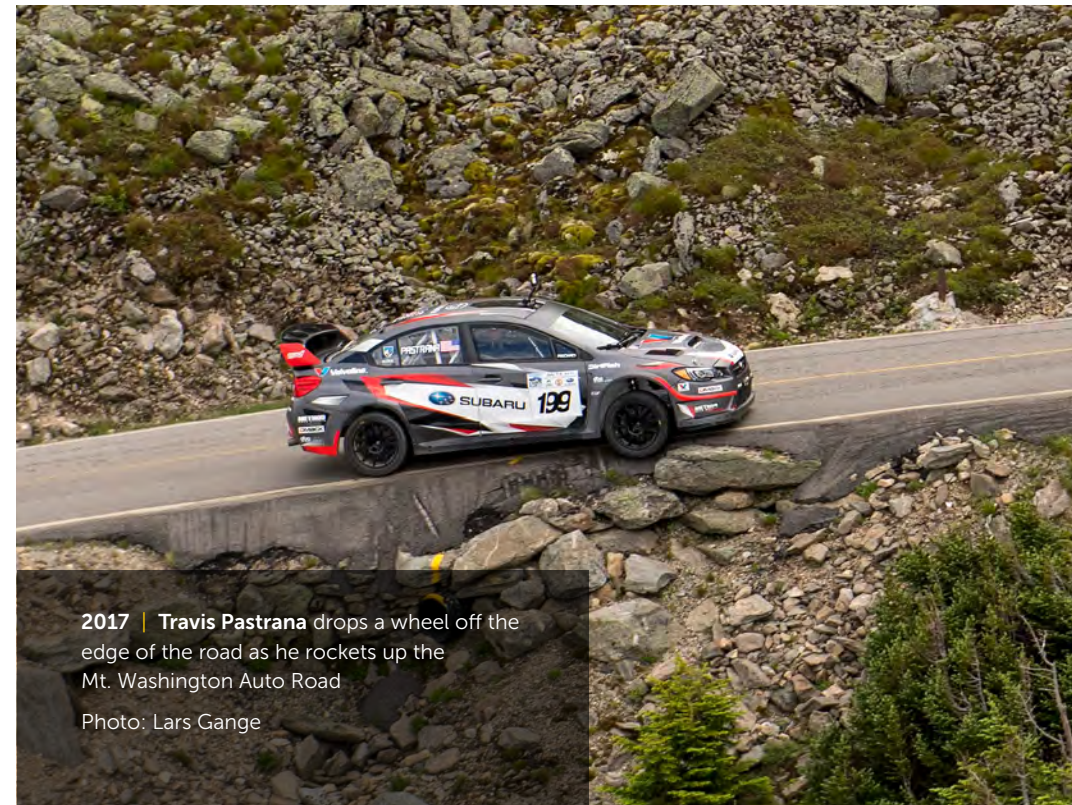
NO.	DRIVER	STATE	VEHICLE
14	Ron Lordy	MI	2008 Ford Mustang (White)
24	Bill Hudson	NY	1979 Chevrolet Camaro (Black)
91	Dave C. Dennis	RI	2004 Dodge SRT-4 Neon (White)
123	Jason Fraley	PA	2006 Audi A3 (Red/Black)
141	Scott Knott	FL	2005 Lotus Elise (Red)
48	Jake Wile	MA	1999 BMW 328is (Grey)
164	Pascal Belperron	MA	1985 Saab 900 SPG (Black)
445	Nicholas Grabau	MA	1998 BMW M3 (Black)
702	Stephen Jones	VT	2001 Volkswagen Golf (Green)



UNLIMITED

## Prepared 3

NO.	DRIVER	STATE	VEHICLE
15	Dwayne Bennett	ME	1999 Mazda Miata (Black)
16	Mike Hurst	CA	1974 Ford Capri (Orange)
20	Timothy Mather	NH	1991 Nissan Sentra SE (Black)
21	Dave Patten	NH	1971 Datsun 510 (Orange/Yellow/White)
23	Slim Bryant	NH	1989 Porsche 944 (Orange)
50	Stephen Blethen	NH	2004 Mazda RX8 (Blue/Green)
51	Raymond Blethen	NH	2009 Mazda RX8 (Blue/Yellow)
72	Chris du Bois	NH	2000 Honda S2000 (Silver)
86	Anthony Ruddy	NH	1988 Honda CRX Si (White)
89	Brian Dennis	MA	1970 Triumph Spitfire (White/Purple)
94	Eduardo Vertiz	Lima, PE	1998 Toyota Paseo (Red)



2017 | Travis Pastrana drops a wheel off the edge of the road as he rockets up the Mt. Washington Auto Road

Photo: Lars Gange



## Sports Car Club of New Hampshire

**ESTABLISHED IN 1955** by a group of longtime sports car enthusiasts from across New Hampshire, the Sports Car Club of New Hampshire (SCCNH) is a 501c7 non-profit organization open to anyone interested in automobiles or automobile-related activities — whether they are a New Hampshire resident, or not.

