

## PENNSYLVANIA HILLCLIMB ASSOCIATION

### Minutes of the January 21, 2017 Meeting

The meeting of the Pennsylvania Hillclimb Association held at Canal Street Pub in Reading was called to order at 1:00 PM after it was determined that a quorum of SCCA Regional Representatives was in attendance.

#### I. Regional Representatives Poll

**PHA Officers:** *President:* Rich Rock; *Vice President:* Dave Merritt; and *Treasurer:* John Pitman.  
(*Secretary:* Cannon Roberts – absent)

**SCCA Regional Representatives:** *Susquehanna* – Don McLaughlin; Gordon Wise; and Don DeHart.  
*Philadelphia* – Grace Huntzinger. *NEPA* – Tom Knorr; and Gail Knorr. *BMR* – Rich Rock; and John Pitman. *Steel Cities* – Dave Merritt.

**Others attending:** *Susquehanna* – Crystal Whisler; Ursula Whisler; Dennis Williams; Rod Holtzapple; and Thor Pitman. *Philadelphia* – Only Reps. *NEPA* – Ed Grega; Ray Kochin; Stephen Sincavage; and Mary Sincavage. *BMR* – Nelson Kase; Mike Robinson; Nancy Lewis; George Witman; James Crocker; William Norton; Rich Keffer; Keith Weikel; and Don Kennedy. *Steel Cities* – Only Reps. *Others* – Bill Herbaugh; John Felten; and Steve Moyer (all from National Road Autosport).

#### II. Minutes of the November 12, 2016 Meeting

Printed copies of the November 12, 2016 minutes were distributed, read individually, and then approved based on a Motion: Mike Robinson / 2<sup>nd</sup>: Gordon Wise. Minutes will be published on the PHA website.

#### III. Treasurer's Report

John Pitman presented the end of year Treasurer's Report. John reported that year began with \$5,800 and ended with \$7,300 after we paid for the banquet. John noted a concern for future expenses for aging equipment. The Treasurer's Report was approved based on a Motion: Chrystal Whisler / 2<sup>nd</sup>: Ursula Whisler.

#### IV. Audit

Mike Robinson and Gordon Wise volunteered to be on the Audit Committee to be held at the conclusion of the meeting. A copy of the Memo for the record is included at the end of these minutes.

#### V. Rose Valley

Dave Merritt reported that while he has had local help, especially from Andrew Clark, he has been unable to have a meeting with the Trout Run VFD. The Trout Run VFD covers Trout Run, Lewis and Gamble townships, although there is another fire department near the top of the hill. (Andrew was going to check with them.) The plan still seems to be for event two weeks after Fall Weatherly (September 30th / October 1st). Dave will continue to try to schedule a meeting with Trout Run and report progress at the next meeting.

## VI. Classing Changes

1. **SMX** – A document for the SMX class was reviewed with the following revisions:
  - Eligibility approval
  - Lexan window glass
  - Master switch required

The SMX class revisions were approved based on a Motion: Tom Knorr / 2<sup>nd</sup> Thor Pitman. A copy of the revised classing document is included at the end of these minutes.

2. **Electric** – A classing document was reviewed for three electric car classes: Modified Electric 1 (ME-1), Modified Electric 2 (ME-2) and Stock Electric (SE). The new classes were approved based on a Motion: Tom Knorr / 2<sup>nd</sup> Chrystal Whisler. A copy of the classing document is included at the end of these minutes.

## VII. 2017 Supps

The 2017 Supps will updated with the class changes above, and be posted on the <http://pahillclimb.org/> website.

## VIII. Timing

Grace Huntzinger reported that service contracts need to be renewed.

## IX. Website

Nelson Kase reported that he is able to post (small) videos on the <http://pahillclimb.org/> website. It was suggested and agreed that that in addition to “clean” runs that spins were okay, and that impacts were not.

## X. New Business/Non-agenda items

1. **Polish Mountain** – John Felten reported that National Road Autosport (NRA) wants to keep the event running, which is now entering its second decade. NRA is looking to increase car count, and is open to suggestions. John also reported that NRA will continue to look at the road surface; the state (MD) maintains a 3-5 year repaving schedule. Bill Norton requested that the street sweeper not be used in the future; John concurred.
2. **Drift Trike Days - Flintstone** – Steve Moyer reported that an ambulance had been provided and that the Flintstone VFD had verified that there was a permit for the October event.

