



An official publication of the  
Pennsylvania Hillclimb  
Association



# UP HILL

And The Mid-Atlantic Time Trial Series

APRIL 2003

Vol. 4 Iss. 1

## The Pennsylvania Hillclimb Association Hall of Fame Members



**Back row: Connie Sweigart, Bill Weaver, Marc Gerstein, Dr. Pat Enzman-Alspach, Bob Oswald  
and Ted Klaus**

**Front Row: Rich Sweigart Jr, Jim Cosner Sr, Lloyd Geib Jr, Dan Lipperini Sr and Lynne Dehart**  
(picture courtesy of Lynne Dehart)

**Next PHA Meeting on April 12, 2003 at DJ's MotorSports Pub, Wyomissing,  
PA at 12 Noon (Directions inside)**

**Directions to D.J.'s:** From Penn Ave. (business route 422) in Wyomissing, turn North onto Park Road at the Vanity Fair parking lot. Approximately two blocks further, immediately after crossing the bridge, turn left into the parking lot at the D.J.'s Pub sign. (A T.G.I. Friday's sign will be on the right side of Park Road at this point.)  
D.J.'s phone number is (610) 373-5200

### Stewards Corner

Well, it's time to get your cars ready for a new season. If we continue the trend started in 2002, we should have a great season. I received a couple of inquiries over the winter from prospective new drivers and I hope that the different web sites and forums on the internet will bring on even more. At this time there are a couple on spots on the internet where you can go for information on SOLO 1. Try some of these when you get a chance – [www.bmr-scca.org](http://www.bmr-scca.org),

[www.nepa-scca.com](http://www.nepa-scca.com), [www.sccaforums.com](http://www.sccaforums.com). Also, the PHA board has authorized Tim Royer (who volunteered) to design a PHA web page and get it up and running. Tim is the one responsible for the BMR web page and has gotten a lot of compliments on its design. But, Tim cannot do it alone, he needs your help with the content. So, when you see Tim at any event ask him what he needs.

Speaking of Tim, he wanted another event on the Jefferson Circuit at Summit Point, so we told him to run with it as long as it didn't lose too much money. Well he did, so on Memorial Day Weekend, May 24-25, BMR will be putting on the Spring Jefferson SOLO 1 with Tim as the event organizer. The event will be run the same as the Labor Day event but it looks like we will be able to run both directions. The food for the weekend is being provided by the crew from Danko Gas. The guys from the Danko crew organize the Giant's Despair hillclimb and it's great when people come through for other events.

If you come to an event and need your SCCA membership and/or your competition license renewed, **PLEASE BE SURE TO BRING EXTRA CHECKS OR BE PREPARED TO PAY BY CREDIT CARD.** There I put it in capital letters and underlined it and everything. If you give me cash I have to write a check on my account, SCCA will not accept cash.

Elsewhere in this issue you will find the schedule for the year and other articles and pictures that were sent to me by other members and drivers of the PHA. I can use all of the help that I can get (I know some of you have known that for a long time). You can send them to me by email or give them to me at events, any pictures will be returned after I scan them.

Well, that's all for now see you on the hill.

Nelson Kase, editor  
NEDIV SOLO 1 Steward  
[ndkase@cs.com](mailto:ndkase@cs.com)

### A tribute to Dell

On Sunday, January 19, 2003 I received a phone call that tore out my heart and put my whole world back into perspective.

The call was from a very close friend's wife. Just hearing her voice set off alarms in my head. She informed me that Dell was in an auto accident and due to injuries sustained he left us for Olympus.

Any of you reading this are bound to remember him. He was the tall crazy guy who drove the black RX-7 number 007. Always ready to smile and entertain. I have a million and one stories about our adventures. Like the first time I asked if he wanted to tag along to a hillclimb. Before I could even finish telling him about it he was on the phone asking his wife if he could go away for the weekend. I will never forget the look on his face when I told him that we are going to pack my race car with everything needed for the weekend, (tires, camping gear, tools, food, clothing, etc) and drive it there. This was when I was first starting out so I did not have a truck or trailer.

I still remember him going through the hatch on my Mustang climbing over the mountain of gear so he could slide behind the driver seat.

He offered to let me co-drive with him at Giants Despair. This was the event right after I scratched my car at Pagoda. I thought about all the times we played Gran Turismo head to head and with a smile I accepted his offer/challenge. The bragging rights I earned by beating him and the records I set in his car seem pretty hollow now.

I never had the chance to call him and tell him how nice my Spec RX-7/American Sedan Trophy looks hanging on the wall. (Just to rub it in a little). Just as he would have if the tables were turned.

