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Association



UP HILL

And The Mid-Atlantic Time Trial Series

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Competitors, Workers, Crew and Guests gather around Barry Griffith's car for a photo to be sent to Barry.

(Photo courtesy of Joe Specht)

Next PHA Meeting on November 22, 2003 at the Holiday Inn, Morgantown, PA at 3 PM

**PHA Banquet November 22, 2003 at the Holiday Inn, Morgantown, PA
Reservation form inside**

In this issue:

**Reports from Spring Jefferson, Spring Weatherly, Pagoda, Giants, Duryea
Fall Jefferson and Fall Weatherly**

Nomination announcement for the PHA Hall Of Fame

WANTED NOMINATIONS FOR THE PENNSYLVANIA HILLCLIMB ASSOCIATION HALL OF FAME

The PHA Hall of Fame Committee, Chairman- Bill Weaver, is accepting nominations from the general PHA membership for induction into the PHA Hall of Fame for the year 2003.

Nominees for the PHA Hall of Fame must be current or former members of PHA who have demonstrated by their actions and/or contributions to the sport and to PHA in particular that they are worthy of inclusion in the august ranks of PHA Hall of Fame membership.

Accompanying the nomination should be a brief statement as to why the individual proposed is deserving of membership in the PHA Hall of Fame.

Nominations are to be sent to Comm. Chair Bill Weaver either by regular mail- address:

**Bill Weaver, PHA
Box 405
Hereford, PA 18056**

Or by email: N3WW@AOL.COM

Nominations must be received by Nov. 1, 2003 in order to be considered for possible induction.

Thank you.

Current PHA Hall of Fame members:

Jim Cosner, Lynne DeHart, Pat Enzman-Alspach, Lloyd Geib, Marc Gerstein, Ted Klaus, Dan Lipperini, Bob Oswald, Larry Schaffer, Dick Sweigart, Bill Weaver.

2003 SPRING JEFFERSON

"Rain, rain, go away; come again some other day..."

And it did. And what started out looking like a washout ended up being a really great weekend! But before I regale you with the gory details, a word of thanks...to **Tim Royer** who put this event together all by his lonesome (with just a little help from his friends), and to **Jack Danko** and the entire **Danko** clan for their efforts in not only sponsoring the event, but providing the food and drink for the entire weekend (I broke my diet- thanks to them)!

It is the tireless efforts of people like these who keep this sport alive and growing. Friday evening at Jefferson was rainy and miserable. Saturday morning was not much better, but, as the morning progressed, the skies began to clear and by noon the sun actually came out! Following the driver's meeting in the morning, drivers were sent out in an open touring session that, by the drivers' choice, lasted until the lunch break. This lengthy touring session certainly helped to dry the "line" and familiarize the drivers with the circuit.

Lunch was amazing! Sausage and peppers, potato salad, Coleslaw, halushkis! Birch Beer, soda, etc., etc.! I'm spoiled! I can't wait to see what dinner brings!

The afternoon timed sessions started with an interesting innovation: because of the scarcity of workers, drivers were asked to man the stations around the circuit...Group 2 drivers worked while group 1 drivers raced and vice-versa. It worked! The consensus among drivers was that they enjoyed it! Now to the heart of the weekend...racing.

Thirty-four drivers competed in twenty-seven classes during two timed sessions of three laps each session with no mishaps to speak of. The course was run in a counterclockwise direction. Three class records were broken, and a fourth class record was established in a new class- SPEC MIATA. In ITE, **Gordon Wise** set a new class record of 58.640; in ASP, **Dennis Fink's** new record time was: 58.574; in GT5, **Mike Ancas** turned a record time of: 65.919, and in SPEC MIATA, **Don Newcomer** established a class record of: 64.911. Everyone seemed satisfied with the day's happenings, and we looked forward to tomorrow and what everyone hoped would be a full day of racing.

Saturday's dinner exceeded all expectations. Chicken, roast beef meatballs, sausage, a variety of side dishes and beverages...even dessert! The **Dankos** really outdid themselves!

It rained Saturday night, and Sunday dawned damp and overcast, but, while the sun never really came out, everything dried up, and the day went well.