3. **SCCA Fees** – Rich reported that SCCA had changed some rates for 2017:
  - Membership: up \$5.00
  - Weekend membership: up \$5.00
  - Hillclimb Insurance: no change
  - Track Trials Insurance: up \$0.50
  - Sanction Fee: no change
  - VIP Assessment: down \$1.00
  
4. **Fall Weatherly Incident** – The claim for the PPL pole damage was reported to be \$7,100, submitted in January.
  
5. **Time Trials Program** – Rich reported that the Time Trials program was going to be its own program. No further details are yet known.
  
6. **Summit Point** – Rich reported that Summit Point will now be charging for oil dry (track cleanup). This will be covered in the entry fee for PHA events. Rich also reported that Summit Point has a new President, and that drones will now be prohibited anywhere on the property.
  
7. **SVRA** – Rich reported that SVRA had approached him about running in one of our hill climbs. Giant's Despair would have fit the SVRA schedule. We would have liked Polish Mountain to increase car count; they will be invited to observe a future event. SVRA decided to run their own event at The Dragon in NC.
  
8. **WV Delegation** – John Felten reported that NRA had been approached by a delegation from West Virginia wanting to assess whether they could do what was done in MD to be able to run a hillclimb, including legislation to close a road. There is a candidate hill near the town of Scherr south of Cumberland. Dave Merritt agreed to take a preliminary look at the hill at the next meeting with NRA, scheduled for February 25<sup>th</sup>. A subsequent look could be done during this year's Polish Mountain event.
  
9. **Import Carlisle** – Gordon Wise reported that the next event is scheduled for May 19-21. There will be plenty of room for PHA cars to be exhibited. Entry is free, although an online application is required along with a photo. Cars may be able to get an annual tech at this event for 2017.
  
10. **Reserved Numbers** – George Witman questioned the current process of reserving permanent numbers, requesting the process be managed by our webmaster (Nelson Kase). Chrystal Whisler agreed to reach out to Jen DeHart to check with Matt Rowe (who currently manages the numbers). The discussion was tabled until the next meeting.
  
11. **Tech Location** – Don Kennedy suggested an Easy-UP or other fixed location for Tech, particularly for Friday evenings. This would be in addition to roving tech inspectors. Other suggestions included a tech inspector being near registration, and wearing a bright colored vest or hat for ready identification. Each event will consider the logistics for doing this, and make a decision as to what they can do to make things better.

**12. Weatherly Parking** – Bill Norton observed that finding parking in the Weatherly pits is difficult, especially if you do not arrive Thursday. Ray Kochin indicated that they continue to work on the issue.

**13. Pottery Mugs** – Grace Huntzinger reported that Sue Salsburg would like to order more mugs. This item will be discussed further at the next meeting.

**14. Driving Instructor Notification** – Nancy Lewis requested that the Driving Instructor (and by extension, all officials) be asked/notified prior to the publishing of event entry forms.

XI. **Election of officers**

Nominations were opened and then closed for officers. The slate of candidates was approved and elected based on a Motion: Dave Merritt / 2<sup>nd</sup>: Nelson Kase

The 2017 officers as elected are:

President: Rich Rock

Vice President: Dave Merritt

Secretary: Cannon Roberts

Treasurer: John Pitman

XII. **Next Meeting**

The next meeting (the Organizational Meeting) will be held at the Canal Street Pub on Saturday March 18<sup>th</sup>.

Adjournment was approved by a Motion: Gordon Wise / 2<sup>nd</sup> Ursula Whisler.

Memo for the record

From: Treasurer, Pennsylvania Hill Climb Association

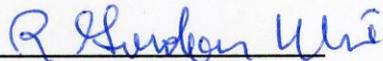
To: President, Pennsylvania Hill Climb Association

CC: Vice President & Secretary Pennsylvania Hill Climb Assn.

Subj: Treasury Audit of 11 April 2015

1. On 21 January 2017, the undersigned reviewed the records of the PHA Treasurer.
2. All was in good order with no noted errors or questionable entries. The ledger and check book were regularly balanced and were consistent with the bank statements.

Respectfully submitted,

  
GORDON WISE

  
MIKE ROBINSON

  
John Pitman - Treasurer

## **STREET MOD EXTREME (SMX)**

The intent of this class is to allow production vehicles modified beyond the boundaries of the Street Modified and Improved Touring classes while still retaining street / production car characteristics.