I am gonna miss him, and it will be tuff going to a hillclimb knowing that he wont be there to do something really stupid.

At 2:00am January 19<sup>th</sup>, I lost a friend. I can't help but to think at that same moment I gained a Guardian Angel.

Love ya buddy,

Steve Tumolo Jr.



BILL SHIELDS  
Sports Car Service  
Since 1967



**CARRIAGE CRAFT**

1615 RIDGE AVENUE ■ READING, PA 19607  
(610) 775-3228

SALES, SERVICE, PARTS NEW & USED, METAL WORK



## THIRTY YEARS TO THE ROSE VALLEY HILLCLIMB: JULY '02

Saturday morning and the mist hangs over the peak of the mountain like a sheer dress around a woman's shoulders. Your Mustang sits a quarter mile up the hill. The starter, a kid with four earrings, checks to see arm restraints as he stages. Rear wheels chocked: red, amber, green is for go. Power up to four-five hundred RPM and dump the clutch. Tires chirp, then full traction toward Turn One, a soft left into a hard right hander: brake, downshift to second, brake and turn right, squeeze on the power. The Mustang drifts toward the embankment. Daylight opens a line through the first two switchbacks. The apex of the switchbacks begin to drop off as you accelerate the words, "*If you get lost, stay in the middle*"...echo inside your helmet.

Earlier, at eight AM, we rode the novice trailer to get a closer look at the road to the top of this 1.2 mile run at the Rose Valley Hillclimb. Matt, our safety guru, gives us a read on the intricacies: high crown, narrow (Rick cracks, "*This road ain't wide enough for a yellow line!*"), lots of gravel, and most important, "*If you get lost, stay in the middle till your line comes back to you.*"

Not technical, not macho. Straight talk that says respect this hill. Like Turn Five, a hairpin left-hander, about four thousand RPM in the Mustang in third gear. There's a steep rise at the geometric apex; the quick line is out past the middle of the road with a three-one downshift to keep the torque up. At Turn Five the fire truck and safety workers gather and spectators come to watch and rate your driving. Several drivers have been into the hay bales in years past and there's some joking this morning. Through Five with the 3-1 downshift and into another set of switchbacks I affectionately dub "The Woggles." Left, through Eight with an early apex, but somehow there's no power for the last turn right and sprint to the finish. So it goes the rest of the timed runs up the hill Saturday afternoon.

During the party on Saturday evening, the starter, Steve, offers to show me the lines on the hill. Says he's bustin' on his buddy in my class piloting the emerald green Street Prepared five litre. Steve rolled his Mustang seven times at Pagoda and is building another car with what's left. He likes all your lines but turn Eight. Eight is totally wrong. That's where the speed went. It's a late apex turn. A rookie mistake! The number of skid marks and crunched hay bales say your not alone. Still I'm less than nine-tenths off the class lead and that cool green Mustang, supposedly Steve's buddy, that has shadowed us on our evening reconnaissance mission up, down and around Eight.

Sunday morning the mountain is moody. A thunderstorm came through about five AM and light showers leave time to tour the hill before it opens late. The surface never dries and Saturday morning's mist comes down almost to the start line. Many drivers opt not to run. Your Mustang already has

wet weather stripes on the front and back from Nelsons Ledges tire wall at Oak Tree with instructor Bob "*Damn, you woke up the mosquitoes*" Nick.

The apex at Turn Eight is too close to the wall, the asphalt too damp. The nine-tenths will wait till next year.

But after thirty years, you made it to run a Pennsylvania Hillclimb Association hill. In the early 70s, cars like Don Smith's Healey-Ford, the Badger Special and a exquisite 356 Porsche called "Go Naked" raced. Maybe on Saturday you sat against the chocks on the same hill road as Smith and Oscar Koveliski, drivers, like Michelle Mutton and Bobbie Unser, who were stellar on the hills they choose to run. Nine-tenths can wait. Next year drive eight and not blink. For now, respect the hill's moods.

I'd like to say this valley was strewn with rose bushes, to wit the name. I didn't see one. Like ships and mines and blast furnaces, the power and danger of these mountains hold an attraction. Maybe the place, Rose Valley, was named for a woman. What I do know now are the mist-green hills of high Summer in North Central Pennsylvania, the rain, the wipers, the narrow road at Rose Valley, The Indigo Girls on an old tape I grabbed for the four hour ride from Pittsburgh to Trout Run singing "*...and you're ten thousand miles away...*" I watch it all pass; it is closer now. Closer.