After the normal familiarization runs of six laps each, thirty-eight drivers competed in the same classes as Saturday. There were three timed sessions of three laps each- one session before lunch

and two after. Because of the absence of cars on the Summit circuit, we were able to run in a clockwise direction, something we are unable to do in the Fall. As with Saturday, there were no mishaps to speak of. The same drivers who set records on Saturday did so again on Sunday with **Gordon Wise** setting a new ITE record of: 59.743, **Dennis Fink** in ASP: 58.640, **Mike Ancas** in GT5: 66.100, and **Don Newcomer** in SPEC MIATA at 64.943.

Lunch, by the way, was every bit as good as Saturdays'- if not better in that the selection was larger. There was a lot of food to consume, and I for one did my share in helping diminish the task.

There was an added bonus for drivers who competed in this event in that, since we were able to run in both directions, there were, in effect, two events (under one sanction) resulting in double points!

Here are some observations about the weekend: once again we were treated to a singular lack of respect on the part of sons toward their fathers- "young" **Bob Oswald** beat "old" **Bob Oswald** both days, and **Matt Specht** showed a marked lack of respect by beating his father, **Joe Specht**, both days also. "What goes around, comes around" however, and Matt got beat by Kurt Frye in his Focus. **Mike Ancas's** "E-Bay Special" was quick! See what you can find on the net! The **Kases** worked tirelessly- again. The **Dankos** are awesome! They arrived in a huge red tractor-trailer with four cars in it. They supplied enough food to feed a small country. Rather nice looking trophies too. I found out that you really can't squeeze three seasons out of a set of tires, after locking-up my brakes at the end of the back straight and leaving two black lines straight off the course! At least if I had to go off-course it was in a relatively safe spot. Working on course was fun and I hope we'll do it again in the Fall (so that's what we look like...).

Thanks again to **Tim Royer** and the **Dankos** for a great event! As I've said in the past: "You shoulda' been there!" See you at Weatherly!

Joe Foering, #37



Once a Worker Always a Worker

What an exciting and wonderful weekend. It was years since **Bert Geib** and I had worked an event. It was also great the way the drivers pitched in and helped since there was a shortage of workers. They did an excellent job of watching out for each other. I was on the phones during the last timed runs. It was evident after working with **Nelson** that he certainly knows how to man a communication center.

The **Danko** Family went all out to provide delicious food, which I am sure was appreciated by all in attendance. It was obvious how much planning and work they put into making the event such a huge success.

It was an especially great weekend for us since our oldest son, **Bob Jr.**, who has lived out of state for the last twenty-five years raced for the first time and even beat his father (**Oz**) driving his father's car. He plans to become a more active participant in racing. With one son left to begin racing later this season, **Bill**, all of our children will have raced hillclimbs. Our daughter, **Toni**, only raced one year (1975), but took 3rd for the season. **Jim** has been racing for several years. Guess this racing thing is just in the Oswald blood!

Thanks again. **Norma Oswald**

2003 SPRING WEATHERLY HILLCLIMB

If the first two events are any indicator, we may be in for a rainy season!

"Hope springs eternal" however, and while both events to date started out dismally, both ended up on a much more pleasant note weatherwise.

The **Weatherly Hillclimb Assoc.**, under the leadership of **Joe Cyburt** and Event Organizer **Dan Lipperini**, once again conspired to make this year's event a rousing success despite the initially bad weather. For a hillclimb that two years ago was at risk of being canceled, Weatherly has rebounded and is rapidly regaining its' stature as a premier event in the series.

Friday nights' Registration and Tech. Inspection in **Eurana Park** was followed by another great party at **Joe Cyburt's** "boathouse" where the Hillclimb Assoc. members and the drivers and workers got an opportunity to renew old acquaintances and exchange "tall tales" about the hill, their cars and each other while enjoying the excellent food and drink.

