

8001380



1. Name of Property

historic name Lime Rock Park Race Track

other names/site number _____

2. Location

street & number 497 Lime Rock Road not for publication _____
city or town Lakeville vicinity _____
state Connecticut code CT county Litchfield code 005
zip code 06039

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant X nationally _____ statewide _____ locally. (____ See continuation sheet for additional comments.)

Signature of certifying official

7.14.09

Date

CCT / SHPO

State or Federal Agency or Tribal government

In my opinion, the property X meets _____ does not meet the National Register criteria. (_____ See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

entered in the National Register

See continuation sheet.

determined eligible for the
National Register

See continuation sheet.

determined not eligible for the
National Register

removed from the National Register

other (explain): _____

Lou Deane

10/16/09

Signature of Keeper

Date
of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u> </u>	<u> 25 </u> buildings
<u> 1 </u>	<u> </u> sites
<u> 2 </u>	<u> 11 </u> structures
<u> </u>	<u> </u> objects
<u> 3 </u>	<u> 36 </u> Total

Number of contributing resources previously listed in the National Register none

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

=====6.

Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Recreation

Sub: Automobile Racing

Current Functions (Enter categories from instructions)

Cat: Recreation

Sub: Automobile Racing

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

other: race track

Materials (Enter categories from instructions)

foundation _____
roof _____
walls _____

other asphalt _____
concrete _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.

G less than 50 years of age or achieved significance within the past
 50 years.

Areas of Significance (Enter categories from instructions)

Entertainment/Recreation

Period of Significance Mid-Twentieth Century

Significant Dates 1956-1959

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation _____

Architect/Builder Jim Vaill, John Fitch, Bill Milliken, Cornell Aeronautical Engineering Laboratory

Narrative Statement of Significance (Explain the significance of the property on
one or more continuation sheets.)

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7. Description

I. Introduction

Lime Rock Park is located in the Litchfield Hills of northwest Connecticut (497 Lime Rock Road; Figure 1). Situated in the hamlet of Lime Rock, within the village of Lakeville, Lime Rock Park is a world-famous road course auto racing facility that contains a paved 1.53-mile (2.46 km) race track with seven unique turns (Figure 2). The 325.214-acre district offers magnificent views of the historic track as well as the surrounding countryside (Figure 3). Following the first sports car race held there in 1957, Lime Rock Park has often been referred to as the "Road Racing Center of the East." The track, in continuous use since it opened, hosts a variety of recreational venues including car shows, driving schools, bicycle races, new car press introductions, auto manufacturer development testing, vintage automobile races and most importantly, premier sports car racing events, often drawing weekend crowds in the tens of thousands.

[Note: the attached Photographs 1-12 and A-J are both keyed to and follow Figure 7. Photographs 1-12 provide historic views of the race track and Photographs A-J are comparable views of the current track conditions.]

II. Historic Condition of the Lime Rock Park race track

The road race track at Lime Rock Park was constructed in 1956 in the location of a former gravel pit. The idea of creating a race track in the countryside of Western Connecticut was conceived by Jim Vaill, the son of the property owner Frank Vaill (Figure 4). Together with the enthusiastic support of entrepreneur and professional racecar driver John Fitch and the engineering expertise of Bill Millikin and his team at the Cornell University's Aeronautical Laboratory (Figure 5), the race track at Lime Rock Park was completed and ready for its inaugural race on April 28, 1957 (Blunk 1957a; Figure 6).

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It is a short track that was designed to contain extreme elevation changes and varied types of turns. In order to prepare the location of the track, "the 1.53 mile course was bulldozed and graded, then paved with 24 inches of bank run gravel topped by six inches of processed gravel and 1.5 inches of bituminous concrete" (Taylor 1992: 19). A brief description of the track layout as designed follows (Figure 7): The start/finish line is located on the front straight, on the north side of the track (Photograph 1). Pit Lane runs parallel to the front straight (Photograph 2). The track runs east toward Turns 1 and 2, also called Big Bend (Photograph 3). The track then heads west toward Turn 3, a banked turn called the "Left Hander." This turn is also the beginning of the portion of the track called "the Esses" and the only significant left hand turn on the track (Photograph 4). The second of the two turns identified as "the Esses" is Turn 4, the "Right Hander." The track immediately after Turn 4 is the portion known as "No Name Straight" (Photograph 5). This is a slight misnomer as this section of the track actually contains two gentle bends, first to the right and then to the left. At the end of No Name Straight is Turn 5, also known as the "Uphill," where a dramatic increase in elevation occurs just after the beginning of the turn. Between the Uphill and Turn 6 is the "Back Straight". Turn 6 is flat with no change in radius and as such is often called the Flat Turn or the West Bend (Photograph 6). The track then runs beneath the infield auto bridge where it turns right, or east, at Turn 7, also known as the "Downhill" or diving turn (Photograph 7). Following this final turn is the beginning of the "Front Straight" (Photograph 8) and the "Finish Line."

Much of the track is bordered by grassy hillsides, ideal locations for race spectators to view track events (Photographs 9 and 10). The visitors were originally separated from the track by narrow wire fences. Trees and brush were also incorporated into the race track landscape, enhancing the bucolic atmosphere of the recreational park. The landscaping around the track and the use of hillocks for viewing instead of grandstands was a deliberate design to provide a relaxed atmosphere for spectators.

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III. Current Condition of the Lime Rock Park race track

Today the Lime Rock Park race track is situated in its original location with limited alterations, and remains in overall good condition (Figure 8). This is due in large part to the innovative testing and engineering plans used in its construction. The Lime Rock Park race track therefore, has been able to successfully withstand the test of time while retaining its design integrity.

Although there have been some modifications to the track, the basic design has not been significantly altered when compared with historic photographs and the original plans (Figure 9). Current photographs attest to the continued integrity of the race track design (see Figure 7; Photographs A-J). The modifications that were made to the facility were typically completed in accordance with general maintenance activities or changes required by participant racing associations as new safety measures were developed over the years. Many of the alterations are in response to technological advances in cars that have significantly increased race speeds.

The limited alterations to the track have included:

- The installation of concrete patches in the corners;
- The addition of "Fitch Barriers" to soften the guardrails for potential impacts as a safety measure in the late 1960s;
- The creation of an optional chicane [speed control feature] at the top of the Uphill to slow down cars and prevent them from becoming airborne at high speeds in 1989. The chicane "added .10 mile to the track without disturbing the existing design" (Taylor 1992: 177). It has since been eliminated;

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- The alteration to expand the pit lane was made to the false grid/pre-grid area in 2004;
 - The installation of a new third rail of Armco and some catch fencing in a few locations to protect spectators was made in 2006, as well as a paved runoff at the Uphill Turn, a new false grid/pre-grid area, and pavement of the paddock;
 - The initial resurfacing of the track was required in 1982. Following resurfacing was completed as needed; and,
 - The construction of several buildings, both inside and outside of the track, has occurred over the years, both for property maintenance and for the comfort and safety of the participants and visitors. With the exception of two pre-existing structures, a storage barn and a small house used as the office since the track opened in 1957, none of the ca.1957 buildings associated with the opening or the early years of the Lime Rock race track are extant. However, the Bailey's Bridge, a World War II surplus bridge added to the track within the first year of operation, remains an important component of the track operations (Photographs H and I).

The 2008 renovation plans included the complete repaving of the existing course, now identified as the "Classic" race track (http://www.limerock.com/files/pdf/Lime_Rock_-_Basic.pdf; http://www.limerock.com/files/pdf/June08WallyWorld_Map.jpg; Figure 9). In order to make the track safer for club enthusiasts, two low speed optional chicanes were also created for the entrance to No Name Straight, the inside of the Uphill, and the outside of West Bend. The 1989 chicane at the top of the Uphill was removed. Further, alterations planned were to improve safety in runoff areas and to extend the pit lane. Much of these improvements are required by participant race organizations and do not affect the original race track. Most drivers run the original or "Classic" course without the optional chicanes.

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IV. Conclusion

The Lime Rock Park race track is a distinctly-engineered road racing facility that continues to be one of the most respected courses in North America. It has remained in virtually its original form for half a century. Despite minor alterations and updates for safety, the present condition of the track remains true to the original intent and design. In addition to the race track itself, the extant Bailey Bridge is a contributing resource of the original track design period.

The development, construction and utilization of the Lime Rock Park race track district represents an important component in both the early and continuing history of American road racing.

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8. Narrative Statement of Significance

I. Introduction

The Lime Rock Park race track is a nationally significant historic district that includes the contributing race track site and two contributing structures, as well as 36 non-contributing buildings and structures. The construction of the Lime Rock Park race track is well documented, providing unique insight into the design and engineering practices employed, as well as the obstacles faced by the designers and construction management team. The Lime Rock Park race track was the first race track to be scientifically designed and engineered for both recreation and safety (Taylor 1992: 17). It was one of the very few initial recreational road racing facilities that were constructed across the country during the post World War II 1950s. As such, the Lime Rock Park race track historic district meets National Register Criterion C, embodying a specific type, period, and method of construction in American history.

Secondly, the Lime Rock Park race track district is significant as an integral part of a broad movement during the mid-twentieth century in America to establish superlative road racing recreational facilities. Recreational racing parks, begun with horse racing and continued with automobiles, have a long and remarkable tradition in the United States. For this reason the Lime Rock Park race track district also meets Criterion A because this technologically innovative recreational facility was constructed as an integral part of the American road racing experience.

II. Recreational Racing

Both European and American automobile road racing have roots in the traditions of competitive horseracing. Horseracing has been a popular spectator sport since the horse was first domesticated (4500 BC). The most popular form of horseracing, thoroughbred racing, was established in England during the seventeenth and early eighteenth centuries when

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professional horseracing was founded. The practice of creating a course, or track, for racing events soon spread from England to America, with the first racecourse created in Long Island as early as 1665. The popularity of the sport continued to grow until, by the end of the nineteenth century, hundreds of horse tracks were in operation across the United States.

In fact, one of these tracks was located within the boundaries of the current Lime Rock Park acreage. In the 1870s the local Barnum and Richardson families established a track for their trotters and "racing fever gripped Lime Rock" for the first time (Taylor 1992: 9). The establishment of recreational horseracing parks coincided with the entire national park movement of the late nineteenth through early twentieth century. This extended to automobiles soon after the first vehicle was invented early in the last decade of the nineteenth century.

III. History of Automobile Road Racing

In 1894, the first automobile contest was organized by a Paris magazine as a reliability test to determine the best performance between vehicles. The race was set on the roads between Paris to Rouen and was won by a steam-powered vehicle (Taylor 1992: 2). The first American race, a round-trip competition between Chicago and Evanston, Illinois, took place the following year. These early automobile races were primarily "city to city" tests on public roads to determine the speed and endurance of these new machines.

Although European race enthusiasts actively promoted professional road racing from the very beginning, in America only informal road racing was popular at first, typically on a very local and unorganized scale on rural roads and at airports. European car makers had teams of racers that participated in the annual 1000 mile Italian Mille Miglia (1927-1957) or the annual 24-hour French Race at LeMans (1923-Present). In America the proponents of oval-track racing quickly surpassed the early advocates of public road racing, as evidenced by the construction of famous race tracks such as the Milwaukee

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Mile (1903) and the Indianapolis Motor Speedway (1909). In an attempt to increase the popularity of road racing, three brothers, Barron, Jr., Sam, and Miles Collier, from Pocantico Hills, New York organized the Automobile Racing Club of America (ARCA) in 1933. The Colliers and their friends staged numerous events on the dirt roads of their father's estate IN Briarcliff Manor (Taylor 1992:3). For the next eight years, the club promoted races throughout the Northeast until the advent of World War II.

Just eleven years after the founding of ARCA, many of the same road racing devotees incorporated the Sports Car Club of America (SCCA), a successor to ARCA, in 1944. The SCCA was founded in Boston and its first major event was run on the streets of Watkins Glen, New York in 1948 (Ibid). The SCCA enjoyed considerably more success than its predecessor as America's post-war prosperity and enthusiasm for racing encouraged the renewed success of road contests. Road racing also received a boost by the many former American soldiers who had developed a fondness for European sports cars (e.g., MG, Jaguar, Ferrari, Maserati and Alfa Romeo). SCCA historical literature and their current web site highlights their mission to

bring motorsports to the masses of American men and women who are passionate about automobiles, speed and competition. From National Championships to regional events, whether professional or amateur, we exist to organize, support and develop auto racing at every level and provide an outlet for you to get out of the armchair and into the action (<http://www.scca.org>).

The SCCA's 1948 race at Watkins Glen was an unqualified success. Similar events were scheduled in Bridgehampton, New York in 1949, followed by races in Elkhart Lake, Wisconsin, Palm Beach Shores, Florida, and Pebble Beach, California in 1950. Each of these races followed courses on public streets throughout the communities in which they were staged.

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During the early 1950s faster cars and an increasing number of spectators resulted in several tragedies before and during road races. When a twelve year old boy was killed at Watkins Glen in 1952 and driver Bob Wilder was killed during practice at Bridgehampton the following year, race organizers realized that using airport circuits or establishing permanent road courses was the most sensible plan for the future of the sport. As a result of the Watkins Glen tragedy, the United States ruled to prohibit speed racing along public roadways. The first permanent road courses were, again, at Watkins Glen, which opened in 1953, followed by Elkhart Lake in 1955. Another tragedy at France's famous LeMans road race on June 11, 1955, occurred when Pierre Bouillion-Levegh crashed into the crowd killing himself and at least 81 spectators, truly underscored the need to end road racing on public roads (Taylor 1992:5).

IV. Development and History of the Lime Rock Park Race Track

At the same time that the earliest permanent tracks were being built, Jim Vaill was operating a sand and gravel company to supplement the income on his father's 385- acre farm in Lime Rock, Connecticut (Taylor 1992:10; Moore 1981). Vaill and his friends had a keen interest in sports cars. In fact, legend tells that Vaill and his friend Jack Fisher would often race Fisher's MG around the gravel pit. Eventually, word spread and members of the SCCA came to see Vaill's "course." Encouraged by the interest in creating a real track on his family's property, Vaill began to plan for the construction of the track in early 1955.

Vaill worked diligently to arrange the financing for the project, getting the right people to support his efforts. By the summer of 1955, Vaill had convinced the town to give him permission to build the track. In the summer of 1955 Vaill established the shape of the proposed track by drawing an outline on an aerial photograph (Figure 4).