**Walt Peterson**

---

### **NEDiv/PHA/MATTS - 2003 - CHAMPIONSHIP SERIES POINTS** **INDIVIDUAL POINTS STRUCTURE**

The MATTS and SCCA NEDiv Championship series points systems are similar to that used in previous years, to refresh the memory of all concerned the Individual Points Structure is listed below.

To Be Eligible for a Year-end trophy you must run more than half of the events scheduled, but not necessarily in the same class. An event is each SCCA sanctioned event in the series. (Eligibility changed from one more to more than half.)

Points are awarded as per the following schedule. Points are awarded for each class.

First Place - 10 points	Sixth Place - 5 points
Second Place - 9 points	Seventh Place - 4 points
Third Place - 8 points	Eighth Place - 3 points
Fourth Place - 7 points	Ninth Place - 2 points
Fifth Place - 6 points	Tenth Place - 1 points

After Tenth - 0

Event drops -	Five events or less-none
	Six to Eight events - 1 Drop
	Nine to Ten events-2 Drops
	Eleven or more events -3 Drops

If you have any questions call at 610-987-9646 or email at - [rukehs@aol.com](mailto:rukehs@aol.com)

**Richard Kase**

## Dateline Reading PA. 06-25-2000



(picture courtesy of Rich Rock)

A short but very loud profanity was heard coming from car #114 following a mishap at turn 7 during today's running of The Pagoda Hillclimb. On his second run of the morning, Rich Rock, driving a silver 1970 TVR Vixen, approached turn seven at what can only be described as "a little too fast".

The tail end of the car swung out dramatically as Rich turned in to the corner. According to the corner workers, for a split second it looked like he just might make it, but when the tires on Rich's car regained their grip, the car abruptly changed direction and headed straight for the outside of the corner, coming to rest with the nose of the car in the sloped dirt embankment. The bonnet, torn from three of its attachment points, opened straight up on impact.

Corner workers jumped to action. After quickly determining that Rich had sustained no injury, evident by his animated gestures and colorful language, they pushed the car back on to the road for a closer inspection.

Finding nothing on the car severely damaged, the bonnet was loosely attached, and Rich slowly drove the car away, to the applause of spectators.

Asked later about his initial utterance, Rich replied, "I'm sorry, I misspoke. What I meant to say was 'OOPS' ". Rich continued, "It was an experiment, you see. I was trying to find the fastest way through the turn. It didn't work out this time, but I'll be back".

Rich didn't make another run after the incident, finding prohibitive damage to the suspension, but his earlier times were good enough to earn him a first place trophy in his class, besting a TR4 and an Opel GT.

**Rich Rock**

## 2003 NEDiv/PHA/MATTS

### SOLO 1 Schedule

- May 24-25** – Summit Point – Jefferson Circuit  
BMR – Tim Royer  
[484] 332-8594 - [tim@bmr-scca.org](mailto:tim@bmr-scca.org)
- June 7-8** – Spring Weatherly Hillclimb  
NEPA - Dan Lipperini  
[570] 654-0560 - [clipper@microserve.co](mailto:clipper@microserve.co)
- June 28-29** – Pagoda Hillclimb  
BMR - Rick Kase -  
[610] 987-9646 - [rukehs@aol.com](mailto:rukehs@aol.com)
- July 12-13** – Giant's Despair Hillclimb  
NEPA - Jack Danko - [570] 823-1947
- July 26-27** – Rose Valley Hillclimb  
SUSQ - Lynn DeHart  
[717] 859-2957 - [ldflamingo@dejazzd.co](mailto:ldflamingo@dejazzd.co)
- August 16-17** – Duryea Hillclimb  
BMR - Rick Kase  
[610] 987-9646 - [rukehs@aol.com](mailto:rukehs@aol.com)
- August 30-31** – Summit Point – Jefferson Circuit  
East Coast Championship - BMR/NEPA  
Dan Lipperini  
[570] 654-0560 - [clipper@microserve.co](mailto:clipper@microserve.co)
- September 27-28** – Fall Weatherly Hillclimb  
NEPA - Dan Lipperini  
[570] 654-0560 - [clipper@microserve.co](mailto:clipper@microserve.co)



Cloverleaf  
Vintage Racing & Rallye

Ralph Steinberg  
Arthur Wilenbrock III  
Jeff Dement



**Cloverleaf Auto Service Inc.**  
British, European, American  
Sports, Classic, Antique  
Repairs and Restoration  
Driver, Race, Rallye, Show  
Transport and Storage Available

Fax  
(610) 364-9966

260 Bridgewater Road  
Aston, PA 19014  
(610) 364-3900

(610) 929-9946  
(610) 929-9544 Fax

315 George Street  
Reading, Pa  
19605



**Hartman**  
DRIVESHAFT  
& AXLE

Complete Driveshaft Service • Front Wheel Drive Specialists  
Rears & Gears • Balancing  
State Inspection  
Total 4 Wheel Computerized Alignment  
JERALD, TIM & JOHN

## 2002 PHA AWARDS BANQUET

The Fourth Annual Awards Banquet of the Pennsylvania Hillclimb Association was held on November 23<sup>rd</sup> at the Holiday Inn in Morgantown, PA. This was the first time for the Holiday Inn as a site for the festivities, but, based upon the favorable response of most attendees, it will not be the last!