In the early years of SCCNH, gymkhanas and road-rally events were popular with members driving MGs, Triumphs, Volvos, Jaguars, Covairs and anything else they could put together at the time. Gymkhana events took place in shopping centers and large business parking lots across the state, as most businesses were closed on Sundays in the late 50s, 60s and early 70s. In the mid 1970s, gymkhanas became known as auto-crosses and remained popular as did road-rally events, ice racing and time trials.

Always looking to grow, SCCNH became involved in hillclimb racing in the 1970s when the University of New Hampshire Sports Car Club folded. The members of SCCNH voted to take on the organization of the Mt. Ascutney Hillclimb in 1973 and started hosting the 3.2 mile paved event at the beautiful Mt. Ascutney State Park in Windsor, Vermont every May and September as part of the popular New England Hillclimb Association Championship, which continues to this day.

SCCNH is also very proud to have been involved with the Mt. Washington Hillclimb since it returned in 1990 after a 29 year hiatus by providing volunteers to assist in organizing the hillclimb as well as fill many of the important volunteer positions during the event. In addition, numerous SCCNH members have competed successfully at Mt. Washington in a variety of classes each and every year the event has been held since 1990.

Having been involved in every Mt. Washington Hillclimb since 1990, the Sports Car Club of New Hampshire members voted to take on the daunting task of Event Organizer and Sanctioning Body for the 2011 Mt. Washington Hillclimb, with assistance from Vermont Sports Car and Subaru of America. In 2014, and again in 2017, SCCNH continued to serve as the Event Organizer and Sanctioning Body with continued assistance from Subaru. After 2017's record setting event, SCCNH agreed to continue its role in 2021 with North America's oldest hillclimb.

With primary sponsorship provided by Subaru of America, the members of the Sports Car Club of New Hampshire, and the nearly 200 volunteers it takes to put on this event, we are proud to welcome you to New Hampshire's White Mountains and to the tallest peak in the Northeast, 6,288-foot Mt. Washington. SCCNH is also extremely proud to work shoulder to shoulder with our hosts, the staff and management of the Mt. Washington Auto Road and Great Glen Trails to bring you what is arguably one of the most technical hillclimbs in the world.

After 65 years, SCCNH is alive and well, has a very busy event schedule and is proud to report that our membership now includes more than 225 active motorsports enthusiasts from across New England. For more information regarding the Sports Car Club of New Hampshire, or how you can join the organization, please visit [www.sccnh.org](http://www.sccnh.org).





Tim O'Neil (1990)

Ralph Mulford (1923)

Bill Rutan (1961)

Frank Sprongl (1992)

"Cannonball" Baker (1928)

## 117 Years of Automotive Racing History

### Building the Mt. Washington Auto Road

*The nation's oldest man-made attraction*

**WORK ON THE ROAD** began in the summer of 1854. Building the Road was an enormous task, as the nearest source of supplies was eight miles away in Gorham, New Hampshire, and all transportation was by horse, oxen, or on the backs of men. Dynamite was unknown in the day, and black powder was the explosive of choice. The blasting holes were all drilled by hand, and there was no machinery to handle the countless tons of rock and gravel that had to be moved. Even in Mt. Washington's bad weather, laborers, the majority of which were Irish immigrants, worked 10 to 12 hours a day and lived in primitive shanties or tents.

Work progressed until the fall of 1856, when the halfway point was reached, and the money ran out. The effort was halted, but in 1859 a new company was formed — the present-day Mount Washington Summit Road Company. The next year, work resumed, and the road was opened to the summit on August 8, 1861.

The very first motorized ascent of Mt. Washington was completed by Freelan O. Stanley, of Stanley Steamer fame, in 1899. There were more steam-powered ascents during the next three years, and then in 1902, the first two gasoline-powered cars reached the summit.

Since then, except when gasoline shortages intervened, the history has been one of steady growth: 3,100 private cars in 1935, 6,600 in 1955, and 12,800 cars passed over the bridge at the base of the Auto Road in the Road's 100th anniversary year, 1961. In recent times, more than 45,000 vehicles have driven the Auto Road each year.

Now, 160 years after the "Road to the Sky" first opened, the Mt. Washington Auto Road remains one of the most popular attractions in the country.

### Climb to the Clouds

*A legendary event is born*

**BILLED AS ONE OF THE OLDEST MOTORSPORTS EVENTS** in the United States, the Climb to the Clouds was first run in 1904, seven years before the first 500-mile race at the Brickyard in Indianapolis, and 12 years prior to the



inaugural Pikes Peak Hillclimb in Colorado. Run sporadically throughout the years, many famous race car drivers and automobile manufacturers have competed in the event during its colorful history.

Originally referred to as the Mt. Washington Carriage Road due to the horse-drawn wagons that traversed the road to the summit of Mt. Washington in the late 1800s, auto manufacturers believed that the Carriage Road would be the perfect proving ground to demonstrate the ability of their new “horseless carriages.” Promoted as “the greatest contest of motor vehicles ever held,” the inaugural Climb to the Clouds included, among others, a Rambler, Mercedes, Oldsmobile, Stanley Steamer, Pierce and a high-priced Daimler.