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During the summer of 1955 Vaill began bull dozing the former gravel pit to create his track. One of the first major obstacles to overcome was to straighten the course of the Salmon Kill, which ran through the edge of the gravel pit. Once that was completed, a hurricane almost completely stopped the project. The Salmon Kill overflowed and the subsequent flooding left water ten feet deep in the location of the proposed track (Taylor 1992: 11, 15; Moore 1981). Vaill's determination to build the track took six months to raise capital in the newly named Lime Rock Corporation. After raising \$100,000 from approximately 40 small investors, Vaill contacted famed American racer John Fitch for assistance with the project. Fitch, the only American racer actively participating in European races, immediately expressed an interest in the development of the Lime Rock track (Taylor 1992: 15-16). His experience with road racing circuits around the world made him an ideal consultant for the project. He had also been present for both the tragedy at Watkins Glen and at LeMans and had a deep interest using innovative means to create a safer track for both drivers and spectators. Fitch stated that "safety had become, if not exactly a preoccupation, at least a strong interest of mine" (Taylor 1992:17). This extended to the safety barriers that lined many courses. These barriers were typically simple haybales that often caused the cars to flip instead of keeping them on the track.

Soon after signing on with the project, Vaill made Fitch the Director of the Lime Rock Corporation. Fitch called upon many of his contacts in the racing field to assist with the project. One of these individuals was his friend Bill Millikin, a fervent racer and most importantly, the head of Cornell University's Aeronautical Laboratory. Well known as a leader in highway safety planning and engineering, Millikin had his team of engineers at the Cornell Lab study the draft track design and prepare a report with recommendations for the scientific design of the Lime Rock Park race track (Figure 5). The resulting report, *Design Study of Deceleration Zones and Crash Barriers for an Automobile Racing Circuit*, immediately made the rounds throughout the racing world as well as the automobile industry. The study included recommendations on the curvature, camber [angles in automobile curves], and elevation changes of each turn on the track. Millikin's own interest in vehicular behavior during an accident was also addressed as he prepared to begin a long-term study of track accidents in order to help provide new data on highway safety. This was the first time a race track had been

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scientifically designed and engineered for both recreation and safety (Ibid). For his efforts and participation in racing, Millikin was recently inducted into the SCCA Hall of Fame (2005). John Fitch continued to promote the track after its construction and served as circuit director for the first few years of operation. In an early interview, John Fitch was quoted in the Torrington Register, a local newspaper:

Our first interest in building the track was for the safety of the spectators...Our layout is such that spectators can view the races from excellent vantage points without any chance of being injured by a car out of control.

Our second interest was in constructing a track which was the last word in safety as far as the driver was concerned. In line with this, we are working hand in hand with the Cornell Aeronautical Laboratory, and drivers will find the track as safe as possible.

We plan to make Lime Rock an outdoor laboratory for highway safety and the automotive industry. We're confident that some of the safety features which we are now working on will be perfected so that they will be applicable to our public highways. If we can develop one such safety feature which will reduce highway fatalities, we'll consider Lime Rock a success (Torrington Register May 25, 1957).

Almost immediately, the Lime Rock Park race track was hailed as a breakthrough in engineering as well as safety. Perhaps the most apropos of these testimonials was an article in Road & Track Magazine, which stated:

Nowhere has the coming of age of the sports car movement been more evident than in the extensively planned course, now well into its first season at Lime Rock Conn. Directed by John Fitch, the managing corporation has apparently considered every possible angle: maximum interest for drivers

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and spectators safety, research in collaboration with Cornell University's Aeronautical Laboratory with particular interest on roads and on sloping high speed runways without serious effects and even – Continental style – provisions for palatable promotions.

Most deeply significant of all the course's radical innovations is the participation of the Cornell Aeronautical Laboratory. The tragic news of this years *Mille Miglia* has just come in as we write this, and though Lime Rock is of course not similar, it is encouraging to read the outline titled *Design Study of Deceleration Zones and Crash Barriers for an Automobile Racing Circuit*. Briefly, Fitch proposed that suitable recovery and deceleration areas "appropriate to the maximum attainable speeds and to course and terrain features" be built where needed on both sides of the whole course. If that sounds simple, consider some of the research involved in satisfactory solution of the following problem."

The areas should provide adequate width and length to permit drivers to regain control of cars leaving the course, or to stop or decelerate vehicles to suitable speeds such that collision with barriers will result in no serious injury to drivers and a minimum of damage to the cars. The outer perimeter of these recovery areas would consist, as necessary, of rationally designed barriers that would stop vehicles short of spectator areas or terrain obstacles. The stopping distance should be the minimum consistent with producing no serious injury to a properly restrained driver. The barriers should desirably be portable and replaceable, and permit access to disabled vehicles.

Sports Illustrated also featured Lime Rock Park in several articles and lauded the "ulterior purpose" of the track "to serve as a laboratory and testing ground for better highways....from the outset the track has offered a rewarding challenge to amateur sports car drivers, who have competed in a regular series of SCCA-sponsored national and regional events." (Rudeen 1959).

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John Fitch's participation also intrigued another old friend, industrial designer Raymond Loewy. In 1956 Loewy approached Fitch and volunteered to design the Park's buildings and landscaping in order to create "an automotive showplace" (Taylor 1992: 18). According to Lime Rock Park historian Rich Taylor, "Loewy's exquisite drawings show parklike grounds housing a clubhouse, a museum/exhibition building, restaurants, and a motel, timing and judging stands, electronic scoreboards, elaborate pits with spectator stands above them, dramatic bridges between the infield and outfield, a helicopter landing pad, and even futuristic mini-trains to carry spectators around the infield" (Taylor 1992: 18).

In February of 1957 Vaill remarked in the Lakeville Journal, another local newspaper, that the "drawing by Raymond Loewy represents a dream it may take us years to complete....Most of the course, some very futuristic rest rooms and perhaps the raceway overpass are all we can hope for this summer" (Lakeville Journal February 21, 1957). During the same pre-opening interview, Vaill was also proud to announce that the course would also be used by Consumer Reports as a testing ground for assessing the performance of regular commercial automobiles as well as a Drivers' school. This is believed to be the first professionally-run, high-performance driving school in the United States, as distinct from SCCA racing schools conducted on race weekends by amateur volunteers. Today, of course, similar schools begun by retired racing drivers such as Bob Bondurant or Skip Barber are attended by thousands of car enthusiasts who wish to hone their driving skills.

On April 27, 1957, Frank M. Blunk, the noted and well-respected journalist and first motorsports editor for the *New York Times* wrote:

More than 100 sports cars practiced this afternoon for the first racing program set for tomorrow on the new mile-and-a-half Lime Rock Park course.

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The Lime Rock course is just tricky enough to make it a real test of skillful driving. The present one and a half miles is to be augmented later by a mountain circuit of equal length. There is still much to be done to complete the project as designed by the Raymond Lowey Corporation. Lime Rock, according to John Fitch, widely known sports car driver who has been a consultant in the whole scheme, is envisioned as a center of advanced automobile activity with strategically placed and protected spectator areas, overpasses, gallery trains for those who like to watch races from various points, and other facilities (Blunk 1957a).

The track opening was a success and a reported crowd of over 6600 peppered the hillsides to watch nine thrilling races during the day (Blunk 1957b; Photograph 11). The fourth race featured Mrs. Evelyn Mull, a fan favorite, driving her own AC Bristol. From the onset, Lime Rock Park has included both men and women in their events. Mrs. Mull, who finished second, was beaten by a margin of only a few feet. The final race of the day also engendered excitement as one car crashed and New Jersey racer Walt Hansgen won behind the wheel of his popular Jaguar.

The first few years were not without some controversy. In 1959, the Lime Rock Protective Society, an organization of local residents opposed to the race track succeeded in getting a court injunction to prohibit racing on Sunday. In spite of the continued ban, Lime Rock hosts successful events on the other six days of the week.

John Fitch stepped down as Director after a few years and Frank Vaill eventually sold his land to another local resident in 1962. Not actually owning the land resulted in a few years of instability among the stockholders of the Lime Rock Park Corporation. Eventually, Jim Haynes obtained control of the Corporation and proceeded to run the business. This occurred during a period of change for the whole sport of road racing. Although the numerous sports car clubs continued to hold amateur racing events, the sport was changing from promoting only 'gentlemen racers' to supporting both amateur and professional racers.

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Although much of Loewy's original design for the area around the track never came to fruition because of the immense costs that would have been associated with his ambitious plan (estimated between \$500,000 and \$750,000), Lime Rock retained much of the pastoral or country ambiance at the heart of the design (Taylor 1992: 18-19). The original park-like atmosphere was enhanced as the track and surrounding parkland matured. In 1968 a New York Times article described the Lime Rock experience.

Spectator areas rise on gentle slopes from the asphalt-surfaced roadway. Each hill, by its position, provides a view of a straight and at least two corners. To a sports car fan, the corners are where he can examine driving techniques close up.

These hilly lawns take place of the grandstands. The spectators bring folding chairs or sit on the grass. The younger children sleep on the grass or in portable cribs. During the program the spectator is free to move from one vantage point to another either in the shade of maples and oaks or in the open. Picnicking is part of the picture. Occasionally a father in racing overalls joins the family (Anonymous 1968).

Haynes continued management of the Park even after it was sold in 1969 to Greek Shipping heir, Harry Theodoracopulos (Taylor 1992: 102-105). Haynes spent the year prior to Theodoracopulos' ownership fighting legislation that would have made it illegal to operate un-muffled internal combustion engines in Connecticut. Although the law was originally intended to prevent noisy snowmobiles from bounding across the quiet countryside, it had the unintended result of closing Lime Rock for a short period until the supporters of Lime Rock Park triumphed in court. Theodoracopulos actually participated in the first event of 1969 and won the race. In 1983 Skip Barber, a former professional racer and entrepreneur, gathered a group of investors together to purchase Lime Rock Park from Harry Theodoracopulos. Barber had the track partially resurfaced and a new paddock area completed the following year. During the 1980s, professional

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race events were held at Lime Rock Park and these years were considered a renaissance for sports car racing. Also, there was a resurgence of amateur racing with hundreds of racers showing up at the track for both regional and national events.

The design and location of the race track made it a popular test site when the facility first opened. Over the years, Lime Rock Park has continued to be a destination where teams and manufacturers come to test cars and/or specific automobile attributes (e.g., brakes, fuel systems, aerodynamics and tire technology), motor racing's relevance in today's world is that although it is entertainment, all technology used in our street cars is born from testing in race cars.

Since 1957, Lime Rock Park has hosted almost every form of motorsport including IMSA, the American LeMans Series, formula racing, Grand-Am Rolex Sports Car Series events, NASCAR Busch East Series, SCCA Regional and National races, and the famous Trans-Am. In addition, the Park hosts the annual Rolex Vintage Festival on Labor Day. The race track continues to support both amateur and professional events in order to allow all interested parties to participate.

V. Architectural Elements at Lime Rock Park

None of the existing buildings are part of the original 1957 design or construction, although two buildings were present on the property before the track was created. A small house on Route 112 has been used as the Track Office since Lime Rock Park opened (Architectural Photograph 5). In addition, the pre-1957 barn(s) has been used as the main storage building from the Park's initiation (Architectural Photograph 1). The majority of the existing buildings have been added to the landscape as improvements to the amenities for both participants and spectators were made. During the 1980s, nationally-known racing driver, broadcaster and architect Sam Posey, aided by his half-brother David Moore, designed some of the current structures in a style that compliments the New England countryside. Figure 10, is a site map depicting the location of the track buildings (Architectural Photographs 1-28). A brief description of these structures, none of which are considered contributing, is included as Appendix 1.

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The infield auto bridge was constructed during the first year of operation of Lime Rock Park. The bridge, an army surplus Bailey Bridge, was in place by the second race at the Park and is considered an extant and contributing resource of the original track design (Architectural Photograph 29).

VI. The Decades of the Emerging Racecourse

During the 1950s and early 1960s the popularity of road racing was at its height. During this period many of the most famous United States road racing courses were established. Below is a table identifying these extraordinary resources:

<i>Course Name</i>	<i>State</i>	<i>Opening Date</i>
Watkins Glen International	New York	1953
Road America	Wisconsin	1955
Lime Rock Park	Connecticut	1957
Mazda Raceway (LAGUNA Seca)	California	1957
Virginia International Raceway	Virginia	1957 (closed 1974), Reopened 2000
Riverside International Raceway	California	1957 (closed 1989)
Portland International Raceway	Oregon	1960
Mid-Ohio Sports Car Course	Ohio	1962
Infineon Raceway (formerly Sears Point Raceway)	California	1968

Road racing is a unique form of recreation that provides the spectator with a different experience than oval track racing. Initially, road races were conducted on the streets throughout the "countryside," thus providing the sports car racer with

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the unique experience of a changing landscape. When racing through the streets proved too dangerous to both the spectators and the participants, road racing courses were designed to provide a similar experience. The new facilities were planned to reflect a country, or park-like, atmosphere with differing turns and elevations instead of the sterile appearance often associated with oval tracks. A brief summary of the earliest facilities follows.

The earliest and, perhaps, one of the most well known tracks was built at Watkins Glen, New York. During the late 1940s, Cameron Argetsinger, a law student, believed that the upstate New York village where he spent his summer vacations, would be the ideal location for a European-style road race (www.theglen.com/track%5Finfo/history). To that end, he planned a course that followed asphalt, cement and dirt roads in and around the village of Watkins Glen. In 1948, the first major road race in the post war in the United States was conducted following his route on October 2nd. The accident during the 1952 race, which claimed the life of a 12 year-old boy, necessitated the construction of a temporary course in 1953, and eventually a 2.3-mile permanent circuit in 1956. The Glen hosted its first professional race, a NASCAR Grand National Stock Car event won by Buck Baker over Fireball Roberts in 1957. The circuit was expanded in 1971 and enjoyed success for a limited number of years before temporarily closing in the early 1980s. The racecourse was purchased by Corning Enterprises in 1983, which then formed a partnership with the International Speedway Corporation to reopen the course as Watkins Glen International on July 7, 1984.

In 1992, a major reconfiguration of the back straightaway was completed to help increase competitive racing and improve spectator-viewing areas. The addition of an Inner Loop increased the length of the long course to 3.4 miles and the older short course to 2.45 miles. In 1997, the International Speedway Corporation became the sole owner of Watkins Glen International. In 2002, the original 1948-1952 street road course was added to the National Register of Historic Places.

