

## Pennsylvania Hillclimb Association

### Minutes of the February 5, 2022 Meeting

The meeting was called to order by President Rich Rock at 1:00 PM, after which it was determined that a quorum of Regional Representatives were in attendance. Rich indicated that elections would be postponed to the Organizational Meeting (March 5<sup>th</sup>). Rich reported that Jim Cosner passed away a few weeks ago and then asked for a moment of silence.

**Officers present** were Rich Rock, President; John Pitman, Vice President; Grace Huntzinger, Treasurer; and Dave Merritt, Secretary. **Regional Representatives:** Dave Arron\*, Chuck Christ\*, Bill Feist\*, Dale Gogel, Hugh Maloney, Don McLaughlin\*, Sue Salsburg\*, Rick Terrill, Bill Weaver, Joe Whitely, and Gordon Wise. **Alternative Representatives:** Don DeHart and Steve Lewis. **PHA members:** Bill Ascheman, Mark Aubele\*, Jeff Avril, Kacey Rovere-Avril, Gibby Bozicevich\*, Dillon Axarlis, Melinda Axarlis, Mike Axarlis, David Cutchins\*, Kurt Eikenberg, Mary Anne Fieux, Trevor Filipowicz, Kathy Fisher, Eddie Fries\*, Kendrick Giambattista\*, Ed Grega, Randy Hartinger, Matthew Hoegg, Rod Holtzapple, Jeff Isreal\*, Kristen Isreal\*, Rick Johnson\*, Dave Karp, Richard Kase, Don Kennedy, Keith Kennedy, Tom Knorr\*, Ray Kochin, Nancy Lewis, Tim Lewis\*, Amanda McCafferty\*, Shawn Mellinger\*, Jody Miller, Patti Murphy\*, Timm Murphy\*, Brian Murray\*, Bob Oswald Sr., James Oswald, Robert Oswald Jr., William Norton, Matt Phillips\*, Josh Reinard\*, Donna Robinson, Mike Robinson, Mike Sacks, Wil Sekella, Eli Sharp\*, Dave Stoner\*, Adam Weaver, Ursula Whisler, Vince Wiczorek\*, George Witman, Karen Witman, Tom Wuellette\*, and Linda Young. **Guests:** Jeremy Deitzel\* and Brad Gates\*.  
[\* participated on Zoom]

**Minutes of the November 21, 2021 Meeting:** There were no changes requested. Gordon W made a motion to approve the minutes; Ursula W seconded. The motion was approved.

**Audit:** The financial audit was previously scheduled to occur following today's Annual Meeting. Mike Axarlis, Nancy Lewis and Mike Robinson had volunteered for the audit review. A report will be provided at the Organizational Meeting (March 5<sup>th</sup>).

**Treasurer's Report:** Grace H presented financials. The total in the PHA bank account is \$28.2K. This includes \$8.3K for the insurance reserve (a pool to cover the \$1K deductible for claims at PHA events). Total income for the period (2021 & 2022 YTD) was \$22.7K. Total expenses were \$13.0K. The banquet made ~\$50. John P made a motion to accept the report; Kurt E seconded. The motion was approved.

### 2022 Schedule/Event Updates:

**Carlisle:** Gordon W indicated that he had copies of the advance information sheet. Grace indicated that she will post the information on the PHA website.

**Stats:** Rich reported on some driver stats that Nancy L complied for 2021:

- 197 drivers
- 20 female drivers
- 78 drivers with family relationships
- 38 father/son
- 21 brother/sister
- 26 husband/wife
- 8 father/daughter
- 4 cousin/nephew

Grace indicated she had found Nelson's stat files and that she would work with Nancy to combine.

**Spring Jefferson:** Rich reported that Summit Point had increased the 2022 track rentals 50-60% for both Spring Jefferson and Fall Shenandoah. Rich reported that he had appealed the increases and the increases were subsequently reduced: from \$4,300 to \$1,300 for Jefferson, and from \$6,000 to \$2,100 for Shenandoah (confirmed by Rick T). Increases in 2022 entry fees are expected for both events. Steve and Nancy may not be at Spring Jefferson for timing. Bill Norton has begun training. The PHA would like to have more people trained.

**Weatherly:** Ray K indicated that the Weatherly Hillclimb Association was meeting in the following week. He reported that things are good to go for Spring Weatherly. The pavilion is done.

**Pagoda/Duryea:** Rich reported that the city of Reading Traffic Office has reached out on the event dates for their scheduling. Rich also reported that he has started the sanction process. Rich is holding off on Jefferson until more is known about how timing will be run which will determine how the track is run (laps vs. sprint).

**Giants:** Bill F reported that Giants Despair preparations are on track. He also mentioned the Brian H had been dealing with Covid. Bill reported that he has been working with Pocono on scheduling a track event after Fall Weatherly (October 1-2 or October 15-16). For 2022 the event will likely be on different track for Saturday than Sunday. Bill indicated that there was onsite camping available. A poll was taken and there was strong interest in the event. For 2023, Bill indicated we should be able to schedule the same track for both days. Rich reported that Area Auto Racing News had done an article on Giants and plans to do more PHA events in the future.

