



AN OFFICIAL PUBLICATION OF
THE PENNSYLVANIA HILLCLIMB
ASSOCIATION

UP HILL

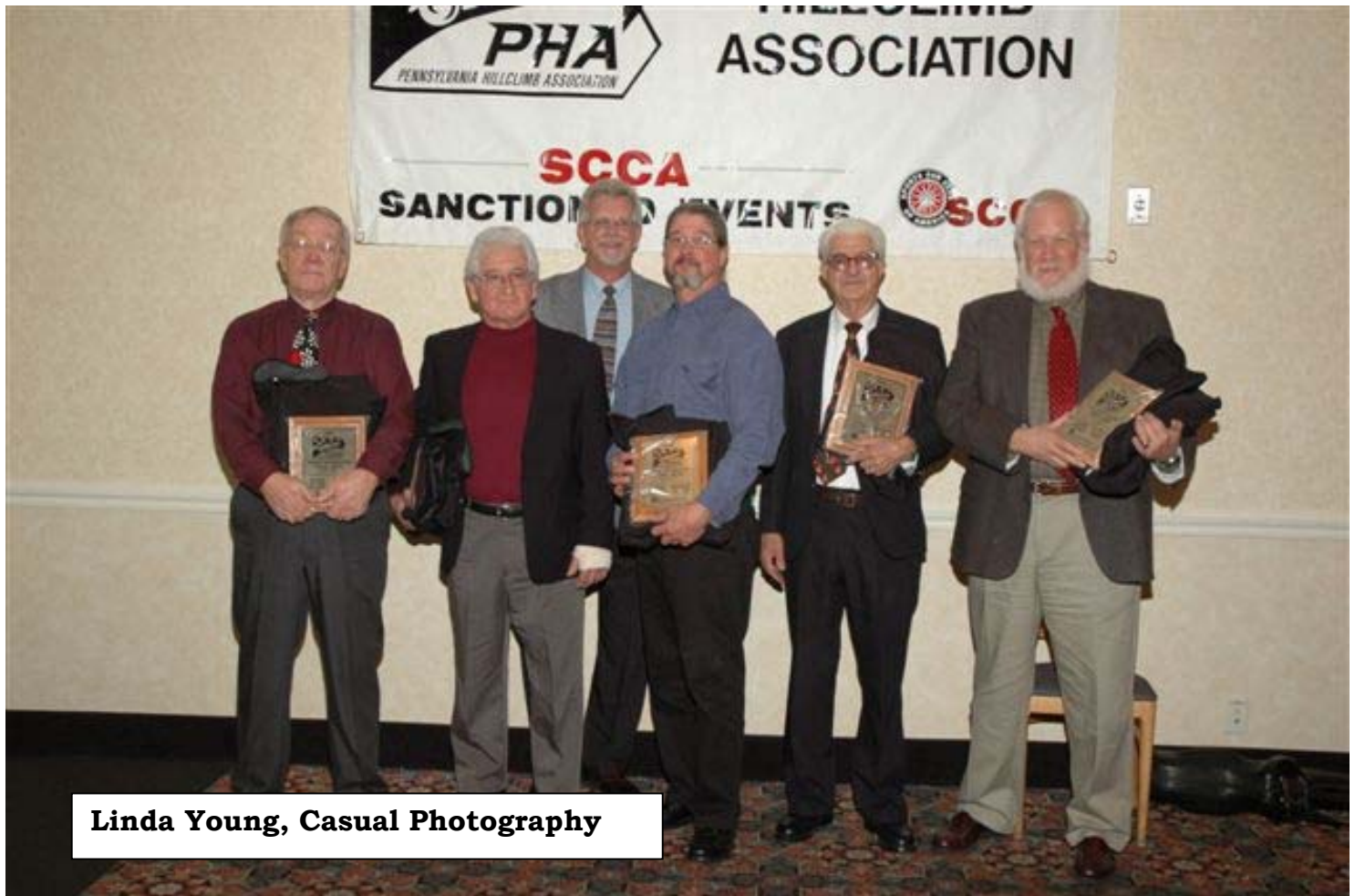


AND THE MID-ATLANTIC TIME TRIAL SERIES

SPRING 2007

www.pahillclimb.org

Vol. 8 Iss. 1



2006 PHA Cool Shirt Team Champions The Cool Guys

**Joe Foering, Bob Oswald Sr., John Pitman, Bob Oswald Jr.
Alvey Ford, John Champion**

**Next PHA Meeting Saturday, April 14 at Giannottis on Route 12 outside of
Reading. Lunch at Noon, meeting starts at 1:00 PM**

WHERE DO HILL CLIMBERS COME FROM?