Unlike Watkins Glen, the race track at Lime Rock Park did not begin on the public streets, but was instead a purpose-designed track for use as a road course. Further, the track at Lime Rock Park has retained its original configuration and

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intentional design during it 50 plus years of continuous use.

Another of the early races courses was at Elkhart Lake, Wisconsin. Similar to the initial Watkins Glen events, the original races were held on the streets. In 1950, the Chicago Region SCCA and the Village of Elkhart Lake organized the first road race along 3.3 miles of local county roads. In 1951 and 1952, the races was expanded to 6.5 miles, on County Roads J, A, and P (www.roadamerica.com/information_about.htm). This original "street" course was added to the National Register of Historic Places on February 17, 2006.

With the continued popularity of the sports car across America, the sport of road racing moved from public streets to designed courses when races became too dangerous and eventually prohibited. In 1955, Cliff Tuft, a local civil engineer, designed what is now known as Road America in Elkhart Lake, a popular road course that has not been significantly altered since it was opened. The course is 4.048 miles in length and is comprised of 14 turns with numerous elevation changes, as well as a very long front stretch where cars can reach speeds close to 200 mph (ibid). Similar to Lime Rock Park, the Road America track has had limited modifications over the years.

On the West Coast, local sports cars participated in the Pebble Beach Road Races, which were abandoned as dangerous in the mid 1950s (<http://www.laguna-seca.com/pages/about-us>). Following the end of street racing, the Mazda Raceway Laguna Seca was constructed in 1957 by a large group of local businessmen and individuals. The course was established for racing both sports cars and motorcycles. The current race track is 2.238 miles in length and has eleven turns, including the famous "Corkscrew." The Sports Car Racing Association of the Monterey Peninsula (SCRAMP), a non-profit organization, manages the track, which is part of Monterey County's Parks Department. Although it retains the "corkscrew" turn that is one of the most famous and challenging in road racing, much of the track has been severely modified over the last five decades.

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One of the first purpose-designed race tracks in the United States is the Virginia International Raceway (VIR). In 1955, Ed Welch, Ed Alexander, George Arnold, and Hooper Johnson founded Sports Car Enterprises, Inc. (<http://www.virclub.com/history/the-history-of-vir-and-road-racing.html>).

These four sports car devotees wanted to build a sports car race track in the southeast United States. Businessman Ed Kemm joined the group in 1956 and a suitable location was identified on the site of a large family farm in Danville, Virginia. The following August, VIR opened for business when it hosted a large SCCA race. Because of its location in the midst of stock car racing territory, VIR was not as popular as its northern sisters (Watkins Glen, Lime Rock), and struggled to survive. As a result, the track closed in October 1974. Racing was not revived at VIR until New York real estate developer and vintage sports car racer Harvey Siegel purchased the property in 1998. Siegel repaved and widened the racecourse, following the original track's centerline and the facility reopened in 2000 with much acclaim by sports car enthusiasts.

Like Lime Rock Park, VIR was not born out of a local public road race, but instead conceived by sports car advocates in order to bring racing to the public. While Lime Rock Park has enjoyed continuous usage, VIR endured years of inactivity and a complete overhaul of the race track.

Although each of the above race tracks was designed for the maximum recreational experience, none underwent the intensive "safety" testing and design management that was utilized for the creation of the Lime Rock Park race track. The planning and implementation of the construction of the race track with the input of the engineers from Cornell University's Aeronautical Laboratory as well as sports car drivers makes the Lime Rock Park design stand out among its sister tracks. Another unique feature is that Lime Rock Park is the only race track in North America with formal spectator seating or grandstands. Instead, from its inception, the natural terrain and hillsides at Lime Rock Park have provided viewing vistas

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of the track that have been enjoyed by spectators while simultaneously allowing them to be mobile and watch the races from different locations.

VII. The Races at Lime Rock Park

Over fifty years of road racing at Lime Rock Park has produced some exciting and spectacular events for spectators (Figures 9a and 9b). While the main focus has been on SCCA races, other types of automobile racing events have been held at Lime Rock Park including Formula Races, Single Make Events, Midget Racing, IMSA, Trans-Am, NASCAR, and Vintage Car races.

- Sports Car Club of America (SCCA) Racing -- The main focus has been on sports car racing, which was divided by the SCCA into Production (show room) Sports Cars and Modified Sports Cars (which allows for modifications to the engines and drivetrain).
- Formula Racing -- This type of race is conducted with single seat, open wheeled cars that are grouped into different classes by the Federation International de l'Automobile (FIA), the governing body of international motorsports. The title "formula" refers to the set of rules that each participant and their cars must abide by. Formula racing is a popular form of motorsport, with the cars designed specifically to reach high-speeds. The wheels of the cars are exposed and many of the vehicles have aerofoil wings on the front and rear in order to produce downforce, which in turn enhances the wheels likelihood to grip the track.
- National Association for Stock Car Auto Racing (NASCAR) -- Historically, a "stock car" is described as an automobile that has not been altered or modified from its original factory configuration. NASCAR was founded in 1948 by Bill France, Sr. to establish an organizing body for stock car racing. NASCAR sanctions races at over 100 tracks across the United States. The Camping World East Series (formerly the Busch East Series and Busch North Series) is a regional NASCAR Grand National stock car racing division formed in 1987 that runs at Lime Rock

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- Vintage Sports Car Club of America (VSCCA) – Lime Rock Park is the home track for this organization, which has been conducting events on site for over 40+ years. The races showcase these vintage vehicles while the participants work toward preserving these pre-1960 automobiles.

One race that deserves special mention is the 1959 USAC Formula Libre event that John Fitch contends was "the best race ever held by anybody, anywhere" (Martin and Saal 2004: 74; Taylor 1992: 42-45). This race was an important milestone in American motorsport history as it was the first major postwar road racing event to include both amateur and professional racers. Often called "The Race" by Lime Rock Park aficionados and motorsport historians, the event took place on July 25, with an incredible mix of invited drivers racing the vehicle of their choice. USAC sanctioned the race and the *New York Mirror* funded the prize money. An excited crowd of nearly 12,000 showed up to watch vehicles, both large and small including Jaguars, Listers, Ferraris, Porsches and Rodger Ward with an 11-year old Offenhauser-powered Kurtis Midget. Ward's car, which had a one-speed transmission and rear brakes won the day with its superb maneuverability. Ward later remarked "I've won Indy twice, but my finest memory was winning at Lime Rock" (Economaki 2006). The same evening, at the race track in Mt. Clemens, Michigan a crowd was watching a midget race when the PA announcer told the spectators "Rodger Ward has beaten the sporty-car people with a midget at Lime Rock Park." The unbelievable news was met with a loud roar of cheers. Never again has a road racing crowd witnessed the variety of cars and drivers that participated in the Lime Rock Park Formula Libre. This race truly unified American motorsports and paved the way for the interconnection between all forms of auto racing (Taylor, personal communication July 20, 2008). As a testament to the magnitude of this historic event, a recreation race was run at Lime Rock Park on the 30th anniversary of the Formula Libre (Taylor 1994: 214-215). Every living driver, and their race car from the 1959 race, participated in the 1989 BMW Vintage Festival recreated race. Below is a brief table of some of the most memorable races held on the race track (Taylor 1992).

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Date	Race	Winning Driver (s)	Car
4/28/1957	Opening Day	Walt Hansgen	Jaguar D-Type
10/12/1957	1 st Little LeMans	Art Riley and BILL Rutan	Volvo PV-444
7/25/1959	USAC Formula Libre	RODGER Ward	Offenhauser-Kurtis midget
8/15/1959	3 rd Little LeMans	Skip Callanan and Roger Penske	Fiat-ABARTH
7/1/1961	SCCA New England Region National	Roger Penske	Maserati Tipo 61
7/3-4/1964	LISCA and Stock Car 100- miler*	Roy Haliquist	Ford Galaxy
7/4/1967	SCCA Northern New Jersey Region National**	Sam Posey	USRRC McLaren- Chevy
5/30/1969	SCCA Trans-Am Championship	Sam Posey	Mustang
7/4/1978	SCCA Kendal Cup Nationals - C-production race	2 nd Place - Paul Newman***	Datsun 280Z
5/24-27/1985	IMSA Camel GTP	Drake Olsen	PORSCHE 962
8/16/1986	SCCA Bendix Brake Trans- Am	Paul Newman	Nissan 200ZX Turbo

* With this event, the Lime Rock Park race track was one of the first road racing circuits in the United States to host late model stock cars.

** This was the first race where a driver completed a circuit in under one minute.

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*** Bob Leitzinger had crashed into Newman at the start of the race. On the restart, Newman started last and systematically moved up through the field to finish 2nd.

Other milestone racing events include:

The first SCCA Trans Am (Trans-American Sedan Championship) Race, which took place at Lime Rock Park on May 29-30, 1967. The Trans Am was originally envisioned as an attempt to encourage manufacturers involvement in road racing (Taylor 1992: 92). The races featured competitions between the

- Ford Mustang, Chevy Camaro, Plymouth Barracuda, and Mercury Cougar among several other "muscle cars."
- John Bishop, a former member of the SCCA started a rival organization, the International Motor Sport Association (IMSA) in 1968 (Taylor 1992: 118). On May 29th 1972 Lime Rock hosted its first IMSA race, a 200-mile event. The support race for the day was a special event that featured ARDC Midgets, which rarely ran at Lime Rock Park.
- For almost the entire decade of the 1980s, The Annual *Road & Track* Manufacturers Challenge Cup (aka The *Road & Track* Networks Challenge) was run on the Lime Rock Park Race Track. John Dinkel, the editor of the magazine, initiated the Challenge in 1980. Each fall, salesmen, media buyers, public relations representatives, and other associates of the magazine were invited to race at Lime Rock. The challenge was that each car would run the course with a handicap, identified by Dinkel. There was also a separate backwards race, which became a long-running contest between Sam Posey and John Fitch. In fact, at the 1987 challenge, Sam Posey set a "backwards record" for the race track with a specially-built station wagon created just for this race by Oldsmobile engineers.

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- On October 16, 1993 the first NASCAR sanctioned event was held when Lime Rock Park hosted the season finale of the NASCAR Busch North series.

VIII. Drivers at Lime Rock Park

Lime Rock Park has been the host to thousands of amateur and professional sports car/race car drivers over the last five decades. One of the truly unique experiences that a spectator has at the Lime Rock Park race track is the ability to intermingle with the drivers and see their automobiles up close. A visit to the paddock area has been the highlight of every race attendee's day since the track opened in 1957. Racers have also enjoyed the unique camaraderie of the Lime Rock Park paddock. Some of the most popular drivers, and/or those that have well known winning records are mentioned briefly below:

- John Fitch (1917-): A true renaissance man, Fitch has been a sailor, a fighter pilot, a test pilot, a race team manager, a race course director, a prolific inventor, a highway safety expert, an automaker, and a professional race car driver. For almost two decades (1950s-1960s), Fitch had an incredible racing career that was highlighted by wins at the Grand Prix of Argentina, the Mille Miglia, the Tourist Trophy and Sebring. He also participated six times in the 24-hour race at Le Mans, finishing as high as 3rd. In 1956 he became the first race team manager for Corvette and then he was the first general manager of the Lime Rock Park race course. Although he continued racing, he also focused on safer tracks for both drivers and spectators and over the years has made significant contributions to highway safety (e.g., inventing the familiar yellow Fitch safety barrels and displaceable guard rails). Fitch still remains active in numerous endeavors related to automobiles and automobile safety. He was inducted into the SCCA Hall of Fame in 2005. (Taylor 1992: 20-21; <http://www.racesafety.com/fitchbio.html>)
- Walt Hansgen (1919-1966): A dominant American road racer during the 1950s and 60s, Hansgen was the four-time SCCA Road Racing Champion. Hansgen won the first premier race at Lime Rock Park. During the 1960s

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Hansgen began participating in more international races including the infamous 24 hours of Le Mans. He was killed while testing his car prior to the 1966 Le Mans race. (Argetsinger 2006; Blunk 1957b)

- Mark N. Donohue, Jr. (1937-1975): A New Jersey native, Donohue began informally racing his personal corvette just after he finished HIS degree in Mechanical Engineering from Brown University in 1959. He began participating in SCCA events where he met Walt Hansgen, who immediately recognized Donohue's talent and knowledge of automobile mechanics. Hansgen sponsored his car for several races and then asked him to co-drive with his at the 12-hour Sebring endurance race in 1965. In 1967 Roger Penske hired Donohue to drive for him in the United States Road Racing Championship. Donohue won six of the seven races he participated in that year, making the relationship between Donohue and Penske one of legend in the field of road racing. Donohue also raced Penske cars in the Trans-Am Series where he dominated the field for several years. Donohue also raced other series for Penske including Formula One, NASCAR, the inaugural year of the IROC series (1973/74), and he won the Indianapolis 500 for Penske in 1972. In between races, Donohue also returned to the SCCA and Lime Rock Park to participate in the Road Racing Drivers' Club Advance Drivers' Clinic. Donohue died from undiagnosed HEAD INJURIES following a crash during practice for the Austrian Grand Prix in 1975. He was inducted into the SCCA Hall of Fame in 2006. (Taylor 1992: 89; Donohue 1975; <http://www.unfairadvantage racing.com/>)
- Roger Penske (1937-): As with many sports car drivers, Penske started on the SCCA circuit in the 1950s. When he as named Driver of the Year by *Sports Illustrated* in 1960, he had become one of the most well-known drivers in the country. Although he retired from driving in 1965, Penske formed Penske Racing, one of the most successful organizations in all of Motorsports. Penske teams have won hundreds of races in SCCA, Formula One, NASCAR, CART, the Indy Racing League, and the American LeMans Series (with Porsche). (Taylor 1992: 55; <http://www.penskeracing.com/>)