The evening began with a cocktail hour featuring music by guitarist Chuck Mowery and the premier showing of a tape made by **Bert Geib** reviewing the 2002 season. Tickets of chance were sold on the tape, with the proceeds going to PHA, and **Barry Griffith** was the lucky winner! The hour slipped away with everyone rehashing the season's events and making promises about how awesome their car will be "next year."

Dinner, with your choice of prime rib or salmon entrées, followed; the guitar music of Chuck Mowery continued to be a pleasant background for the conversations that made the meal that much more enjoyable. With a choice of deserts to top off an excellent dinner, we came to the real reason we were here, and that was the Awards Presentations...

There were four Inductees into the PHA "Hall Of Fame" for the year 2002; all of whom have, over the years, contributed greatly to the preservation and betterment of PHA (the inductees are chosen by the present members of the PHA Hall of Fame). These Inductees are: **Marc Gerstein, Patricia Enzman-Alspach, Bob Oswald and Ted Klaus.**



(picture courtesy of Lynne Dehart)

There were twenty-seven Class Champions for the year 2002 in the Mid Atlantic Time Trial Series, held under the auspices of the PHA (in order to qualify for a year-end award, each driver had to compete in one more than half the number of events in the series...). The Class Champions are: **ASP- Gordon Wise; BSP- Tim Royer; CSP- Don Newcomer; FSP- David Yeager; EP- Wes Archambault Jr; FP- Steve Hirschtritt; GP- Dave Arron; FA- Darryl Danko; FC- Barry Griffith; FV- Richard Sweigart; GT1 - Bill Weaver; GT2- Merlin Miller; GT3- Carl Hindman; GT4 - Bob Oswald; GT5- Don McLaughlin; H1 - Rich Rock; H2 - Bob Sedlak; H3 - Jim Orrs Jr; INEX- Paul Levengood; ITB- Joe Foering; Rally- Mark Childs; SRX7 & AS- Steve Tumolo; S1 - Jim Miller; S2- Rob Campbell; S3- Ed Velez; SSA- Alvey Ford; and V1 - Lloyd Geib Jr.**

At this year's Duryea Hillclimb, **Lloyd Geib** was honored for his 40 years of competing at Duryea, and so at this year's banquet, **Bert Geib** was presented with an embroidered Crew Chief's jacket for her loyal help and support.

Following the awards presentations, the door prizes were awarded to each lucky attendee as their ticket was drawn. **Carol Lipperini** was the winner of the 50-50 drawing; she won \$95 and, the last I heard, she was still adamantly refusing to share the money with Dan (how come it's "our" money when it's my paycheck and "her" money when it's hers...go figure!). The balance of the evening was spent dancing and/or bench racing.

And so a GREAT season ends with a GREAT banquet. Thanks to all the competitors, officials, workers, crew and everyone who helped make the season a success. As I said after the first event- Spring Weatherly, if this is any indicator, we're in for a super year and I believe it was!

Enjoy the Holidays! See you next year at the races!

**Joe Foering #37**

---

## PHA WEB SITE ESTABLISHED

**PHA webmaster Tim Royer is in the process of setting up the official PHA web site at**

**[www.pahillclimb.org](http://www.pahillclimb.org)  
VISIT IT OFTEN**

## HERE WE GO AGAIN!

Spring has finally arrived and the racing season is soon upon us. Now is the time for all good drivers (and some of us who are not so good) to turn our attentions to the difficult problem of choosing which- if not all -of the PHA events we are going to enter. There are 9 events scheduled for the 2003 series; in order to qualify for a year-end championship, a driver must compete in at least half the events in the series. There are 2 drops in a 9 event series, so a driver's 7 best events will count towards the championship.

Not all of us have the time or financial where-with-all to compete in every event, but choosing which ones not to run is a really difficult decision. Each event has its own unique characteristics as well as personality. What follows is a brief description of each event as seen from this writer's perspective. It is in no way intended to favor any one event over another (well, maybe...but not a lot), but rather to offer a general view of each.