Saturday morning dawned miserable and rainy, and the weather stayed that way all day. But, unlike NASCAR, we race in the rain, and, while many drivers chose not to drive in the rain (no rain tires was the common excuse), several drivers elected to

make their familiarization run despite the rain (albeit at a much reduced speed). Following lunch, approx. fifteen drivers decided to take timed runs as the rain continued to come down. Some drivers took as many as eight timed runs! Unfortunately **Dennis Fink** had a "mishap" in his beautiful Z06 Corvette; Dennis is OK, but the 'vette has seen better days. On this note, timed runs ended for the day.

The party Saturday night was enjoyable. The food was good and plentiful, and the camaraderie, as always, was to be savored and enjoyed. Tomorrow will be a better day!

And it was! Sunday dawned damp, but the weather cleared rapidly, and we were treated to a really pleasant day with no major incidents.

Forty-seven drivers competed in twenty-seven classes setting five class records over five timed runs (on Sunday). In SSC, **Joel Lipperini** in his Honda set a class record of 1:05.288. In ITC, **Jack Weigand** in his VW turned 1:06.186 for a new record. In ESP, **Tim Royer** in his Mustang set a new record at 1:04.163. In SPEC MIATA, **Don Newcomer** established a class record of 1:10.167, and, in RALLY, **Mark Childs** in his Jeep set a record of 1:13.388.

Happily, Spring Weatherly ended on a pleasant note, and, I believe, the other drivers and all involved look forward to returning for the Fall Weatherly when the theme of the event will be "country and western".

Some observations on the weekend... Hurry back Dennis, we'll miss you and your car... Eight timed runs in the rain in that pretty Porsche... **Pete Stillwell** are you some kind of masochist... **Rob Campbell's** VW Bug really storms off the start line... I wonder what **Matt Mattern** was thinking as he wheeled that monster Camaro up the hill... Reportedly, there were no flying objects in the **Sue Salsburg/Dave Arron** pit... It was good to see **Larry Long and Phaedra** again... When **Gordon Wises'** Mazda broke, he went home and got his Neon- isn't it nice ... **John Stinsman** seems to have dealt with most of the teething problems with his new sports racer... Have you ever discussed quarks or chaos theory in the pits...or had the punch line of a joke punctuated by a cannon?

Good-bye Weatherly...See you in the Fall.
Next stop: Pagoda!

See you at the races!
Joe Foering, #37

2003 PAGODA HILLCLIMB

The 2003 Pagoda Hillclimb should go on record in this driver's opinion, as one of- if not the best Pagodas in the recent history of the event.

70 drivers competing in 34 classes set 11 class records while taking 9 timed runs (4 on sat. and 5 on sun.) over 2 days.

Registration and Tech. on Friday evening gave everyone an opportunity to greet old friends and "size up" the competition. As at past events, a number of drivers, including the **Danko** entourage, set up camp at the top of Mt. Penn.

Saturday dawned clear and sunny, and, after a brief driver's meeting, familiarization (touring) runs began at 9 AM. The course was recently paved and in excellent condition, promising spirited competition by the drivers.

Timed runs began promptly at 10 AM, and, despite some delays caused by a few "mishaps" (more on these later), drivers were treated to a total of 4 timed runs before the hill closed down for the day. Everyone was enthusiastic about the days' happenings and looked forward to taking up the challenge again on Sunday.

Good food, good drink, pleasant surroundings, and the companionship and camaraderie of fellow competitors and friends... what more could one ask for. The party Saturday night at the Liederkrantz was all of that.

Sunday was as pleasant a day as Saturday, if only a little hotter and more humid in the afternoon. With very few delays, drivers had an opportunity to take 5 timed runs, with a lunch break at midday. As on Saturday, competition was fierce as each driver strove to outdo the others in his class. As a result, 11 class records were set by the end of the event, and everyone agreed that they don't come much better than the 2003 Pagoda Hillclimb.