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- Denise McCluggage (1927-): McCluggage was a well-known and popular race car driver from the 1950s-1960s. As a sports car racer, she participated in events all over the world. Her most famous victories were at Sebring, the Copa de Damas, and the Grand Prix of Venezuela. McCluggage's appearances at Lime Rock Park included the Little LeMans (1960), the Formula Libre (1959), and the 1989 Formula Libre recreation. McCluggage also made her mark as a journalist. During the 1950s she was an influential sports reporter for the *New York Herald Tribune*. As a journalist she has won the Ken W. Purdy Award for automotive journalism and the Dean Batchelor Life-Time Achievement Award. For years she has written a monthly column titled "Now and Then" for *AutoWeek* and her weekly syndicated column titled "Drive, She Said" has appeared in over 90 newspapers in the U.S. and Canada. McCluggage was enshrined in the Automotive Hall of Fame in 2001 and inducted into the SCCA Hall of Fame in 2006. (http://www.roadandtravel.com/celebrities/denise_mccluggage.html)
 - Paul Newman (1925-): Newman, a very popular film actor, was also an avid and active sports car enthusiast. During the filming of the movie WINNING in 1969, Newman became enamored with auto racing. After training he began appearing at several race tracks during the 1970s, his participation inadvertently reviving the popularity of sports car racing. From the mid 1970s until the early 1990s, Newman was a member of the Bob Sharp Racing Team, winning several races and participating with the team in the endurance races at Le Mans and Daytona. Newman was involved with several exciting races at Lime Rock Park including the SCCA Nationals in 1978 and the SCCA Trans Am in 1986. (Taylor 1992: 117)
 - Sam Posey (1944-): Posey, as many other race car drivers, began as an amateur driver in the 1960s. His first race was the Formula Vee at Lime Rock Park in 1965. He later won the Lime Rock Trans-Am in a factory Ford Mustang in 1969. The following year her raced in the Trans Am against Mark Donohue and many others in one of

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the greatest seasons in road racing history. He participated in the 24 Hours at Le Mans endurance race 10 times during his career. He also participated in the UASAC Championship Car series, the Formula One United States Grand Prix, and in NASCAR events. His affection for Lime Rock Park and his outgoing personality made him one of the most popular drivers during the 1960s and 1970s. After retiring from racing, he went on to become a very popular auto racing commentator for ABC Sports and more recently the Speed Channel. (Taylor 1992: 79; <http://www.speedtv.com/wiki/Sam-Posey/>)

- The Andretti Family (Mario 1940- ; Michael 1962- ; Marco 1987-): The Andretti family name is perhaps one of the most famous in auto racing. Mario Andretti's career started in 1959 when he began racing in the sportsman stock car class. In 1963 he participated in the mixed American Racing Drivers Club (ARDC) and SCCA Formula Junior Race at Lime Rock Park and won his first race on a road course at Lime Rock Park. Mario had an interest in a variety of auto racing series including IndyCar (also known as CART, Championship Auto Racing Teams and Champ Car World Series with one of the races in this series being the Indy 500), Formula One, NASCAR, SCCA, and Drag racing. He won the Formula One World Championship in 1978 and numerous Sports Car races at Sebring and Daytona. Perhaps one of his most enduring records is having participated in Le Mans in four decades (1960s-1990s). The racing tradition was passed down to his sons Jeff and Michael. Michael Andretti participated in IndyCar (also known as CART, Championship Auto Racing Teams and Champ Car World Series). He raced at Lime Rock Park in the early 1990s. Michael's son Marco began his driving career in 2003 and won eight races in the Barber Formula Dodge Eastern Championship series. The following year he was the champion in the Barber National and Southern class. During his rookie year in the IndyCar, he finished second at the Indianapolis 500. Currently, Marco drives the #26 car for his father's Andretti-Green Racing Team (IndyCar and American LeMans). The three generations of Andretti's (Mario, Michael and Marco) have raced at Lime Rock Park and were recently present at Lime Rock Park for Marco's participation in the 2008 American LeMans Series Race. Of Lime Rock Park, Marco has stated "I've had some success at Lime Rock in the past and I think the track is

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fantastic." (Taylor 1992: 75; <http://www.marcoandretti.com/blockbuster/index.htm>; <http://www.andretti.com/>)

- John "Skip" Barber, III (1936-): In the mid-1960s, he won three SCCA national championships in a row and finished third in the 1967 United States Road Racing Championship. Later, Barber went on to win (1969 and 1970), a record tied only recently. During the 1971 season, Barber participated in numerous international events including the Monaco Grand Prix, the Dutch Grand Prix, and both the United States and Canadian Grand Prix. In 1975 he opened the Skip Barber School of High Performance Driving (later the Skip Barber Racing School). His plan was to coach young drivers to become champions as well as to invite amateurs to participate in the sport. Barber returned to Lime Rock Park in the 1980s and is now the owner/operator of the facility. (Taylor 1992: 153)

IX. The Lime Rock Park Driving Schools

In 1959, Kenneth Rudeen, a columnist for *Sports Illustrated* wrote

The race track at Lime Rock Park was created not only with the idea of providing maximum racing excitement and driver and spectator safety, but also with these broader aims: that some day the lessons taught by the racing cars in their swift rounds might yield valuable returns in high-way safety; that some day the course would be the center for driver training-ordinary, average man, woman, and high school kid driver training; and that this new way of training people to handle and understand their automobiles might spread countrywide (Rudeen 1959).

The idea of teaching proper driver safety has long made Lime Rock Park a leader in the world of road racing (Photograph 12). In fact, prior to the inaugural race at Lime Rock, an SCCA driver's school was conducted on site (Taylor 1992: 22). Over 150 cars showed up on April 20, 1957 for the day, when only a handful was expected. Less than one month later over 50 sports car owners came to Lime Rock Park with aspirations of getting a racing license at a school sponsored by the New York and New England regions of the SCCA (Blunk 1957c). Blunk further wrote

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There were approximately 1300 licensed competition drivers in the Sports Car Club of America last year. With the increased activity and interest in all parts of the United States, and with the interest developed today in the New England and New York regions, the number may be doubled before the 1957 season has run its course.

Lime Rock Park has continued to host numerous driving schools for the various car clubs, with each class emphasizing driver safety. Many of the instructors have been well known sports car drivers who volunteered their time "in the interest in improving racing and with the thought of giving something back to the sport" (Jacobs 1975).

John "Skip" Barber has been involved in road racing since 1958 (Taylor 1992: 153). Well acquainted with Lime Rock Park since his first race there in 1959, Barber achieved many heights in racing including three SCCA championships in a row. His interest has always been to share his enthusiasm of the sport with new drivers. In 1975 he opened his first Skip Barber School of High Performance Driving, which has grown into the largest driving school in the world. Skip continued to advocate both safety and performance in his courses when he and a group of investors purchased Lime Rock Park in 1983. Today, the Skip Barber Driving School is still a prominent feature of the Lime Rock Park experience.

XI. Conclusion

Lime Rock Park Track Represents the Innovative Beginnings of Road Course race track Construction

During the 1950s at least six permanent road courses were constructed in the United States. The engineering and construction of the Lime Rock Park race track was nationally hailed as innovative among its sister courses following its opening in 1957. The integration of cutting edge "safety" engineering within the framework of an automobile racecourse was emulated and applauded by both the racing world and the field of automotive design. Further, the long-term use of the

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race track by engineers studying automobile safety further emphasizes the importance of this historic site.

Lime Rock Park was part of the Greater Movement to Develop Recreational Facilities Regionally and Nationally

For over fifty years there was a tradition of road racing on public streets in the United States. As a result of several racing tragedies, the concept of creating permanent road racing venues spread quickly across the country. Car enthusiasts and various automobile clubs worked diligently to bring this unique form of recreation to the public by establishing a number of road racing parks, or centers during the mid-twentieth century. Road racing is a unique form of recreation that provides the spectator with a different experience than oval track racing. When these recreational facilities were designed, they were planned to reflect a country, or park-like, atmosphere with differing turns and elevations instead of the sterile appearance often associated with oval tracks. This is not unlike the American park movement of the nineteenth-twentieth centuries. Further, Lime Rock Park was established as a multi-purpose facility that also provided a professionally taught Driving School to sports cars enthusiasts from its inception. The mixture of events with amateur sports car racers and professional sports car drivers still continues at Lime Rock Park.

Today the most famous American road courses are all purpose-built and include many sites where the original traditions and innovative construction methods evolved. Lime Rock Park holds a unique place among these historic sites, as it is the location where the track and surrounding land were specifically engineered and designed for maximum safety and enjoyment of both spectators and participants.

Lime Rock Park was constructed during what many believe was the Golden Age of Road Racing. This decade signaled the end of road racing on public streets and the establishment of innovative permanent road racing courses across the country. The cooperative effort that was made to balance safety with the excitement of recreational road racing, and later professional road racing, truly marks the Lime Rock Park race track as a resource that is eligible for inclusion on the

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National Register of Historic Places.

The Lime Rock Park race track holds a unique position in the recreational history of America.

In summation, Lime Rock is the only auto racing track in the world designed by engineers from Cornell University's Aeronautical Labs as a controlled test environment to study traffic accidents and vehicle safety. It is the only road racing track in America that is still almost entirely unchanged since its opening in April, 1957. During its first year of operation, Lime Rock hosted the first professionally-conducted, high-performance driving school in the world, forerunner of the Bob Bondurant School, the Skip Barber School, the Russell School and dozens of other schools worldwide which teach safe driving skills.

In 1959, Lime Rock hosted what is now considered "The Race" among enthusiasts, the Formula Libre Race. This was a "run-whatcha-brung" free for all that mixed oval track professionals, including the reigning Indy 500 winner Rodger Ward with Formula One stars, sports car racing professionals and amateur road racers. This one event set the stage for the unified world of motorsports that we know today.

Over the years the Lime Rock Park race track has reportedly hosted a greater variety of racing series than any other track, from Midgets to Stock Cars to Trans-Am to IMSA GTP. Approximately 15 years after opening, Lime Rock Park initiated the Car and Driver Showroom Stock Challenge, annual races for small showroom stock sedans that eventually led to the most popular racing classes in the world.

Because of this dedication to its legacy and loyal spectators, it is the only track that still embodies the special ambience of the golden age of American road racing.

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name of property
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Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

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10. Geographical Data

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Acreage of Property 325.214

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UTM References

	ZONE	EASTING	NORTHING
A	18	634720	4643000
B	18	634600	4642680
C	18	634180	4642460
D	18	633690	4642460
E	18	633480	4642860
F	18	633650	4642980
G	18	633540	4643160
H	18	633760	4643170
I	18	634070	4643020
J	18	634120	4643180

Verbal Boundary Description: The boundary of Lime Rock Park is shown delineated by the dark line on the map entitled, "Lime Rock Park, Property Survey,. Peter Lamb, 1999". (Figure 2).

Boundary Justification: The boundary of the nominated property includes all land historically associated with Lime Rock Park.

11. Form Prepared By

=====

name/title Sara Mascia, PhD

organization Historical Perspectives Inc.

date 7/24/08

street & number P. O. Box 3037

telephone 203-226-7654

city or town Westport,

state CT

zip code 06880

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Architectural Features of Lime Rock Park
as Identified in Figure 10

1. Two wood frame barns, pre-1957 construction.
2. Concrete restroom building. No longer in use in 2008.
3. Outfield Chalet. Wood frame hospitality building.
4. Wood frame pump house.
5. Track office. Wood frame building, pre- 1957 construction.
6. Wood frame pump house.
7. Wood frame ticket shed. No longer in use in 2008.
8. Wood frame refreshment stand.
9. Wood frame ticket shed.
10. Outfield gate. Metal gate with two segments flanked by rectangular wood post entrance structures on each side.
Wood post with plastic outfield entrance sign next to the road on the left side of the gate.

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- =====
11. Wood frame shed.
 12. Concrete pier bridge with wood deck and metal sides.
 13. Wood frame Timing and Scoring building.
 14. Wood Frame Emergency Medical Services Building.
 15. Wood Frame Media Center building.
 16. Wood frame men's restroom.
 17. Wood frame women's restroom.
 18. Wood frame retail store.
 19. Wood frame refreshment stand.
 20. Wood frame Infield Chalet hospitality building.
 21. Wood frame Infield Chalet hospitality building, second view.
 22. Wood frame refreshment stand.
 23. Concrete restrooms.
 24. Wood frame pump house.
 25. Wood frame Guest Services Building.
 26. Two wood frame garages.

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27. Wood frame shed and fuel pumps.
28. Wooden corner workers' shelter. Station 2 of nine identical structures around the track. During races these shelters are manned for critical flag communication with the drivers.
29. Bailey Bridge. WW II surplus, two one-lane steel bridges with wood decks. Installed in 1957, prior to second race at Lime Rock Park.

USDI/NPS NRHP Registration Form
Lime Rock Park Race Track
Litchfield County, Connecticut

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Additional Documentation

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[Note: the attached Photographs 1-12 and A-J are both keyed to and follow Figure 7. Photographs 1-12 provide historic views of the race track and Photographs A-J are comparable views of the current track conditions.]

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Lime Rock Park
NAME:

MULTIPLE
NAME:

STATE & COUNTY: CONNECTICUT, Litchfield

DATE RECEIVED: 12/19/08 DATE OF PENDING LIST: 1/05/09
DATE OF 16TH DAY: 1/20/09 DATE OF 45TH DAY: 2/01/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08001380

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: Y PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1/30/2009 DATE

ABSTRACT/SUMMARY COMMENTS:

See attached Return sheet for detailed comment.

RECOM./CRITERIA Return-Patrick Andrus

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE 1/30/2009

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

1320



1. Name of Property

historic name Lime Rock Park

other names/site number _____

2. Location

street & number 497 Lime Rock Road

not for publication _____

city or town Salisbury

vicinity _____

state Connecticut code CT

county Litchfield

code 005

zip code 06039

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally. (____ See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal Agency or Tribal government

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (____ See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

United States Department of the Interior National Park Service

National Register of Historic Places Evaluation/Return Sheet

Property Name: Lime Rock Park, Litchfield, CT

Reference Number: 08-1380

Date of Return: January 30, 2009

Reason for Return: The Lime Rock Park nomination is being returned for the following technical reasons.

Section 3: No boxes checked for eligibility or levels of significance, and no signature provided (see below).

Section 5: The category should be a "district" with the racetrack classified as a "site".

Section 8: The nomination does not address the level of significance. The level of significance marked in Section 3 must be supported by a statement in the text with a justification.

Section 10: No USGS map with required UTM references. Also, a district sketch map should be included.

If you have any questions, please contact me at 202-354-2278, or email at roger_reed@nps.gov.