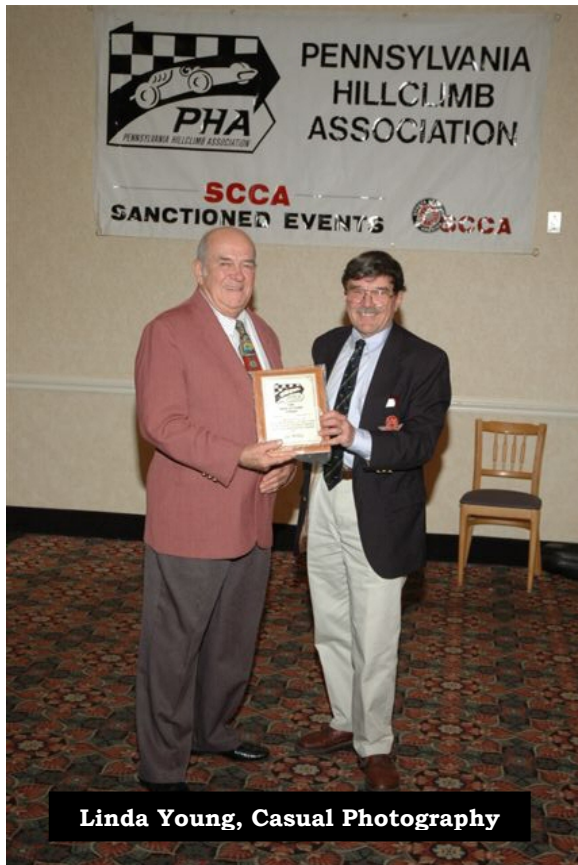
Over the last 100 years, drivers from all over Pennsylvania, the United States and the World have challenged themselves to run our famous Pennsylvania Hill Climbs!

As some of you may or may not know...I've been building a database of drivers that have participated in PA hill climbs from 1906 to the present. At this writing, the database has over 2,700 line entries. The fields within the database include; driver's name, car number, hometown, type of car, years raced, and class. By all means this database is not complete...It seems to grow everyday! But...manipulating the data I currently have I can have some fun! Out of the 2,739 entries, 1,952 of them I have hometowns designated.

I can see where the majority of these drivers hale from....would you like to guess the top 10 hometowns for Hill Climb drivers? The person that can get back to me with the most, the quickest...will win a sweet prize! Feel free to email me at RMann@Hersheys.com with your top 10 list. I'll close the contest March 30th. I'll post the results on the PHA forum.

If you would like a copy of the database prepared in an electronic Word format...please contact me as well. I can't provide hardcopies...there are too many pages!

Ron Mann



Linda Young, Casual Photography

PHA Hall of Fame inductee Joe Wilkie (left) with presenter John Stinsmen

From the Timing Tent

The start of a new year, the start of a new event, 2006 promises to be bigger and hopefully better than 2006.

A new event is coming on board for the 2007 season. **The Polish Mountain Hillclimb** in **Cumberland, MD** will be held **August 4-5**. It sounds like the whole community is getting ready to welcome us to their hill. I hope that many regular competitors as well as newcomers make the trip and show them that a new event is welcome.

Again this year there will be a team championship competition along with the individual class championships. The team championship rules have been modified a little this year (see rules page). Each team will now consist of 6 entrants with two cars allowed in the same class and the five entrants with the highest points totals will have their points counted for that event.

I was not at the last PHA meeting because of work commitments, hopefully this will not impact my making events this summer. It is getting harder to find workers for all of the events what with family, work and other obligations. There has been a lot of discussion on the PHA forum (www.pahillclimb.org) on how to get more workers and I'm sure that it was a topic for discussion at the meeting. If you have someone that would like to work at an event, even if they are at that event for one of two days, please make sure that their wishes are known to the event organizers and/or stewards as soon as possible in the weekend.