**Polish:** Dave M reported that John Felten had had a heart attack early on Sunday January 30<sup>th</sup>. Dave M had spoken to John during the week and John was in good spirits. Kurt E reported that John had had 3 valves replaced (triple bypass surgery).

**Shenandoah:** Rick T reported confirmed the track rental increases, and that there would be an entry fee increase. Rick also reported that the contract had been signed and the deposit made.

**Website:** Grace H reported that there was nothing new to report on the website.

**Timing:** Steve L reported that things were good. BMR has purchased the remainder of equipment needed. We now have redundant wireless and manual timing systems, which Steve indicated that there should be no lost times. Steve reiterated that trained volunteers for timing are needed.

Rich reported that BMR has spent \$11K on the timing equipment plus \$6K for spares and backup. BMR owns the equipment. Historically \$150 was assessed for each event for timing; half of which went to the person bringing the equipment to the event. There is a new cost to BMR/PHA of \$295 per event. Rich requested that the PHA make a contribution to BMR of \$6K to help with the \$17K invested. Grace suggested that the PHA entry assessments that cover the insurance reserve could be reduced from the \$10 per entry assessed the past two years. A discussion ensued on the economic impact of reducing the entry assessment and raising the event assessment, and different fee structures were discussed. The following motions were made:

1. Reduce the assessment for each entry from \$16 to \$7 (including \$2 for insurance reserve) and raise the assessment for timing from \$150 to \$600 per event. Grace made the motion; Bill N seconded. The motion passed. This may be revaluated at the end of each season.
2. Have PHA make a one-time contribution of \$6,000 to BMR for the timing equipment. Grace made the motion; Matt H and Kurt E seconded. The motion passed.

**Election of Officers:** Rick K presented the current nominations and asked for any additional nominations. None were offered. The current nominations stand as nominated until the Organizational Meeting (March 5<sup>th</sup>). Those nominees are President – Rich Rock; Vice President – Dave Merritt; Treasurer – Grace Huntzinger; and Secretary – Dave Merritt.

**New Business:** ByLaws and Worker Recruitment were deferred until next meeting. Dave M mentioned that a link to the SCCA Social Media Policy had been added to the PHA website along with a PHA introduction. An important message is to request that everyone should let an event organizer or PHA officer know when you have a concern so that it can be addressed.

## **2022 Supps/Classes:**

1. **Supps Update:** Dave M gave an update on the normal annual changes to the Supps for 2022. These included the following:
  - Adding "Hillclimb" to Time Trial Rules on the title page (and changing the document date to 2022,
  - Removing the reference to the GCR with respect to protests and adding words we received from SCCA and the TTB for a protest last year,
  - Added a statement requiring permission of the Chief Steward to participate in the novice touring run and the novice meeting if not a novice,
  - Added a requirement from the SCCA Hillclimb Safety Rules that fire extinguishers be reachable by the driver,
  - In all vehicle and driver safety sections, relaced "recommended" with "**STRONGLY RECOMMENDED**" at the suggestion of SCCA,
  - Added a requirement from the SCCA Hillclimb Rules that a full face helmet and face shield are required when not using a DOT-approved windshield,
  - Updated GCR classes to be consistent with the GCR,
  - Added the statement that Improved Touring cars are not eligible to run in Street Prepared,
  - Added Club Ford as a Supplemental Class, and
  - Removed SCCA as a rule book for Rally.

James O raised a concern about the location of master switches. Discussion ensued as to whether the switch should be outside left, outside right or inside for the driver, or a combination of outside and inside, and whether you could have two switches (in series) and having an appropriate location for the master switch decal (signage). Rich also suggested that we could do a better job of monitoring and advising at events.

Keith K indicated that there were better ways to organize terms and procedures based on his experience with standards.

Both topics were deferred to a future meeting.

A motion to approve the Supps changes was Trevor F; George W seconded. The motion passed.

The following were individual Supps proposals regarding classing and safety (red is used for new words; purple is used for deleted words):

## **2. Classing Proposal: 9.36 CAR ELIGIBILITY – Super Production**

Cars running Super Production according to the GCR Specification shall be separated according to the following displacements:

SPU - normally aspirated cars under 2.5 liters prepared to the Super Production specifications in the GCR.

SPO - all cars prepared to the Super Production specifications in the current GCR which are not eligible for SPU

~~SPU—normally aspirated cars of displacement 2000 cc or under, and forced-induction cars 1999cc and under~~  
~~SPO—normally aspirated cars displacing 3000cc or over, and forced-induction cars 2000cc and over~~

All rotary engine cars will apply a 1.5 displacement multiplier when determining class.

A motion to approve the proposal was made by Nancy L; seconded by John P. The motion passed

### 3. **Safety Proposal:** 9.19 FIRE SYSTEM

All cars shall meet one of the following minimum requirements:

- A. On-board fire system per GCR 9.3.23.A.
- B. Halon 1301 or 1211, two (2) pound minimum capacity by weight.
- C. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) **STRONGLY RECOMMENDED** ~~recommended~~, 1A10BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.