Roger G. Reed, Historian
National Register of Historic Places

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(8-86)

OMB No. 1024-0018
(Expires 1-31-2009)

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National Park Service

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UTM References:

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A	18	634720	4643000
B	18	634600	4642680
C	18	634180	4642460
D	18	633690	4642460
E	18	633480	4642860
F	18	633650	4642980
G	18	633540	4643160
H	18	633760	4643170
I	18	634070	4643020
J	18	634120	4643180

Boundary Justification: Boundaries, as presented, conform to the legal entity Lime Rock Park at the time it was established, through the period of significance, and to the present.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Lime Rock Park Race Track

MULTIPLE
NAME:

STATE & COUNTY: CONNECTICUT, Litchfield

DATE RECEIVED: 9/04/09 DATE OF PENDING LIST: _____
DATE OF 16TH DAY: _____ DATE OF 45TH DAY: 10/18/09
DATE OF WEEKLY LIST: _____

REFERENCE NUMBER: 08001380

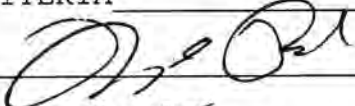
DETAILED EVALUATION:

ACCEPT RETURN REJECT 10/16/09 DATE

ABSTRACT/SUMMARY COMMENTS:

Additional ~~comments~~ ^{questions} raised in original submission. The large number of non-contributing buildings do not significantly detract from the integrity of the primary resource, which is the race track.

RECOM./CRITERIA _____

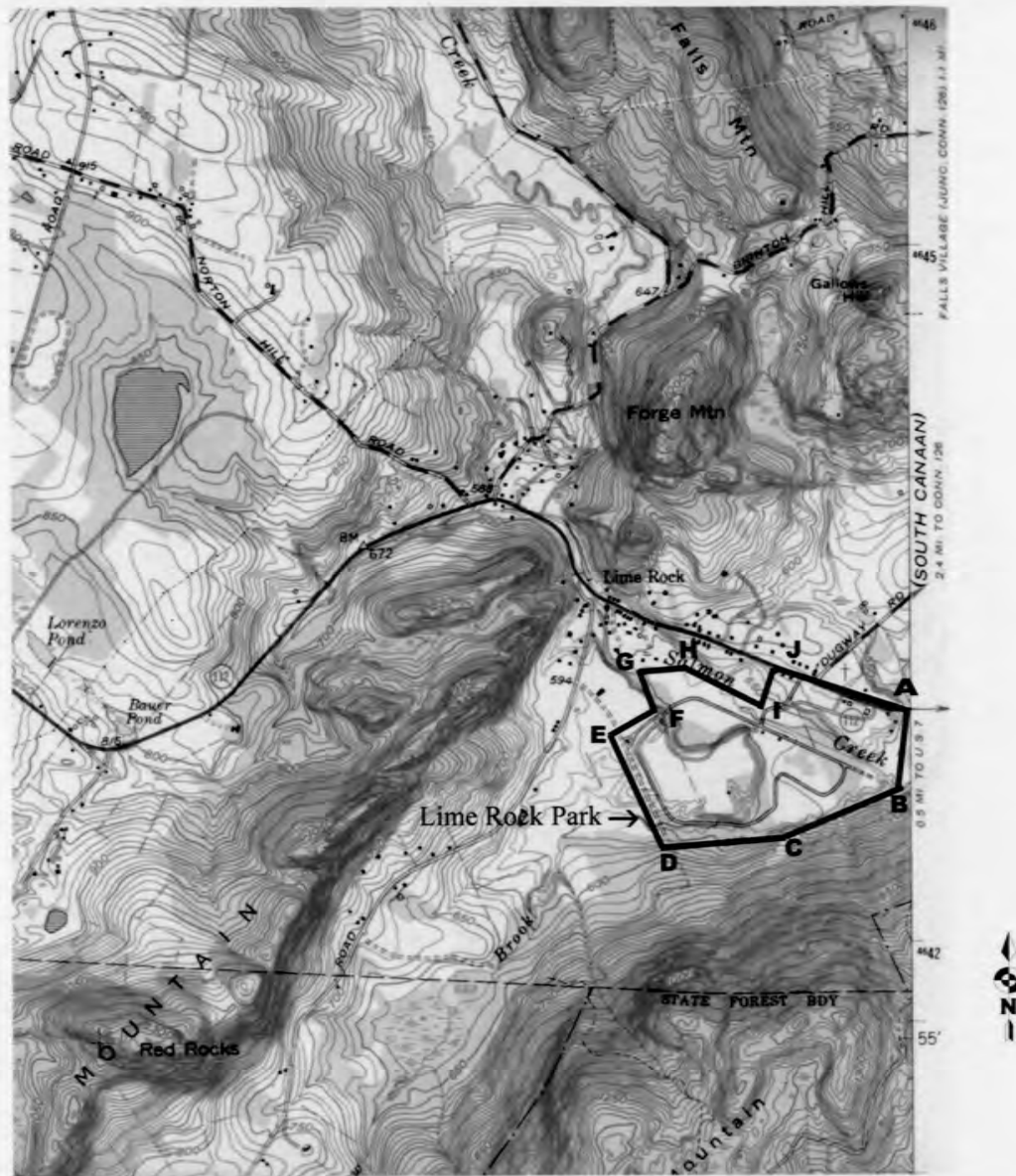
REVIEWER 

DISCIPLINE Historic

TELEPHONE 354-2278

DATE 10/5/09

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

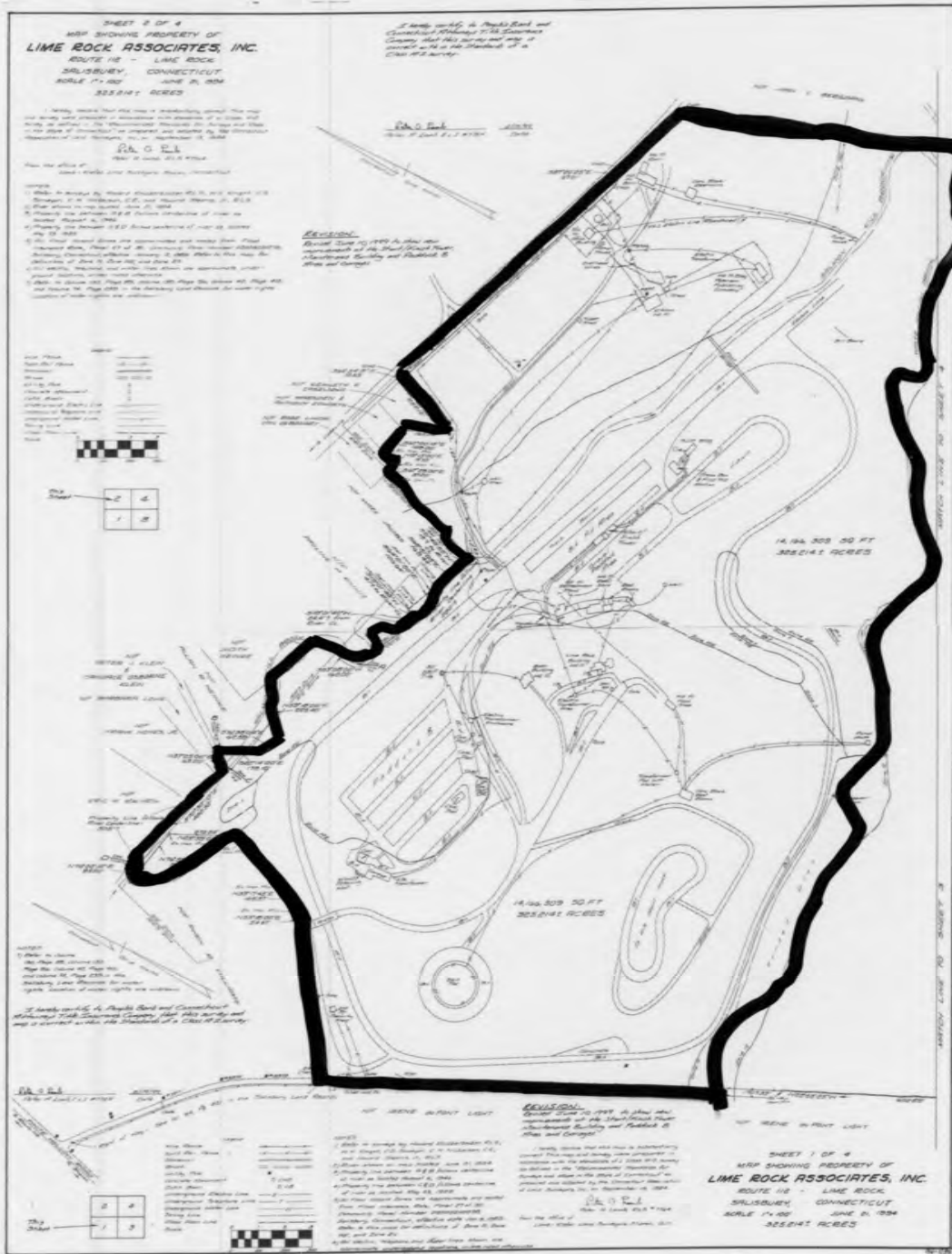


UTM Locations

	ZONE	EASTING	NORTHING
A	18	634720	4643000
B	18	634600	4642680
C	18	634180	4642460
D	18	633690	4642460
E	18	633480	4642860

	ZONE	EASTING	NORTHING
F	18	633650	4642980
G	18	633540	4643160
H	18	633760	4643170
I	18	634070	4643020
J	18	634120	4643180

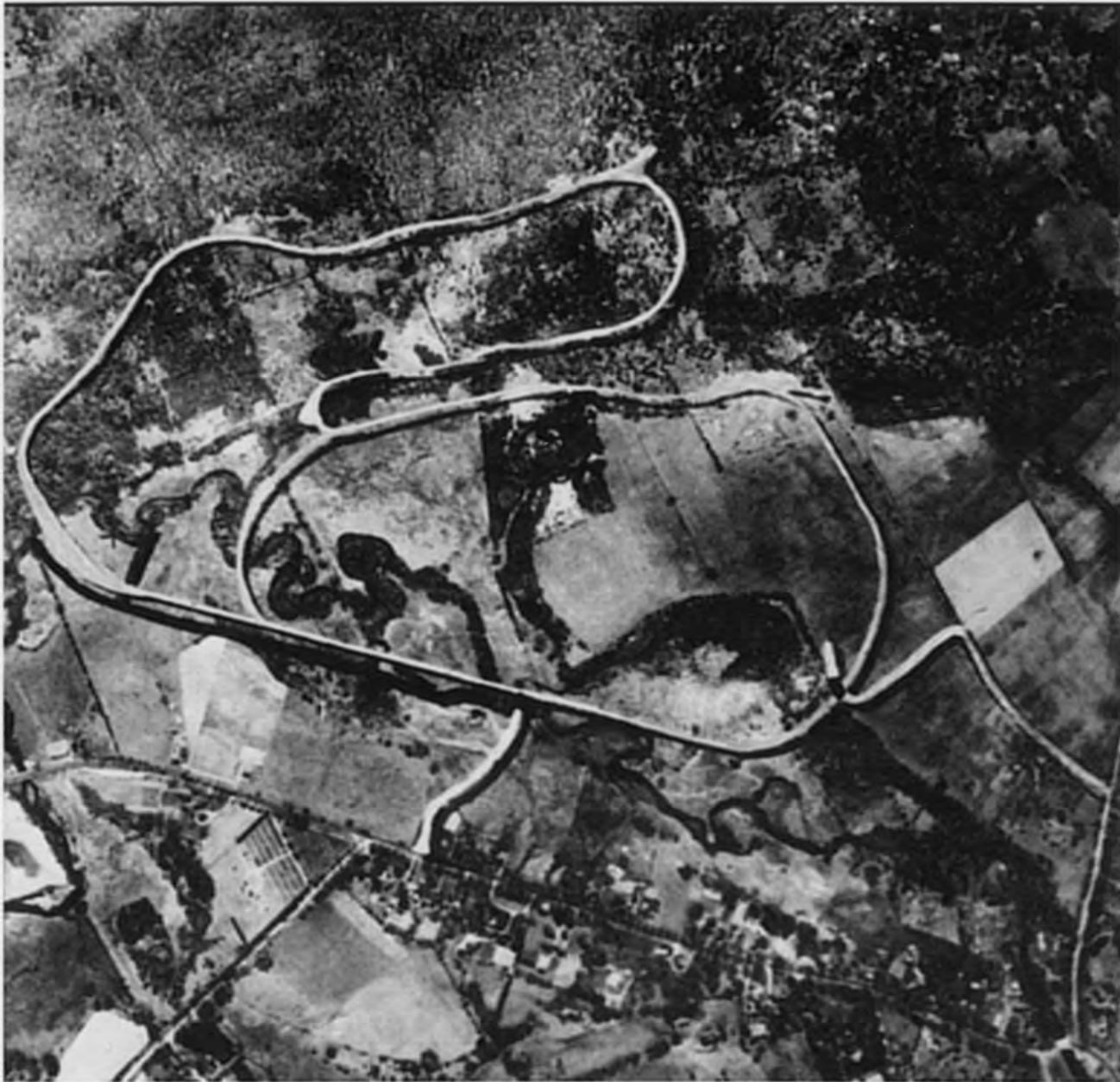
Lime Rock Park
 Salisbury, Litchfield, Connecticut
 Figure 1. USGS Topo, Sharon Quad, with UTM locations



Lime Rock Park
Salisbury, Litchfield, Connecticut
Figure 2. Property Survey
1999 Peter Lamb



Lime Rock Park
Salisbury, Litchfield, Connecticut
Figure 3 Aerial view toward the South
May 12, 2007 Sergei Fedorjaczenko