Jeff Fazio has been working hard over the winter setting up a new website dedicated to giving an overview of each hillclimb course along with drag strips, race tracks and other venues. Send your browser to www.smartracer.net to take a look at the results. You can contribute to the content of the site by contacting Jeff by the website or see him at an event. He is usually driving the black Turbo Toyota MR2 # 191.

The schedule is somewhere in this issue. Keep watch on you mail box, both U.S. and email, and on the PHA forum for when the entry forms come out. Take note of the entry deadlines and entry fees and any entry limits. Last year we had two events that hit their entry limits (100 cars). Don't be left out because you sent in your entry late.

That's all for now. I hope I'll be giving you the green light some time this year.

Nelson



Why PHA sponsorship

For the past two years I have worked to secure sponsorship funds for the PHA. I am often asked; why do we need sponsorship? The answer is that as the ongoing expenses of running a PHA event have increased, the PHA drivers have absorbed those additional expenses. Substantial sponsorship funds would go a long way to alleviate that problem

At the last meeting of the PHA I remarked that the PHA is at a crossroad and has to either restrict the number of drivers or events and remain a local organization or act as a mentor for other events and expand. At the meeting, the Polish Hillclimb in Cumberland, Maryland was approved as a PHA event and Snow Shoe Hillclimb would like to be put on the schedule. As our schedule grows, it puts more and more demands of the small core of workers that are essential for each event.

Although there are over five SCCA regions represented in PHA, only Blue Mountain and NEPA run events. This puts an undo strain on workers and officials; timing staff and tech inspection staff to be at every event. It is common at hills to delay the start of the event because insufficient workers are available. It has been suggested that a tee shirt would be a sufficient incentive for workers; I would suggest that a small stipend to cover expenses would also be appreciated.

Then there is the matter of equipment; Blue Mountain has provided the personal and timing equipment for all PHA events for at least the last ten years. Most of the equipment is owned by Blue Mountain however some of the equipment is the personal property of the timing crew. If that equipment needs upgrading or replacement who is responsible for that expense? There is now available wireless timing equipment and P.A. systems. Sponsorship money could go to provide that upgrade.

As our event expands and the need for a source of funding other than the drivers fees is needed and, I need your help in obtaining sponsorship. Over the past two years I have contacted over thirty firms from local companies such as CJ's Tires to multinationals such as Sunoco with little success. I have found that without a contact within the company who is supportive of the PHA I am about as welcome as an aluminum-sliding salesman. Several times I have gotten past the marketing manager only to be brought to a halt by senior officials. If we were to fund an expansion of PHA and not pass the burden on the drivers then sponsorship is the solution. I need not only the names of companies who might provide sponsorship but also a pro PHA contact within that company. I would also appreciate advice from individuals involved in public relations and marketing. Please contact me if you can help in any way.

John Stinsmen, Sponsorship Chairman

610-432-7254

j3stinsmen@aol.com

PHA Team Challenge

Rules

Team composition and fees:

Teams shall be composed of six drivers. The best results from five out of the six will count for points per event. A minimum of three teams is required for a team championship. A maximum of two members of any team may run in the same class. The entry fee is \$60.00 dollars per team.

Registration:

Teams are encouraged to register as soon as possible after January first of the competition year. A complete roster is not necessary to register a team. A final roster of all team members must be submitted before the second event of the racing season to the point's keeper.

Prize Money and Awards:

Prize money will be awarded to the top three teams at the conclusion of the last event of the season. Team jackets will be awarded to the 1st place team at the annual banquet.

Team responsibilities:

Teams are required to display the sponsors banners at all PHA events and place the sponsors stickers on all team cars. Team members should list the sponsors name on the biographical data sheet for each event. At the end of each event, at least one team representative should be present at the awards ceremony.

Scoring:

Team points will be awarded as follows:

2 points per event for each team member who completes at least one timed run.

1 point will be awarded for each car beaten in class

2 points will be awarded for breaking a class record.

1/2 point will be awarded per event for each team member who has at least one timed run at all events.