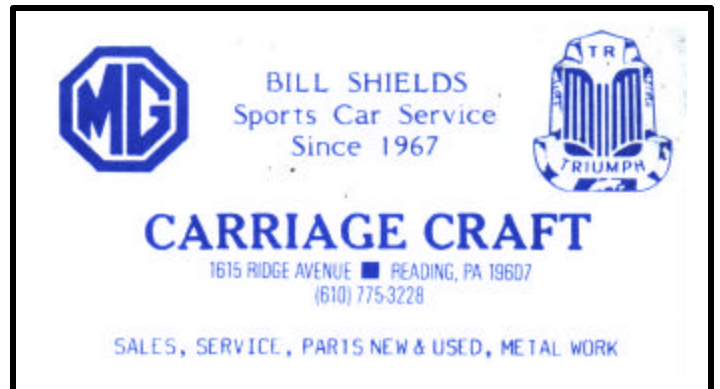
The new class records are: SSC- **Bill Silvers** in a Neon at 1:07.333, ITA- **Sean Christie** in a Civic at 1:03.798, ITE- **Gordon Wise** in a RX7 at 1:03.156, DSP- **Jeff Doble** in an Imprezza at 1:04.189, GT4- **Mike Ancas** in a Civic at 0:59.308, FSV- **Ted Klaus** in a Wheeler at 1:02.143, HIST 1- **Bill Shields** in a MGB at 1:02.420, HIST 2- **Peter Stillwell** in a Porsche at 1:03.773, SM 2- **Travis Himes** in a MR2 at 1:04.312, INEX- **Skip Levensgood** in a Legend at 1:01.752, and SPEC MIATA- **Don Newcomer** in a Miata at 1:07.387. FTD was **Barry Griffith** in a Form. Cont. at 0:54.512.

Some of the happenings over the weekend...When **Mark Childs** dropped his driveshaft on the course, PHA Pres. **Jerry Hartman** took the time to provide Mark with a replacement so he could continue racing...another example of the camaraderie that exists within our sport. **Steve Mullen's** world turned upside down on Saturday, but he's fine and the car's repairable. "Young" **Bob Oswald** "modified" brother **Jim's** Sports Racer at turn 1...nothing that can't be fixed. **Roya Carbonaro** put her Mirage in at turn 7...neither are any the worse for it and the

corner workers want her to return. **Jim Miller** broke a wheel on Saturday but was back Sunday ready to race. **Mark Mashburn** made some awesome runs in his rapid Camaro. This driver found out what fuel vaporization can do to ruin a perfectly good run. The Weatherly Hillclimb Assoc. members were present to lend their often vocal support and encouragement. There were a number of new faces among the competitors, a good sign for the series.

The 2003 Pagoda Hillclimb was GREAT!
Now...on to Giants Despair!

Joe Foering, #37



2003 GIANTS DESPAIR HILLCLIMB

"It was the best of times, it was the worst of times." While the 97th Anniversary of the Giants Despair Hillclimb may not have been a "Tale of Two Cities", it certainly was an event with two distinct moods... one of enthusiasm and competition and one of concern and resolve- concern for a fellow competitor injured at the event and resolve to carry on in the spirit of the sport.

Early Sunday morning, while helping to get the course ready for the days runs, **Barry Griffith** was seriously injured. He was airlifted from the event and ended up in Jefferson Hospital in Philadelphia where he has undergone surgery for his injuries. While the prognosis for recovery is favorable, it is reportedly too early to determine if there will be any lasting disabilities from the incident. I am sure that all our thoughts and prayers are for Barry in this time of need, and we wish him a complete and speedy recovery.

But I would do the event itself an injustice if I did not report that, up until the unfortunate accident on Sunday morning, the 2003 Giants Despair Hillclimb was shaping up into a fantastic event! The weather for the weekend was excellent. Once again, the **Danko** organization put together a super weekend, providing breakfast both Saturday and Sunday as well as a festive party Saturday night. The usual swarm of spectators lined the course, and

the children asking for the drivers' autograph certainly did nothing to dampen their competitive spirits.

On Saturday, after the drivers' meeting and touring or familiarization runs, competitors had the opportunity to take three incident-free timed runs-with a lunch break, before closing the hill for the day.

The party Saturday night was a combination of good food, good times, and great conversation-with a country and western band to boot (no pun intended)! The evening ended with everyone looking forward to another great day on Sunday.

Sunday proved to be another thing entirely... The news of Barry Griffith's unfortunate accident spread quickly through the pits and concern for his well-being put somewhat of a damper on the general mood.