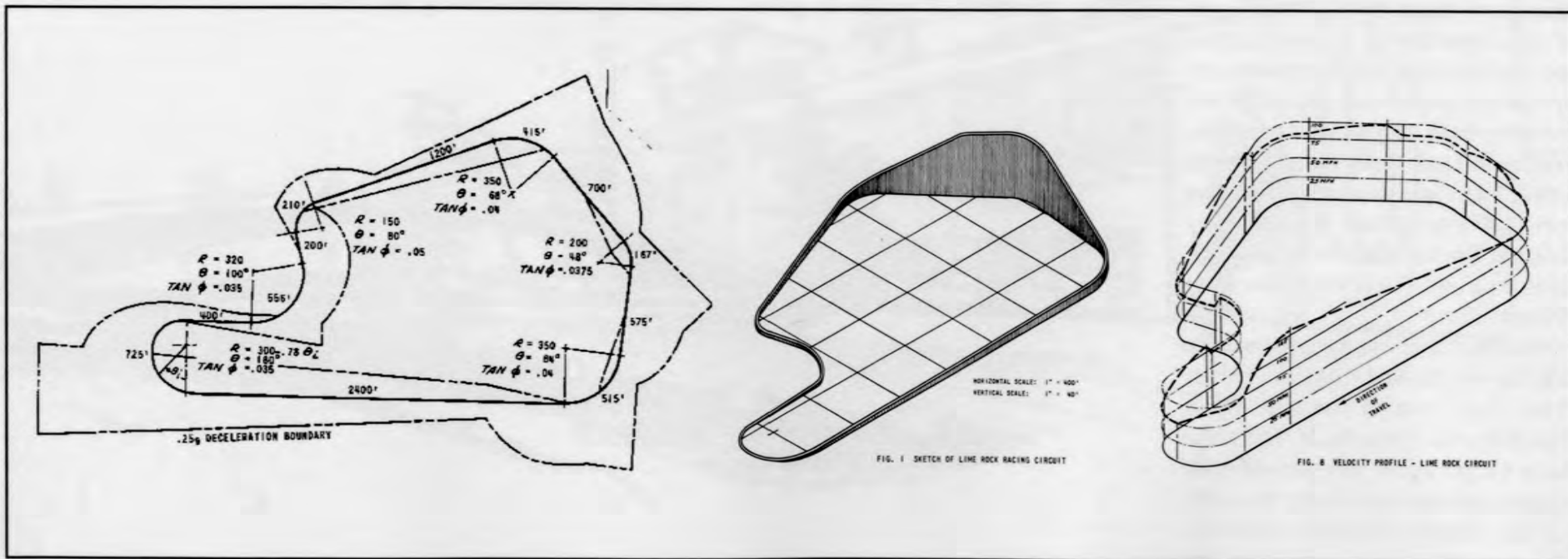


Lime Rock Park

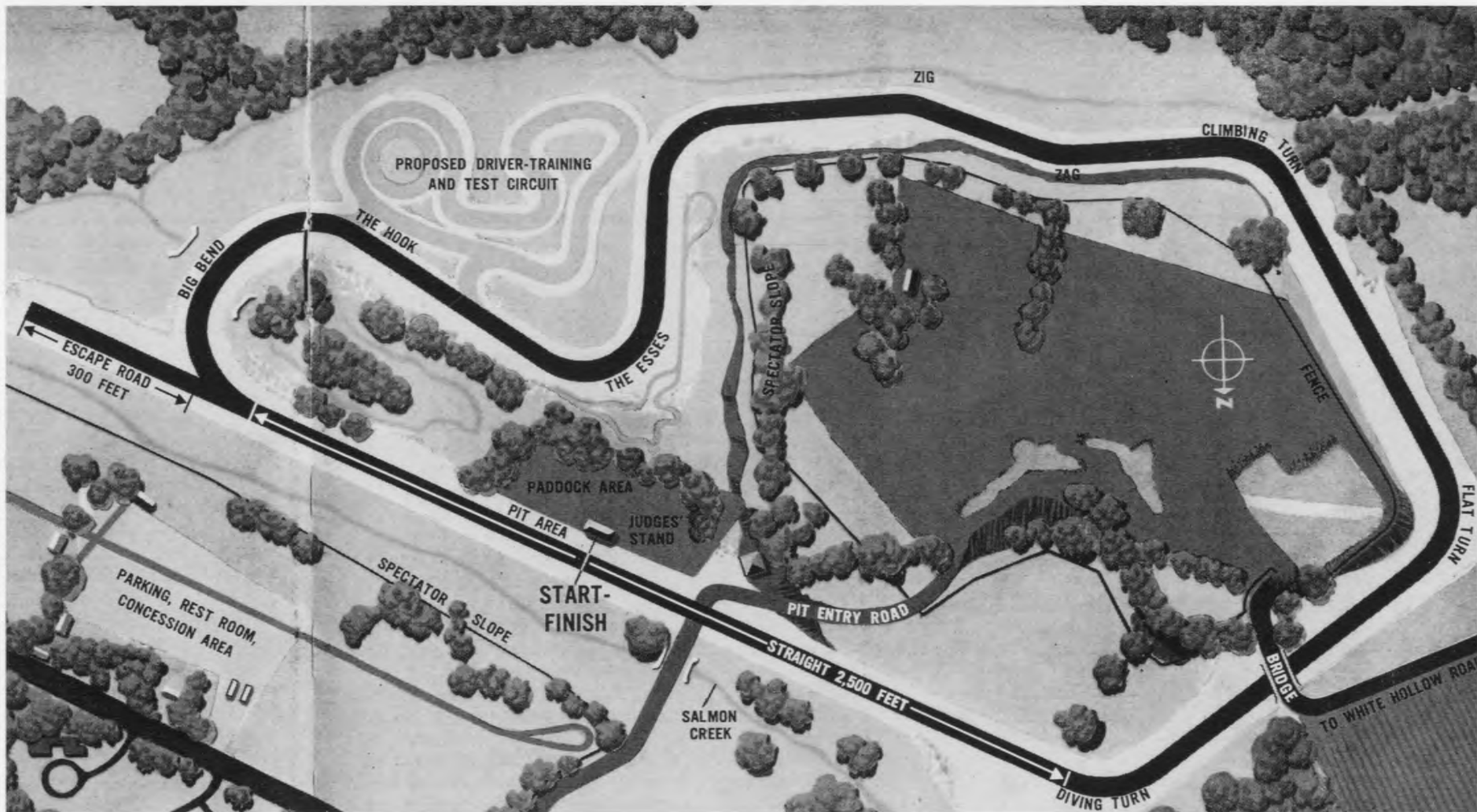
Salisbury, Litchfield, Connecticut

Figure 4 Original Drawing for Lime Rock Park

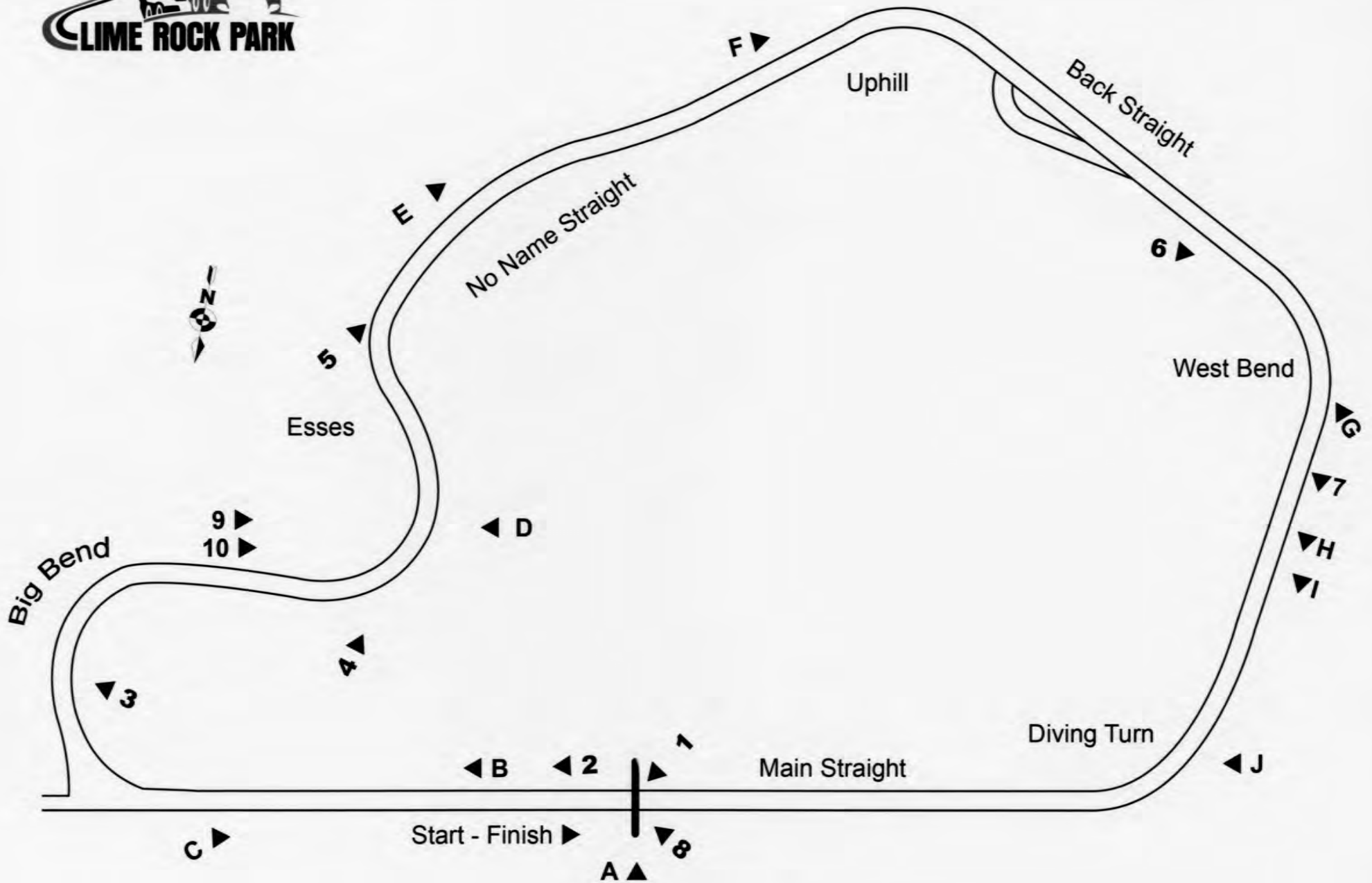
1955 Jim Vail [Taylor, 1992]



Lime Rock Park
 Salisbury, Litchfield, Connecticut
 Figure 5 Track Engineering Drawings
 N.D. Cornell Aeronautical Laboratory [Taylor, 1992]



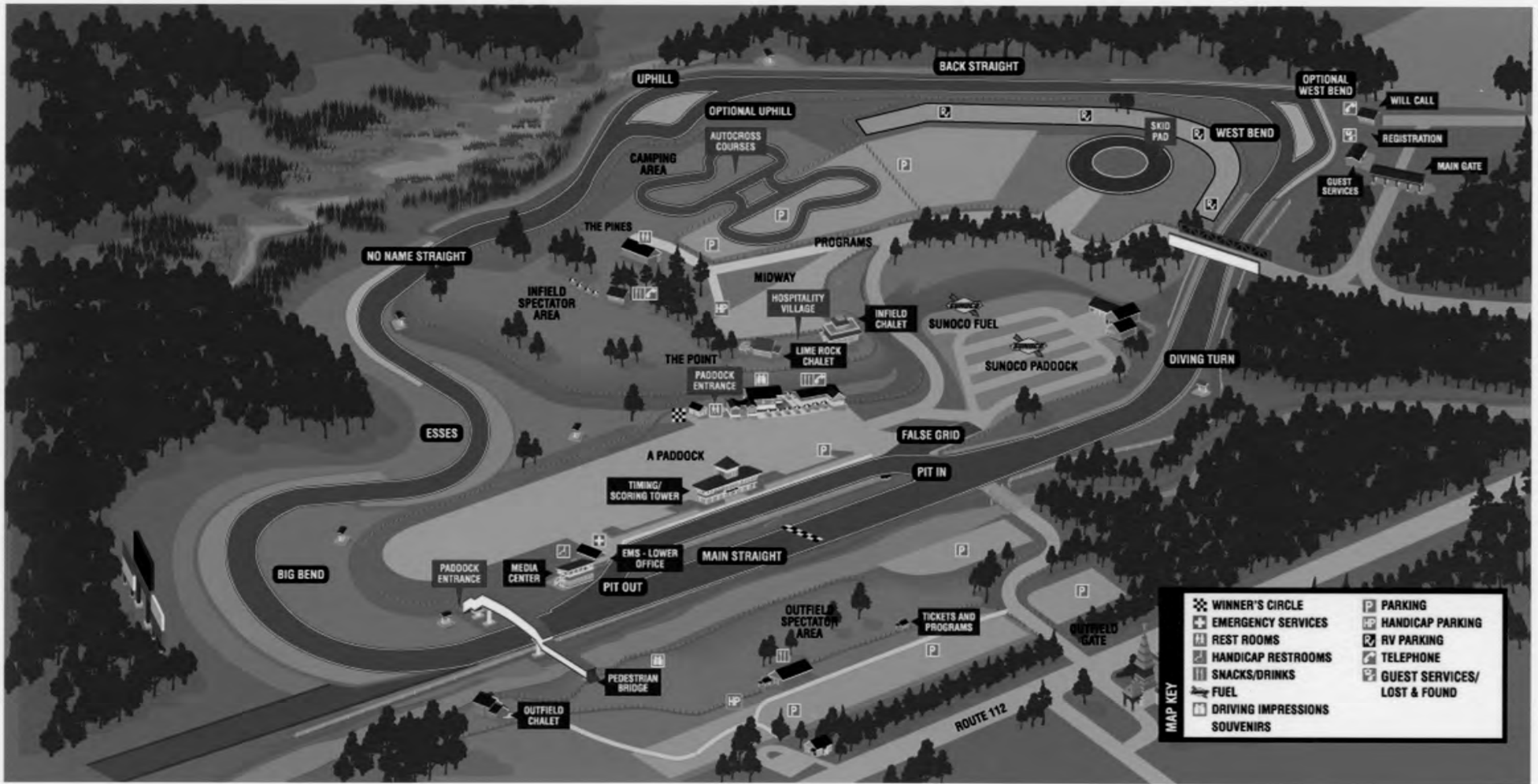
Lime Rock Park
Salisbury, Litchfield, Connecticut
Figure 6 Track Map
Sports Illustrated, October, 1959 Dan Todd