Linda Young, Casual Photography

John Tumolo's PHA Hall of Fame Plaque
(We'll get a picture of him in the next issue)

2007 Pennsylvania Hillclimb Association Time Trial Series Schedule

Date	Event	Organizer
May 26 – 27	Jefferson Circuit, Summit Point Raceway, Summit Point, WV	NEPA
June 9 – 10	Spring Weatherly Hillclimb, Weatherly, PA	NEPA/Weatherly Hillclimb Association
June 23 – 24	Pagoda Hillclimb, Reading, PA	BMR
July 7 – 8	Giant' Despair Hillclimb, Wilkes-Barre, PA	NEPA
July 21 – 22	Rose Valley Hillclimb, Trout Run, PA	BMR/Trout Run Volunteer Fire Company
August 4 – 5	Polish Mountain Hillclimb, Flintstone, MD	Steel Cities/
August 18-19	Duryea Hillclimb, Reading, PA	BMR
September 1 - 2	Jefferson Circuit, Summit Point Raceway, Summit Point, WV	BMR
September 15-16	Fall Weatherly Hillclimb, Weatherly, PA	NEPA/Weatherly Hillclimb Association
November 17	Annual Awards Banquet	PHA



Linda Young, Casual Photography

PHA Hall of Fame inductee J.W. Orrs (right)
With presenter Jim Cosner

Western Maryland Polish Hill Climb In Home Stretch As New PHA Series Stop

CUMBERLAND, MD – After more than two years of behind-the-scenes work by Western Maryland group dedicated to reviving the sports car heritage of the Cumberland area, a new hill climb venue has been placed on the 2007 PCA calendar as a Steel Cities Region SCCA Level 4 Time Trial.

The first-ever Polish Mountain Hill Climb has been tentatively approved for the first weekend in August 2007. Working together with a team of SCR SCCA and PHA representatives and the Flintstone, Maryland Volunteer Fire Company, National Road Autosport, LLC is down to the last two remaining steps to make an exciting new venue available for Mid Atlantic hill climbing enthusiasts.

The new venue is an approximately 1.3 mile stretch of Gilpin Road near Maryland, Route 144. It follows the path of the Old National Pike (Scenic 40) up the western face of Polish Mountain in Flintstone, Maryland. It is a newly paved and lightly used stretch of road that features tight linked turns, seven in all, two with double apexes.

Step One toward final approval is a working site visit being scheduled for final SCCA approval of the venue and to develop a final site map for tech, paddock, grid and safety station locations.

Step Two is the final signature on a self-described “hair raising” quest for the final State of Maryland sign-off on a special event road use permit for the event. National Road Autosport group volunteers have recruited the support of local and state officials and agencies as part of a strategic expansion of their current autocrossing program at Cumberland Regional Airport.

The fate of the event as part of the 2007 PHA series now hangs on a piece of emergency legislation suggested by the State Highway Administration and backed by the Western Maryland Delegation to the state’s General Assembly. A conflict between the event concept and the language in Maryland’s COMAR traffic code was uncovered by the state Attorney General’s office during final review and all parties are now cooperating on a draft of the needed amendment. As of press time, the bill is in legislative review and is slated for emergency introduction and passage as a local courtesy bill in the current General Assembly session.

National Road Autosport president John Felten explained his view of the new event as a “win-win” effort. “Our Cumberland based efforts to revive our great tradition of sports car competition have crossed paths with the Steel Cities SCCA region’s effort headed by Ray Colbert to obtain a site for a Level 4 hill climb,” Felten said. “Nothing could be more exciting for our community or our organizing group than to have SCR SCCA return here after a 35 year hiatus.”