But all who participate in the sport of auto racing are aware of the inherent risks present in the sport and its ancillary activities, and, once the initial surge of shock and concern subsided to a manageable level, the event carried on... something I'm sure Barry Griffith would want to have happened.

After a prayer for Barry and a brief drivers' meeting, drivers had three timed runs (with a lunch break) before the hill was closed.

Seventy three drivers competing in thirty nine classes set eight class records during six timed runs over the course of the weekend. FTD for the event was set by **Barry Griffith** on Saturday at 44.743. The class records set were as follows: ESP- **Tim Royer** in a Mustang at 53.602, FP- **Steve Hirschtritt** in a Sprite at 56.538, FORM. MAZDA- **Dennis Fink** at 52.648, GT-5 - **Mike Ancas** in a Civic at 59.040, ITE- **Steve Sincavage** in a Sirocco at 49.649, SPEC MIATA- **Louis O'Boyle** at 59.949, SPECIAL 1- **Jim Miller** in a Miller at 46.702, and VIN 1- **Lloyd Geib** in a MGA at 59.560.

The following are some observations on happenings at the hill... It's good to see **Dennis Fink** back in the saddle; **Tony Ford** entertained the crowd at the elbow with his "ground effects" Torino; **Sue Salsburg's** Jag broke so she bought herself a MINI; how many "shrinks" does it take to make a MINI go fast? Ask **Bill Koff**; sibling rivalry is alive and well on the hill- ask the **Millers** or the **Serekas**; as are oedipal conflicts- as exhibited by the **Spechts**- father **Joe** beat son **Matt** by .001 sec., while son **Bob Oswald Jr.** beat father **Bob Sr.**, and **Tim Royer** keeps setting records.

The 2003 Giants Despair Hillclimb unfortunately ended on a sad note as a result of Barry's accident, but, except for that incident-frightening as it was, the event was an excellent one.

Our thoughts and prayers go out to Barry...hurry back!

See you all at Duryea!

Joe Foering, #37



2003 DURYEA HILLCLIMB

As I've said before, Hillclimbing **IS** alive and well in Pennsylvania and the 2003 Duryea Hillclimb certainly proves it!

Ninety-five drivers (2 of them driving in multiple classes for a total of 97 entries) competed in 41 classes setting 8 class records over 4 timed runs (1 on Sat. and 3 on Sun.). Included in that number were approx. 30 novices, and yet, on Sunday, 300 timed runs were taken without a major "incident" or delay. A hearty "well done" to the **Kases**, all the officials and workers, and the drivers for what proved to be the biggest and arguably the best event to date.

The large turnout at Friday nights Registration and Tech. Inspection, with the diversity of vehicles competing, gave forewarning that this event was going to be special.

In keeping with the season so far, it just wouldn't be normal without the threat of rain, and so Sat. dawned cloudy. After the driver's meeting, touring runs began... and so did the rain. Unfortunately, it rained- sometimes quite heavily, off and on, throughout the morning and afternoon. Competitors were able to take only one timed run (with no incidents) before the passing storms with accompanying lightening made it too dangerous to continue.

The party Saturday night at the Leiderkranz was up to the standards we have come to expect at BMR events... excellent food and drink, good conversation, camaraderie, and the commonly shared hope that tomorrow would be a better day.

Sunday morning arrived with heavy fog on the hill, but, after a delay while everyone waited for the fog to burn off, the day turned sunny, and what a day it became! Close to a hundred drivers- many of them novices at the hill- made three hundred timed runs without a major incident! It was amazing to see what can happen when everybody works together- officials, workers and drivers.

Eight class records were broken and/or established by the following drivers: in GT-2 by **Merlin Miller** in his Sunbeam Tiger at 1:54.473... this was also FTD, in GT-5 by **Mike Ancas** in his Honda Civic at 2:18.711, in STREET MOD 2 by **Fabio Vlacci** in his Toyota MR2 at 2:12.964, in SPEC MIATA by **Don Newcomer** at 2:22.442, in HIST 3 by **Stan Vann** in his Caldwell D-9 at 2:01.971, in FORM MAZDA by **Dennis Fink** at 2:01.940, in FORM SV by

Ted Klaus in his Wheeler at 2:06.301, and in SPEC 1 by **Jim Miller** in his Miller at 1:59.425.