**Spring Jefferson**...a new (2 day) event for the series (thanks to Tim Royer) occurring on Memorial Day weekend , and one which may give us the opportunity to run the Jefferson circuit in both directions again. The facilities are excellent, the track is challenging, camping is available, and, for those who like racing of the four-legged kind, nearby Charlestown has a horse race track!

**Spring Weatherly HC**...a very challenging hill to get right...tight uphill turns with a jump! The townspeople, who comprise the Weatherly Hillclimb Assoc., and Dan Lipperini are really working hard to make a great event even better.

**Pagoda Hillclimb**...the bottom half of Duryea, but a super event in its own right. If you plan on running Duryea (and who doesn't!), this event is a must as a primer. But, again, don't discount Pagoda as an event which stands alone and as one you will want to run.

**Giants Despair HC**...one of the oldest and one of the best! The spectators at "the elbow" are a show in themselves! The Dankos continue to make improvements in the facilities, and this is a difficult event to miss.

**Rose Valley HC**...This writer has to be honest...I've never been there, but those drivers who do compete at Rose Valley are loyal and staunch supporters of the event. The course is challenging and fast. The townsfolk are friendly and welcoming, and the party is reportedly a blast! Don't discount Rose Valley!

**Duryea Hillclimb**...I'm afraid here is where I let my personal prejudices show...At 2.3 miles, Duryea is the longest hill by far with both twisty bits and long, top-end straights, a real challenge for the driver. If you can only enter a limited number of events, make sure this is one of them.

**Fall Jefferson (East Coast SOLO I Championship)**...an annual Labor Day weekend event with the added attraction of road racing on the adjoining Summit circuit and a chance to kick some southern butt! This is another "don't miss" event.

**Fall Weatherly HC**...the Fall foliage is beautiful, the townsfolk are friendly, the course is just as challenging as it was in June, and you get a chance to correct the mistakes you made on the hill then.

**Virginia Int. Raceway**...An awesome facility with a challenging circuit(s) and an opportunity to add insult to injury by beating the southern drivers on their home turf. Reportedly a days drive, but I'm told worth it!

That's the series for 2003. I can't tell you which events to run or which events to drop, but, regardless of which ones you choose, it's going to be a great series! See you at the races!

**Joe Foering, #37**



# NEDIV

# SCCA

## 2003 PERMANENT NO. LIST

		YR			YR			YR
1	ROLF MAIR	02	42	Bill Silvers	03	98	Daryl Danko	03
2	Robert Sedlak	02	44	Jennifer Dehart	02	99	Barry Griffith	03
3	Luis Padella	02	61	Steve Hirschstritt	02	103	ED VELEZ	02
4	Robert Sedlak	02	52			111	Lloyd Geib Jr	02
5	Rich Sweigart	03	56	Sue Salsburg	02	113	Mark Childs	02
6	Ted Klaus	02	57			117	Michael Sarzynski	02
7	Tom Gray	02	58	Dave Aaron	02	134	Gary Sullivan	02
8	Matt Schweitzer	02	63	Westley Archambault	02	142	Rusty Hopkins	03
8L	Paul Levengood	02	64	lester bottone	02	171	J W Orrs	02
9	John Moyer	02	68			196	Will Sekella	02
10	Peter Stillwell	02	75	Donald DeHart	02	197		
12	Rob Campbell	02	78	Ted Klaus	02	236	JOE SPECHT	02
13	Richard Kase	02	80	Bill Weaver	02	248		
14	Rich Rock	03	81	John Hamilton	02	302		
16	Gordon Wise	03	83	James Miller	02	357	Don Newcomer	02
17	BRIAN YODER		85	Alvey Ford	02	430	Robert Sedlak	02
20	JW Orrs JR	02	86	Keith Gerhard	02	909	Jack reifsnyder	02
22	Steve Flakus	03	88	Cassaday	02	921	Howard Richardson	02
23	Matt Specht	02	90	Mark Zluchowski	03			
25	Larry Simpson	02	91					
27	Bill Lessig	02	92	John Stinsman	02			
28	Merlin Miller	02	94	Jack Danko	03			
30	Steve Tumolo	02	96	Dave Sekella	02			
33	Rick Vitaliti	02	97					
34	John costello	02						
37	Joseph Foering	03						
39	Larry Long	02						

The number in the YR column indicates the year number is paid through. The numbers are good through the first event of the year. Example: YR 02 numbers are good through 2003 Spring Jefferson

Send \$5.00 to Nelson Kase to reserve number