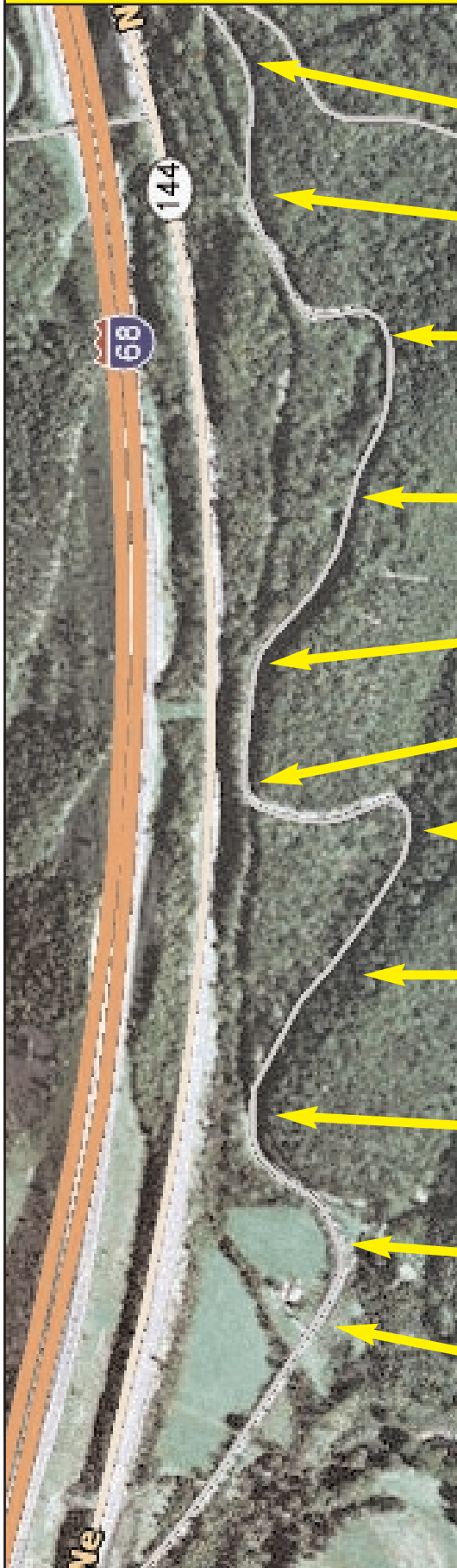
Many Western Pennsylvania autocrossers are already familiar with the National Road group as organizers of the Cumberland Airport Autocross Series, now entering its fifth season of fast paced “country club autocrossing” at the legendary site of the old Cumberland Nationals SCCA Sport Car Races. The group carries a reputation for first class hospitality and smooth running operations into the hill climb arena.

The status of the final site visit and special event permit approval of the new event can be followed at www.pahillclimb.org or www.nationalroadrally.com web sites. Lodging and travel information plus registration materials will be available through both sites when the approved for final distribution.



Carroll Shelby is pictured in his Ferrari 4.5 liter formula car after winning the 1956 Breakneck Road Hillclimb in Allegany County, only three miles from the site of the newly planned Polish Mountain Hillclimb

Polish Mountain Hill Climb Draft Course Feature Names



Finish: Length 1.2 miles

Turn 7: “Kegg Curve”

Turn 6a/6b: “The Esses”

2nd Straight: “The Chute”

Turn 5: “Big Ben”*

Turn 4: “Breakneck”

Turn 3: “The Corkscrew”

1st Straight: “Ascension Alley”

Turn 2a/2b: “Flintstone”

Turn 1: “Poling Corner”

Start



* Official name, paddock name “Big Balls”

Stewards Corner

It's hard to believe the new season is just around the corner, it feels like we only just awarded team and class champions. And yet at the same time withdrawal has definitely set in and I can't wait for the smell of race gas and the sound of race engines launching off the start line. It must be bad; I think I even miss the Saab. Needless to say the first event can't come soon enough!

As I said at the end of last season 2006 was a great year thanks to all of the competitors and volunteers that help. Our sport continues to grow with more drivers and new cars showing up at the events and 2007 promises more growth. We have a new event on the calendar as Steel Cities Region and the people in Western MD are working to make the Polish Mountain Hillclimb a great new addition.

Now as we say every year, the one piece of the equation that we can not have too many of is volunteers. Not only was there not a single event last year that wasn't short staffed in areas but in many cases the lack of workers lead to delays in getting cars running for times. Obviously we are all there to see cars racing and it is therefore to everyone's benefit to recruit volunteers. While the officials will do everything we can to make the experience fun we have already cajoled, tricked and threatened most of the people we know into helping. We need you to talk to your friends and bring new people out that want some of the best seats at the events. The friend you bring out to the track may very well make the difference in making the event more enjoyable for everyone or even getting one more set of runs during the day.