Something new this event, thanks to **CJ's Tire**, were Contingency Awards for those drivers competing on **TOYO** Tires. This years' winners were: 1st- **Andy Mull** in Rally, 2nd - **Joe Foering** in ITB, and 3rd- **Bill Silvers** in SSC.

Following are some observations on happenings at the hill: when **Lance Smith's** Troyer (an asphalt Modified car) broke, he simply went to his trailer and pulled out a McLaren... ain't life tough! **Bill Rutan** and the New England contingent showed up in force with some pretty unique vehicles; **Jack Reifsnyder** and **Fabio Vlacchi** did double duty, each competing in 2 cars; **Rick Kase** somehow found time to take his new MGB-GT up the hill; Steve Tumolo's back with his new Mustang; **Joe Cyburt** and **Tom Suveg** from Weatherly are now competing in a corvette; the **Spechts**- father and son- are still at it...this time dad won; talk about sibling rivalry! Just watch the **Millers- Merlin and Jim**- go at it...both under 2 minutes!; there were **5 Oswalds** competing... we know you can drive too, **Norma**; all the novices with their new cars bode well for the future of the sport.

So what started out looking like a disaster turned into a roaring success. The largest entry in the past ten years proved that Duryea Hillclimb is indeed the "King of Hills." I don't know how we're going to top this... until next year.

See you all at Jefferson for the East Coast Championship!

Joe Foering, #37

2003 SUMMIT POINT-JEFFERSON DASH (SCCA EAST COAST SOLO I CHAMPIONSHIP)

The Labor Day weekend trip to Summit Point for the Jefferson Dash is always a high point in the series for many competitors. The relatively easy tow (it's all downhill for this driver), the excellent facilities, and the added excitement of club racing next door on the big circuit all contribute to a great event. The fact that this year it's the East Coast SOLO I Championship only adds to the enjoyment of all whom attend.

58 drivers competed in 33 classes setting 11 records over 6 sets of timed runs (3 on Sat. and 3 on Sun.). In SSA- **Alvey Ford** in his MR2 set a new record of 65.664; in ITE- **Gordon Wise** in his RX-7 at 57.624; in GT3- **Tim Stephens** in his Toyota at 56.369; in GT4- **Bob Oswald, Jr.** in his VW Bug at 59.723; in FP- **Jay Sevier** in his Sprite at 59.102; in FMAZDA- **Dennis Fink** at 53.223; in H1- **Rich Rock** in his TVR at 62.009; in H2- **Pete Stillwell** in his Porsche at 62.363, in SOLOV- **Mike Ancas** at 59.922, and in SPECMIATA- **Don Newcomer** at

63.435. **Darryl Danko** set FTD in his FCONT at 52.363.

In what has been pretty much a constant for this season, the threat of rain hung over the event. The drive to the event for many competitors on Friday was hampered by heavy rain, but Reg. & Tech at the circuit that night was dry. Saturday dawned clear, but, as the day progressed, rain arrived in the form of intermittent showers- the longest being about a half-hour in duration. The course dried quickly however, and drivers were able to complete 3 sets of timed laps- with a lunch break- despite the additional delay following an oil spill on the track, before ending competition for the day.

Chef **Jim Cosner** again tickled our palates with his culinary magic for both lunch Sat. and Sun. and dinner Sat. night. No one went away hungry, and the camaraderie that makes our events so enjoyable was once again present.

Sunday arrived overcast and threatening, but the rain held off, and, with no major incidents, the only delay of any duration was caused by another "oiling" of the track by an unfortunate competitor. As on Saturday, we were able to complete 3 sets of timed laps interspersed with a lunch break.