The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type. **The fire system shall be reachable by the driver while seated. Exceptions will be made on a case-by-case basis when approved by Tech.**

George W suggested noting any of the exceptions in the vehicle logbook. Dave K inquired how to mount with a roll bar. Mike R suggested that it could be mounted in front of or beside a seat. It was suggested that Tech will assist and advise, and if necessary provide a grace period of up to the next event. A motion to approve the proposal was made by Grace H; seconded by Robert O. The motion passed.

### 4. **Safety Proposal:** 9.20 B REQUIRED DRIVER SAFETY EQUIPMENT

Crash helmets approved by the Snell Foundation with Snell sticker ~~2010~~ 2015 or later Special Application (~~SA10~~ SA2015), or by the SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced. **Full face helmets are required when not using a DOT-approved windshield.**

This was approved as part the Supps Update above.

### 5. **Safety Proposal:** 9.20 E REQUIRED DRIVER SAFETY EQUIPMENT

Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. **Balaclavas are required for open face helmets.** Double-layer balaclavas are **STRONGLY RECOMMENDED** ~~recommended~~. If balaclavas are used voluntarily, they shall be of accepted fire resistant material. **The bottom of the face coverings should be tucked into the collar of the drivers suit**

A motion to approve the proposal was made by Wil S; Kurt E seconded. The motion passed.

### 6. **Safety Proposal:** 9.20 F REQUIRED DRIVER SAFETY EQUIPMENT

Goggles or face shields, preferably made of new impact resistant materials, for **all** drivers ~~of open cars~~. **Face shields are required when not using a DOT-approved windshield and with a full face helmet. Eyeglasses and safety glasses do not qualify as goggles.**

Brad G and Dave K each had concerns about having a face shield down in a closed car with a DOT-approved windshield. A motion to approve the proposal, excluding the sentence “**Face shields shall be worn in the down position.**”, was made by James O; seconded by Dave K. The motion as amended was passed. The discussion of face shields in the down position was deferred to the next meeting.

John P observed that cars have gotten faster and faster during his many years with PHA and as such more dangerous and in need for continuing safety improvements.

7. **Safety Proposal:** 10.1 PHA EVENTS (Time Trial and Hillclimb)

Roll cages (as specified in the GCR) are required for the following classes: ~~GT1~~, Grand Touring (GT), Improved Touring (IT), Super Touring (ST), Touring 1 (T1), Production, American Sedan, Specials, Super Production, all Formula classes, all Sports Racer classes, ~~open GT~~, Rally, SMX, SSM (see Note), SM (see Note), SMF (see Note), SMR (see Note), **and Modified Electric, and open Production vehicles.** In these vehicles, the roll cage structure must meet current GCR requirements for the specific class. If the vehicle does not fall into a Club Racing class, the cage should be prepared to the GCR equivalent or greater (for example, a tube-frame Special car should be compared to a GT class cage (i.e. SMX), while a street-driven car that ends up in Special because of odd modifications **or that requires a roll cage** could be comparable to a Production or IT cage (i.e. Street Prepared and Street Modified classes, excluding SMX)).

**Note:** For the SSM, SM, SMF and SMR classes, a roll cage is required for any car that has an engine block that is not sourced from a car of the same ~~brand manufacturer.~~ ~~(See Solo Rules for clarification of “same brand”.)~~ Otherwise, the car must have a minimum of a roll bar that meets the description in this section of the SUPPS.

Dave K asked about bolted cages. A motion was made to approve the proposal by John P; seconded by Mike R. The motion passed.

8. **Safety Proposal:** 10.1.1 BREAK OUT TIMES

**Break-out times shall be used to require full cages per 10.1 in cars not currently required to have them.**

Break-out times in seconds:

Jefferson.....	79
Weatherly.....	56
Pagoda.....	85
Giants.....	46
Polish.....	58
Duryea.....	120
Shenandoah....	94

**Driver and car combinations that get a time that is less than the breakout time (they broke out) at any event shall be required to have a roll cage for all events in the following seasons. Break-out times will be reviewed every year.**

**Note: Break-out times shall be implemented starting with the 2022 season with cages required as a result for the 2023 season.**

The proposal was presented. Jeff A explained the calculation. Kurt E objected to penalizing individuals; prefers whole class. There was not enough time for full discussion or voting. This proposal was deferred to another meeting.

**Update from Vince W:** Vince started by saying that he had built as safe a car (roll cage, HANS, etc.) as he could, and that he drove responsibly. He described the accident at Pagoda in terms of his car and his injuries. The doctors were surprised he lived through it, and he has been on the road to recovery without any loss of limbs. Vince stated that safety is very important and shouldn't be skimmed on.

**Next Meeting:** The next meeting (Organizational Meeting) will be on March 5th (with a snow date of March 12<sup>th</sup>) at the Canal Street Pub in Reading. Zoom access will be provided. Information will be posted on the PHA website.

Rich Rock adjourned the meeting at 3:45 PM based on a motion by John P; seconded by everyone. The motion was approved.

Respectively submitted,

Dave Merritt  
PHA Secretary