### ELIGIBLE VEHICLES

All 2 and 4 seat production vehicles.

Front, rear and all-wheel drive configurations are allowed.

Pick-up trucks are allowed.

Eligibility is subject to approval by Race Officials

Kit cars, purpose-built race cars and specialty constructed vehicles are not allowed.

### REQUIREMENTS

#### (1) ROLL CAGES:

Roll cages prepared to Improved Touring standards (as specified in the GCR) or better are required for all vehicles.

#### (2) OTHER:

All automobile and safety requirements as specified in section 9 in the PHA Supplementary Rules are required.

### ALLOWED MODIFICATIONS

All allowable modifications permitted for the Street Modified and/or Improved Touring categories are authorized. In addition, the following modifications are allowed:

#### (1) ENGINE

- Engines must be of a production type
- Cross manufacturer swaps are allowed. Ex: Ford engine in a Chevy platform, etc.
- Aftermarket blocks are allowed. Ex: Dart, World Products, etc.

#### (2) SUSPENSION

- Suspension components and mounting points are unrestricted
- No moving suspension parts are allowed inside the passenger compartment
- After market K-Frames, Sub-frames and full frames are allowed, as long as they bolt in / attach to the original location
- Swapping from strut type to a-arm type and solid axle to independent type suspension is allowed as long as no other modifications are performed.

#### (3) STEERING

- Steering column will be a collapsible column
- The rest of the steering components are unrestricted

#### (4) SUBFRAME CONNECTORS

- Subframe connectors are unrestricted

#### (5) TIRES

- All vehicles will use DOT tires as specified for the Street Modified category

#### (6) WINDOW GLASS

- May be replaced by Lexan

#### (7) AERODYNAMIC AIDS

- Front splitters will extend no farther than 12 inches past the farthest most portion of the front bodywork including the bumper
- Rear wing will be no wider than the widest part of the body and extend no farther than 12 inches past farthest most part of the rear body work including the bumper

#### (8) MASTER SWITCH

- All cars are required to have a master switch as specified in Section 9.24 of these Supps.

### **MODIFIED ELECTRIC: (ME1 & ME2)**

This class is for electric cars made for, or modified for, racing.

1. Electric specific racing classes: ME-2: Up to and including 200kw (~268 bhp), ME-1: Over 200kw.
2. The vehicle must be totally powered by battery power; no other fuel may be used.
3. All batteries must be fully contained in enclosures that may be sealed by race tech officials.
4. A forced battery ventilation system must be fitted and must be rated at least 10 cfm. Not required if thermally stable batteries, such as Lithium Ferrous Phosphate (LiFePO4) are fitted.
5. Material Safety Data Sheets or Safety Data Sheets must be available upon request by safety and tech officials.
6. Any electric cables in the system must be the proper size to safely carry the current from the batteries without overheating.
7. Any conductor or non-insulated area that is exposed must be properly insulated and labeled as high voltage with proper warning signs.
8. A fuse, not a circuit breaker, must be in series with the main power source and cannot exceed 200 % of the expected battery draw at full load of system.
9. Vehicle must have a master disconnect switch that will completely disconnect the vehicle from the power source.
  - a. This switch must be clearly marked for both on and off positions.
  - b. This switch must be accessible by the driver and safety personnel from outside the vehicle.
10. There are no restrictions on vehicle weight.
11. These vehicles may have custom made frames and bodies.
  - a. All frames must be of good quality design and fabrication.
12. The driver of the vehicle shall be seated between the front and rear axles.
13. All flywheels must be covered with an NHRA approved scatter shield/blanket and labeled with proper SFI label or equivalent as specified in section 9.21 of these Supps.
14. The driver must be shielded from any other rotating parts.
15. This class requires roll cage as specified in section 10.4 of these Supps.

### **STOCK ELECTRIC: (SE)**

This class is for production electric vehicles and they must be run as manufactured with the exception of the safety requirements listed below.

1. No hybrid vehicles will be allowed, vehicle must operate totally on electricity, no other fuel may be used.
2. No modification to the vehicle is allowed except for the safety changes listed below.
3. All flywheels must be covered with an NHRA approved scatter shield/blanket and labeled with proper SFI label or equivalent as specified in section 9.21 of these Supps.
4. The driver must be shielded from any other rotating parts.
5. This class requires a minimum of a roll bar as specified in section 10 of these Supps.