The following are some observations on happenings over the weekend: a group picture of all the competitors gathered around **Barry Griffith's** car (on front cover) was taken to send to Barry while he rehabs from his mishap. **Mike Ancas** sold T-shirts with the proceeds going to a fund for Barry, and those who wished to could autograph Barry's car (now painted white) for a small sum- the proceeds also going to Barry. **Carl Hindman's** mechanical problems seemed to have followed him from Duryea. **Dave Austin** built his Special 1 "Falcon" in 30 inch segments in his spare bedroom... 61 sec. lap times ain't too bad! The **Oswalds** and the **Spechts** continue to have Oedipal problems, with both sons beating their fathers. **Tony Ford** and **Skip Levensgood** entertained us with lurid spins at turn 7 in front of the pits. **Bert Geib** and **Norma Oswald** have become the "Bert & Ernie" of corner workers. **Carol Lipperini** was a big winner at the "slots" in Charles Town. The next time we see **Dave Yeager** and his **Kate** they will be husband and wife... she already knows what to expect as a racer's wife. It was good to see **Ken Anderson** and **Larry Schaffer** competing. It was fun standing on the track watching **Merlin Miller** compete on the big track. Kudos to the officials and workers for another super event.

And so another great event comes to a successful close. The general consensus among competitors seemed to be one of satisfaction...a good time was had by all! Next stop: Fall Weatherly- don't forget your country and western outfits! See you at the races!

Joe Foering, #37

2003 FALL WEATHERLY HILLCLIMB

If this is a PHA Event, it must be raining. Four of the six events to date have been “dampened” by rain, and this event proved to be no different. That being said, the rain- which fell both Friday and Saturday night and also in a brief but intense shower on Saturday afternoon- only managed to inconvenience Group 2’s third run on Saturday; the rest of the weekend, while damp and overcast, was tolerable, with the sun even making an appearance on Sunday afternoon.

The weather notwithstanding, the 2003 Weatherly Hillclimb proved to be another excellent event put on by the Weatherly Hillclimb Association and Dan Lipperini. For an event that just a few years ago was at risk, Weatherly has made a miraculous come back. We can thank the Weatherly Hillclimb Association, Dan Lipperini, and the support of the townspeople and the various civic and youth organizations who all work to make the event bigger and better.

Sixty-seven drivers competing in thirty-four classes set nine class records over eight timed runs (three on Saturday and five on Sunday). In ITE, **Gordon Wise** set a new class record of 58.677 in his Mazda, in ITS, **Alvey Ford** in his MR2 set a new record of 1:07.801, in SPEC MIATA, **Don Newcomer** set a class record of 1:08.955, in FORM.MAZDA, **Dennis Fink** set a new record of 57.417, in FORM.SUPERV, **Ted Klaus** in his Wheeler set class record of 58.939, in RALLY, **Andy Mull** in his Eagle set a new record of 1:07.976, in VIN 2, **Bob D’Amore** set a new class record of 1:00.501 in his Kellison, in HIST 2, **Peter Stillwell** in his Porsche set a new record of 1:03.479, and in SPECIAL 1, **Jim Miller** in his Miller set a new record of 54.278- this time was also FTD.

Registration and Tech. on Friday evening in Eurana Park was followed by a “super” happening at **Joe Cyburt’s** boathouse. Lots of good food and drink with everyone just enjoying the pleasure of once again being in the company of fellow automotive enthusiasts.

It rained Friday night and Saturday morning dawned wet and overcast. After a drivers’ meeting where we were admonished to “take it easy ‘til it dries up a bit”, touring runs began. Everyone was given the opportunity to make more than one run if they wanted to (unfortunately, the event ends here for

Mike Patton in his MGB following a mishap on the hill, but he swears he’ll be back). Timed runs began in the late morning, with both run groups getting a timed run before a brief lunch break. Speaking of lunch, the food stands at the event which were manned by a variety of civic and youth groups offered a great selection of home cooked, delicious foods... halushkis, pierogies, oyster stew, clam chowder, sausage soup, burgers, dogs, etc., etc.... I’m hungry just thinking about it! The course dried rapidly and times began to come down. (The consensus among many drivers was to run hard today because Sunday might be a “rain-out.”) The rain held off until late afternoon, with only the run group 2 cars being inconvenienced on their third run by the brief but intense downpour. Saturday’s runs ended on a somewhat wet note, but “hope springs eternal” for a dry Sunday.