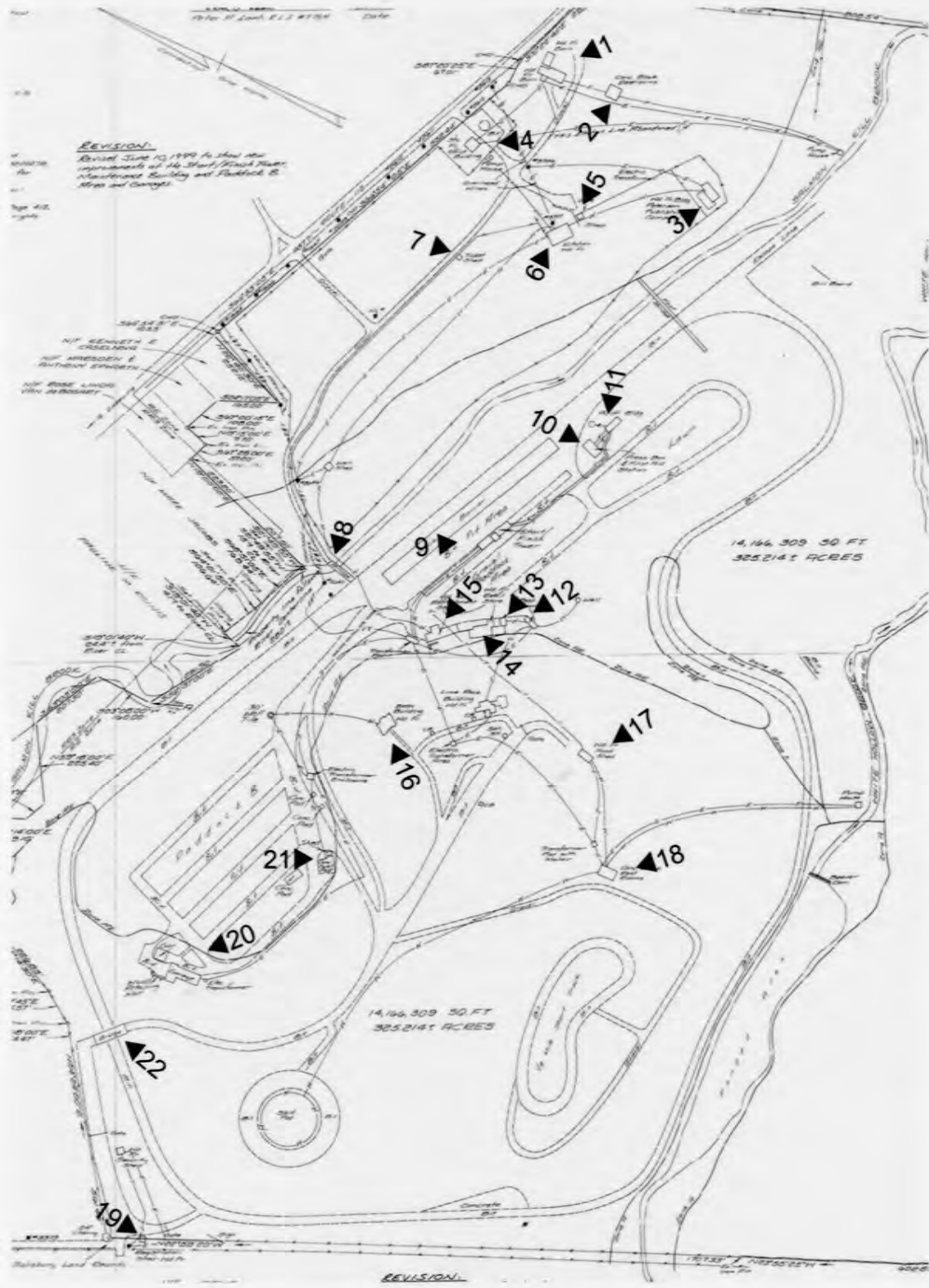
Lime Rock Park
Salisbury, Litchfield, Connecticut
Figure 7 Photo Key Map



Lime Rock Park
Salisbury, Litchfield, Connecticut
Figure 8 Current Track view east
2008 Sergei Fedorjaczenko



Lime Rock Park
 Salisbury, Litchfield, Connecticut
 Figure 9 July, 2008 Track Layout
 2008 unknown



Lime Rock Park
 Salisbury, Litchfield, Connecticut
 Figure 10 Architectural photo key map
 Map: 1999, Peter Lamb Key: 2008, Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 1 barns
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 2 concrete block restroom building
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 3 Outfield Chalet
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 4 Track Office
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 5 Ticket Shed c.1965
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 6 outfield refreshment stand
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 7 outfield Ticket Shed
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 8 bridge over Salmon Creek
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 9 Timing and Scoring Building
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 10 Emergency Medical Services Building
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 11 Media Building
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 12 Men's Restroom
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 13 Women's Restroom
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 14, Retail Store
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 15 refreshment stand
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 16 Infield Chalet
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 17 refreshment stand
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 18 restrooms c.1965
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 19 Guest Services Building
July, 2008 Tod Bryant



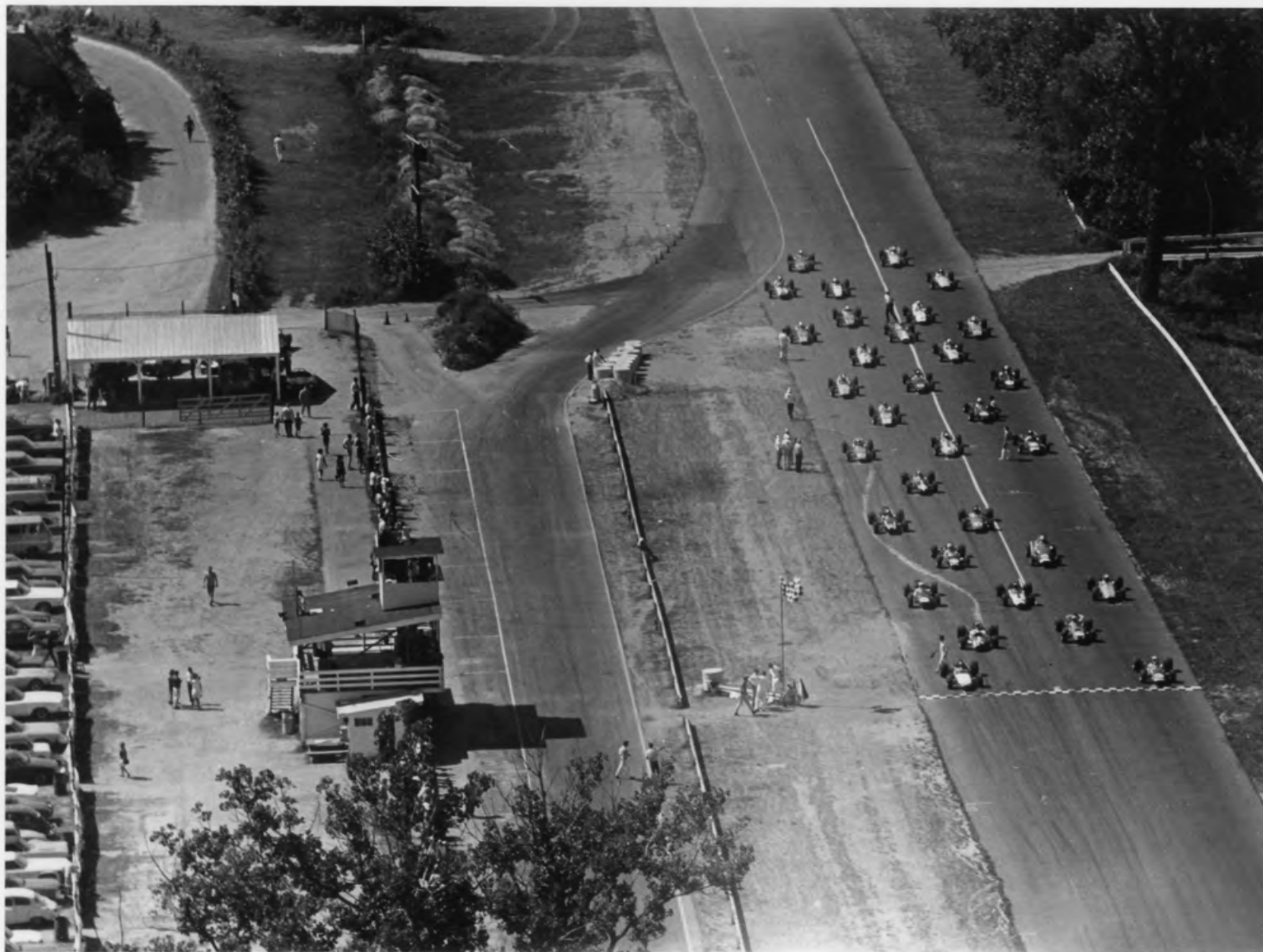
Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 20 Garages
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural photo 21 fuel pumps and shed
July, 2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Architectural Photo 22 Bailey Bridge
2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 1 starting grid from the air
c. 1965 unknown



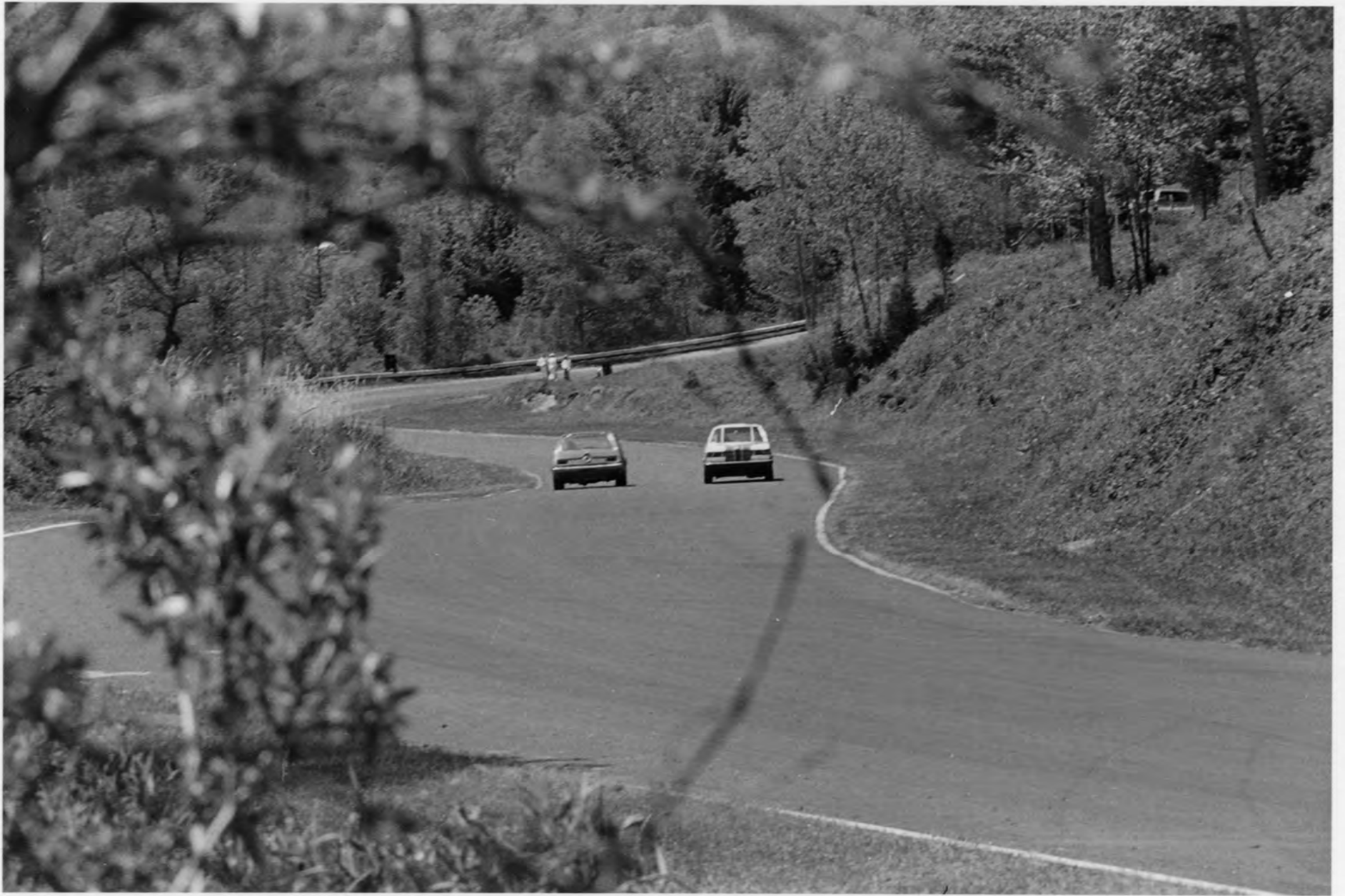
Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 2 Pit Lane view east southeast
1976 unknown



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 3 Big Bend view north northwest
c.1986 unknown



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 4 Esses
1977 unknown



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 5 No Name Straight
May, 1978 unknown