In 1904, the first year of the hillclimb, F.O. Stanley from Newton, Massachusetts, co-creator of the famous Stanley Steamer, drove his 6-horsepower, 800-pound steam-powered car to the summit of Mt. Washington, only to be beaten by Harry Harkness from New York. Driving a 40-horsepower Mercedes that weighed 2,200 pounds, Harkness posted a winning time of 24 minutes, 37 and 3/5 seconds.

Since that first year of competition, many well-known drivers have competed and won the Climb to the Clouds such as “Cannonball” Baker in 1928 and 1932, and the legendary Carroll Shelby in 1956. Driving a Franklin in 1928, Baker raced to a time of 14 minutes and 49.6 seconds. Carroll Shelby, driving a specially prepared Ferrari roadster in 1956, posted a record-setting run of 10 minutes and 21.8 seconds on his way to victory. In 1961, Bill Rutan from Connecticut drove his Porsche-powered Volkswagen to another new record time of 9 minutes and 13.0 seconds, which would stand for 29 years — until the return of the race in 1990 when Tim O’Neil, a rally driver from Franconia,

New Hampshire drove his 300-plus horsepower, all-wheel-drive Volkswagen Rally Golf to the summit in a time of 7 minutes and 45 seconds.

Following the return of the Climb to the Clouds in 1990 after the 29-year hiatus, the event was run annually as part of the Mt. Washington Auto Road’s summer event schedule until 2001. During that time, several new records were shared between 7-time Sports Car Club of America National Rally Champion Paul Choiniere from Shelburne, Vermont and multi-time Canadian Rally Champion Frank Sprongl from Mississauga, Ontario. In the 1998 event, Sprongl set a record of 6 minutes and 41.99 seconds driving his 500-plus horsepower, all-wheel-drive Audi Quattro S2.

In 2010, Sprongl’s decade-long record was bested by over 20 seconds in an officially-timed private test session by Subaru Rally Team USA driver Travis Pastrana as part of The Red Bull Speed Chasers event. The test session was conducted by Vermont SportsCar along with Mt. Washington Auto Road officials to evaluate road and safety needs in a race-like setting ahead of the 2011 Climb to the Clouds.

In 2011 Vermont SportsCar brought back this legendary race in grand style as part of the Auto Road’s 150th anniversary celebration. The 2011 running of the Climb to the Clouds was seen by many as one of the crowning celebratory events of the summer’s Sesquicentennial. David Higgins, driving a Vermont SportsCar prepped Subaru WRX STi shattered the old record with a stunning run to the summit taking just 6 minutes, 11.54 seconds — all the more impressive given that the last half-mile of the track was obscured by varying degrees of fog.



2011 | David Higgins  
enroute to his record finish

The 2014 Climb to the Clouds welcomed Subaru as the title sponsor, and was organized and promoted through a unique partnership between the Mt. Washington Auto Road and the Sports Car Club of New Hampshire. The event boasted the largest field of competitors — nearly 80 drivers in eight different classes — as well as the largest number of spectators to ever attend the Climb to the Clouds. In the end, only one team could wear the crown of “King of the Hill” and that was 5-time Rally America Champion and 2011 Climb to the Clouds winner and record holder, David Higgins and his co-driver, Craig Drew. The pair from Subaru Rally Team USA posted a new record with a time of 6 minutes, 9.09 seconds. Higgins was driving a Subaru rally car that weighed 500 pounds more and had 100 horsepower less than the rally car he drove to the previous record at Mt. Washington in 2011.

In 2017, David Higgins returned, competing against a field of 75 drivers, including Subaru teammate Travis Pastrana of Annapolis, MD. Both drivers were at the wheel of specially prepared 600hp Subaru WRX STI rally cars built by Colchester, Vermont based Vermont SportsCar. Pastrana bested Higgins, setting a new course record with a blistering time of 5 minutes 44.72 seconds.

This year’s impressive field of drivers features 80 of the most skilled and daring athletes from across North America, representing several disciplines of racing: sportscar, endurance, circle track, hillclimb and rally. Topping the list is Travis Pastrana, who returns to defend his 2017 title and hopes to improve upon his course record. He will again be driving a Vermont SportsCar-built Subaru WRX STI, designed specifically for this event and boasting an additional 262 horsepower over 2017’s record-setting entry.

2017 | David Higgins nearly gets airborne

Photo: Ben Haulenbeek

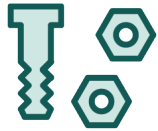


2017 | Travis Pastrana celebrates victory

Photo: Lars Gange

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# SUBARU®



# YOKOHAMA®



# MT. WASHINGTON AUTO ROAD



# WILDCAT MOUNTAIN

Cover Photo: Lars Gange



In partnership with NH State Parks  
& the United States Forest Service