The dinner at **Patti’s Café** on Saturday night was pleasant and tasty, with most people adjourning early in hopes that Sunday would be dry.

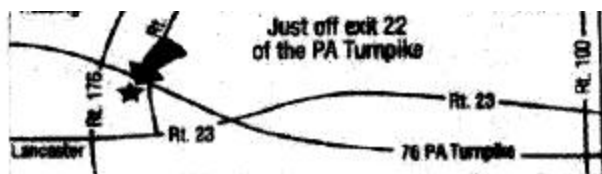
It rained Saturday night and Sunday we awoke to a cold, damp, foggy morning and a wet course... it didn’t look good. But, as I said before: “Hope springs eternal” and there must have been a lot of hoping for, as the day went on, it didn’t rain, the course dried, times got faster, even the sun came out! And the drivers were treated to five timed runs before we called it a day!

A few observations on the event... once again the folks of Weatherly outdid themselves to put together a GREAT event... **Jim Oswald’s** launch at “the jump” was awesome- make sure you see a picture of this one... the **Spechts** are still at it, with dad taking the win this time... the **Oswalds** were once again competing in numbers- four of them this time... **Jack Reifsnnyder** did double duty again... in ITB, less than one second covered the first four cars and in several other classes the competition was just as close... each event brings new faces which bodes well for PHA’s future.

The 2003 Fall Weatherly ended on a sunny note. This event gets better every year. Now, on to the final event of the series... VIR, where we get a chance to drive a fantastic track and kick some southern butt on their own turf!

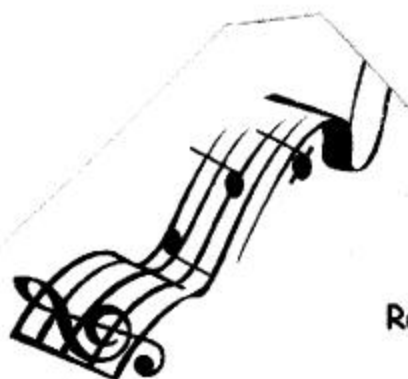
See you at the races!

Joe Foering, #37



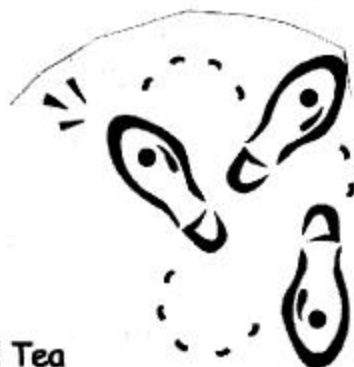
SAME LOCATION ... SAME GREAT EVENING!!!

Yes, PHA is doing it again. So, dress up (no jeans) for dinner, dancing, and prizes on Saturday, November 22, 2003 at the Holiday Inn Morgantown, just off Exit 22 (PA Turnpike) and adjoining the Morgantown Furniture Outlets.



6:00PM to 7:00PM
Cocktails & Hors D'Oeuvres
Cash Bar (Beer and Soda, our treat)

7:00PM - Dinner:
Garden Salad
Choice of Entree
Rolls, Dessert table, Coffee, Tea, Soda, Iced Tea



Followed by NEDIV Awards, Hall of Fame induction
Dancing, Prizes and Surprises
Drawings: "50-50" & Bert's 2003 Season Tape

A limited number of rooms have been reserved at the Holiday Inn, 610-286-3000.
(Discount rates until November 9th). Help make this a great evening with all of your old and new racing friends. Don't miss this one!

Tear Here

At only \$30 per person (\$35 after Nov. 8th), you can buy those new shocks and still afford to come. I am enclosing \$_____ for _____(number of people).
Checks payable to PHA. Choice of Entree: Prime Rib_____Salmon_____
Name:_____

Address:_____

Mail by November 8th to:
Jerald Hartman
12 Sheep Hill Road
Fleetwood, PA 19522

Call 610-926-5928 (Craig) or 610-944-9515 (Joe) with any questions