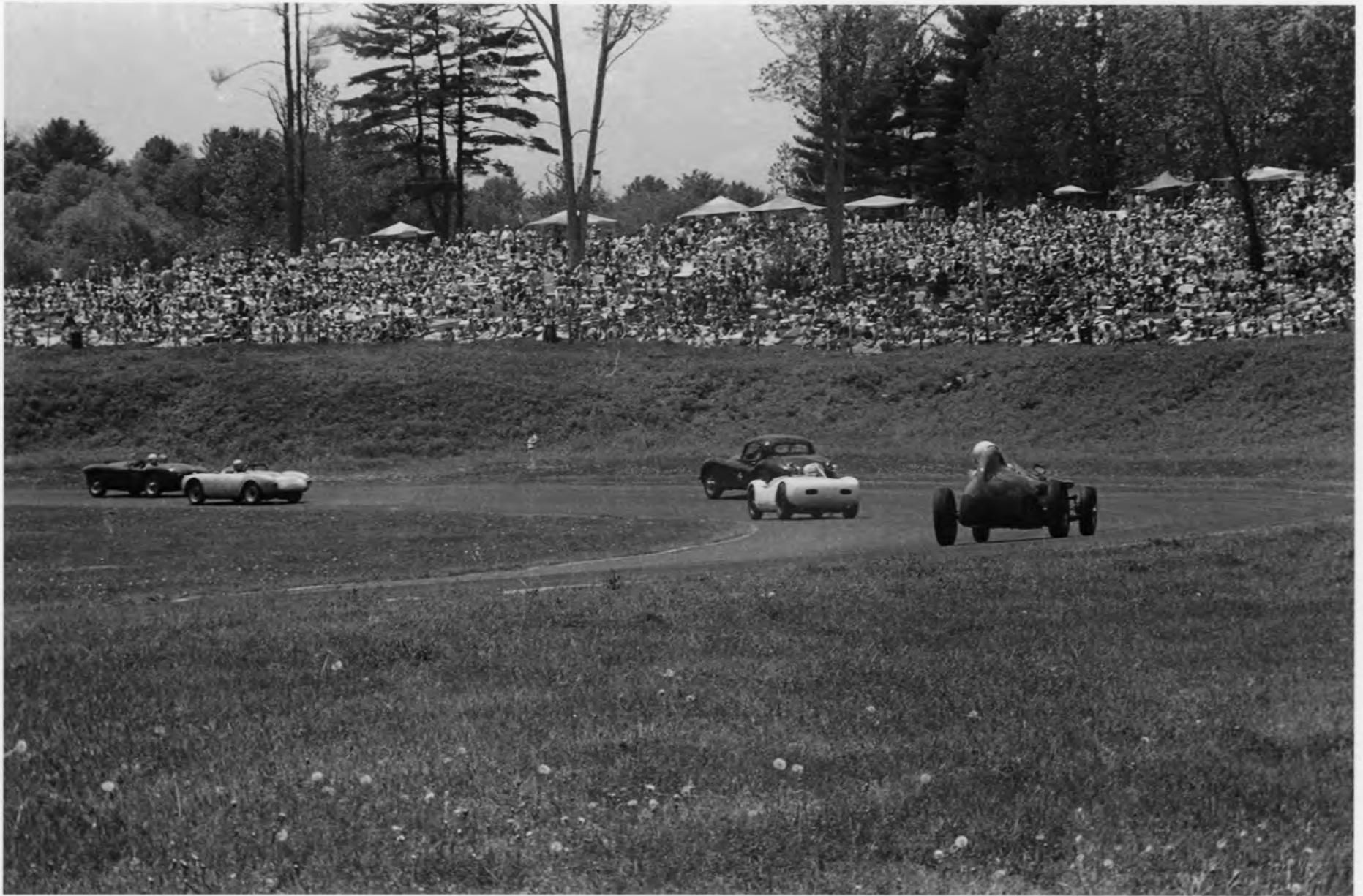
Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 6 West Bend
May, 1978 unknown



Lime Rock Park
Lakeville, Litchfield, Connecticut
Photograph 7 Diving Turn
1957 Fred Rosvold [Taylor, 1992]



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 8 Sart/Finish Line
1965 unknown



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 9 Spectators at the Esses
May, 1978 unknown

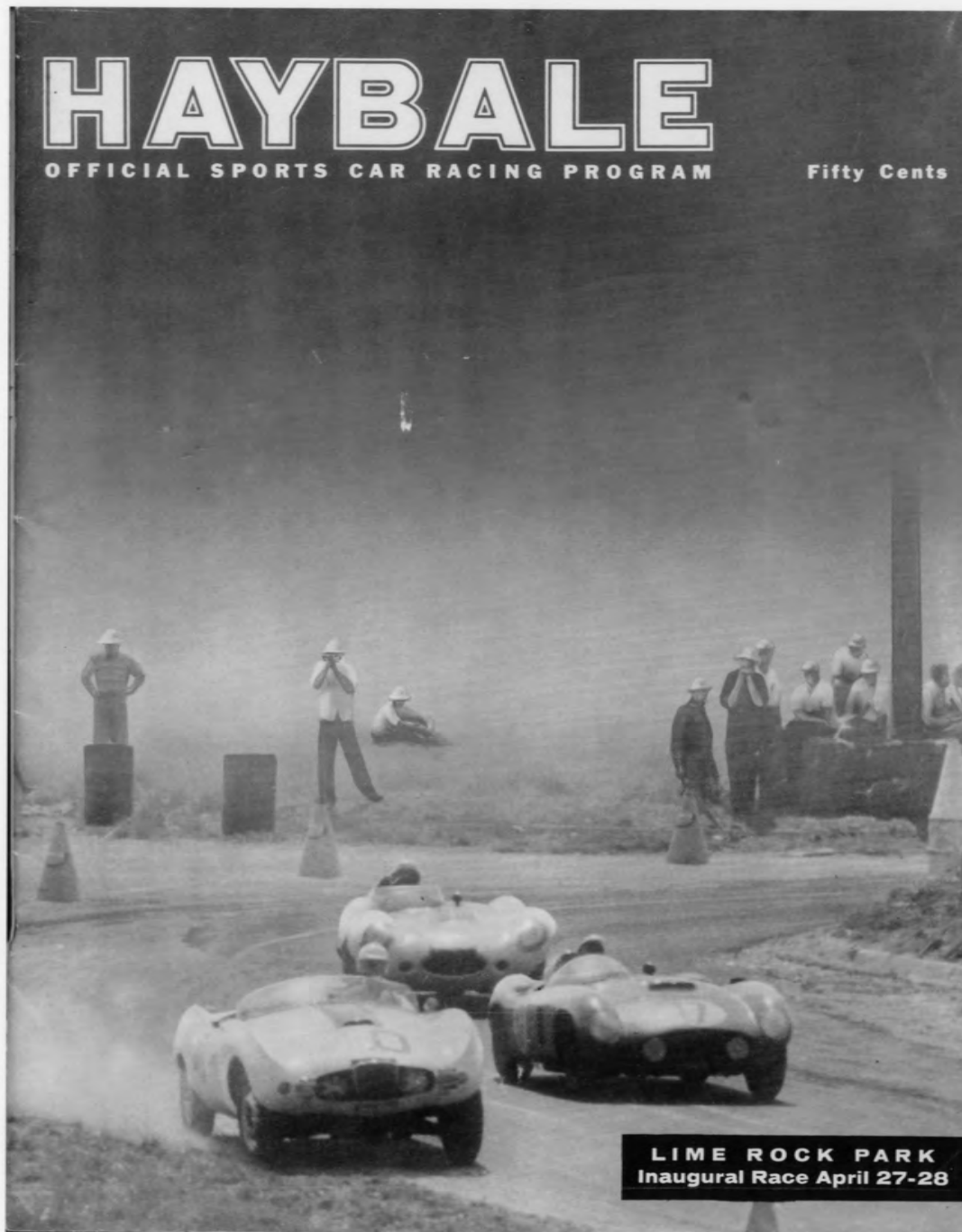


Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph 10 Spectators at the Esses
2006 Paul Johnson

HAYBALE

OFFICIAL SPORTS CAR RACING PROGRAM

Fifty Cents



LIME ROCK PARK
Inaugural Race April 27-28

Lime Rock Park

Salisbury, Litchfield, Connecticut

Photograph 11 cover of Haybale No. 1

1957

unknown



Lime Rock Park

Salisbury, Litchfield, Connecticut

Photograph 12 First Driver's School

c.1958 unknown from Haybale No. 1



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph A Start/Finish Line
2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph B Pedestrian Bridge and Outfield Chalet
2008 Tod Bryant



Lime Rock Park

Salisbury, Litchfield, Connecticut

Photograph C Pedestrian Bridge, Big Bend, billboards and corner workers' shelter
2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph D Esses and billboards
2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph E End of No Name Straight
2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph F Classic and 2008 Uphill Turn
2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph G Classic and 2008 West Bend
2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph H Bailey Bridge
2008 Tod Bryant

[www.limerock](http://www.limerock.com)



Lime Rock Park

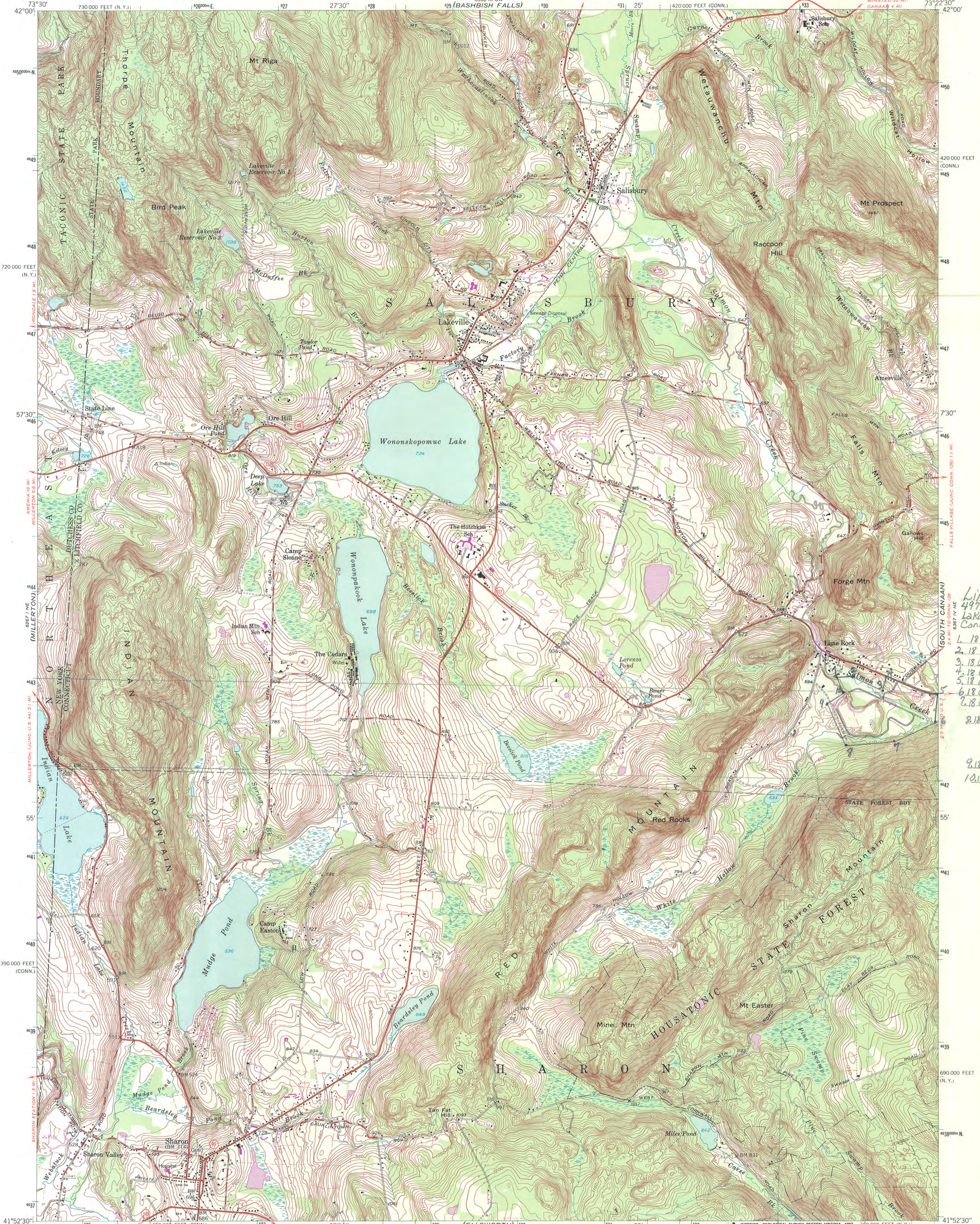
Salisbury, Litchfield, Connecticut

Photograph I Bailey Bridge, Diving Turn and billboards

2008 Tod Bryant



Lime Rock Park
Salisbury, Litchfield, Connecticut
Photograph J Diving Turn and Front Straight
2008 Tod Bryant



Lime Rock Park
497 Lime Rock Road
Lakeville, Litchfield Co.
Connecticut

1	18 633 540	464 3160
2	18 633 760	464 3170
3	18 634 070	464 3020
4	18 634 120	464 3180
5	18 634 720	464 3000
6	18 634 600	464 2680
7	18 634 180	464 2400
8	18 633 690	464 2400

9 18 633 480 464 2860
10 18 633 650 464 2980

Maped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Connecticut Geodetic Survey
Topography from aerial photographs by multiplex methods
Aerial photographs taken 1941 and 1944. Field check 1948
Revised 1956

Polyconic projection. 1927 North American datum
10,000-foot grid based on Connecticut coordinate system
and New York coordinate system, east zone
1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue

Fine red dashed lines indicate selected fence and field lines
visible on aerial photographs. This information is unchecked
To place on the predicted North American Datum 1983,
move the projection lines 6 meters south and
36 meters west as shown by dashed corner ticks

UTM GRID AND 1969 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225
OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled in cooperation with
Connecticut Highway Department from aerial photographs taken 1969
This information not field checked

ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route

SHARON, CONN.—N. Y.
41073-H4-TF-024
1956
PHOTOREVISED 1969
DMA 6367 IV NW—SERIES V816



TO: J. Paul Loether, Chief
National Register of Historic Places

FROM: Stacey Vairo, National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this 3 day of September
2008, for nomination of the Lime Rock Park and Race Track
Connecticut

to the National Register of Historic Places:

X Re submission
Original National Register of Historic Places nomination form

_____ Multiple Property Nomination form

X
Photographs

X
Original USGS maps

X
Sketch map(s)/figure(s)/exhibit(s)

_____ Pieces of correspondence

X Other CD of photos is already at
NPS

COMMENTS:

_____ Please insure that this nomination is reviewed

_____ This property has been certified under 36 CFR 67

_____ The enclosed owner objections do _____ do not _____
constitute a majority of property owners.

_____ Other: _____



TO: J. Paul Loether, Keeper
National Register of Historic Places

FROM: Stacey Vairo, National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this 16 day of December
2008, for nomination of the Lime Rock Race Track
to the National Register of Historic Places:

- Original National Register of Historic Places nomination form
- Multiple Property Nomination form
- Photographs
- Original USGS maps
- Sketch map(s)/figure(s)/exhibit(s)
- Pieces of correspondence
- Other _____

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objections do _____ do not _____
constitute a majority of property owners.
- Other: USGS Map to follow

Lisa,

A handwritten mark or signature consisting of a loop followed by a long, sweeping line extending towards the top right of the page.

This nomination is ready except for Patrick's questions about an adequate verbal boundary description that should reference the property map(?) I put a call in to Stacey, but did not hear from here.

Since it needs to be acted on by Oct. 18, and I will be gone next week, I was hoping you could resolve the boundary description issue.

Thank you.

Roger