The winter has been relatively quiet with regards to the Time Trials Rules (TTR). Some discussions have been underway to see if roll cages should be required in all hillclimb cars and the SCCA's official publication, FastTrack, will be soliciting input on that issue shortly. If you have an opinion I encourage you to send in a letter to the SCCA and let us know your opinion. The other major, and necessary, item we are working on is making the TTR easier to use and read. We know that rule book is currently not user friendly and a real challenge for people new to the sport. Look for a reformatted book to be available late summer of 2007.

Finally, as a reminder, PHA permanent numbers are due for renewal. See the list in this issue and be sure to renew your number at or before the first event of the year. For those people that want to reserve a new number check the list to see what is available and contact me.

Now, let's get ready for the first race!

Matt Rowe

NEDIV Time Trials Program Manager
(860) 593-5207

mattrowe@msquaredracing.com



The date of the next and last meeting prior to the start of the competition season is scheduled for Saturday, April 14 at Giannottis on Route 12 outside Reading. Lunch begins at 12 noon with the meeting starting promptly at 1 p.m.



2006 PHA Permanent Numbers

PHA/NEDIV SCCA **2007 PERMANENT NO. LIST**

The permanent number list is maintained by the NEDIV Divisional Chief Steward. A \$5 fee to reserve a number for a year is used for administrative costs and reserves the number until the first event of the following year.

#	Owner	Year	#	Owner	Year	#	Owner	Year
00	Mike Patton	2006	50	Gene Brown	2006	X1	Jim Miller	2006
01	Mary Vitaletti	2007	51	Rich Sweigart	2007	8L	Paul Levengood	2006
02	Glenn Cobaugh	2007	52	Al Greenig	2007	46A	Paul Behofist	2007
03			53	Dave Yeager	2006	38L	Sue Salsburg	2007
04	Dennis Williams	2007	54	Bill Koff	2006	M17	Chris Mower	2007
05	Tom Gunshannon	2006	55	Kevin Glaus	2006	K17	Chris Mower	2007
06			56	Sue Salsburg	2007			
07	Tim Williams	2007	57	Ray Colbert	2006	091	Adrienne Vrabel	2007
08	Kurt Eikenberg	2007	58	Dave Aaron	2007	111	Lloyd Geib Jr	2006
09	Adrienne Vrabel	2007	59	Joseph Hoover	2006	112	Jim Bianco	2007
0	Steve Sincavage	2007	60	Rod Holtzapple	2007	113	Mark Childs	2006
1	John Dexheimer	2007	61			114	George Bowland	2007
2	Glenn Cobaugh	2007	62	Dave Miller	2006	116	Morgan Wilson	2006
3	Mike Sarzynski	2007	63	David Britton	2007	117	Dave Arron	2007
4	Joe Perlo	2006	64	Avent Beck	2007	119	Keith Bower	2007
5	Rich Sweigart	2007	65	Chuck Perez	2006	123	Ken Taggart	2006
6	John Mullins	2007	66	Bill Gorski	2006	129	Paul Trout	2006
7	John Champion	2007	67			136	Donald Zaroda	2007
8	Al Corazza	2007	68	Dick Pickles	2007	139	Phaedra	2007
9	John Moyer	2007	69	Tom Suveg	2007	141	Bryan Fritzler	2007
10	Peter Stillwell	2006	70	Jesse Black	2007	157	Keith Bessette	2006
11	Tim Royer	2006	71			164	Nathan Beck	2007
12	Jim Bianco	2006	72	Bill Strong	2007	167	Robert Deysher	2006
13	Richard Kase	2007	73	Al Corazza	2006	175	Crystal Whisler	2006
14	Rich Rock	2007	74	Joe Cyburt	2006	191	Jeff Fazio	2007
15	Skip Levengood	2006	75	Donald DeHart	2006	192	Jane Stinsman	2007
16	Gordon Wise	2007	76			195	Thor Pitman	2007
17	Sue Salsburg	2007	77	Dan Rhyne	2008	232	John Hartnett	2007
18	Tony Preston	2007	78	Ted Klaus	2006	236	Joe Specht	2006
19	Michael Robinson	2007	79	Brandon Lewis	2007	242	Nate Beil	2006
20	Bob Pigford	2007	80	Bill Weaver	2007	251	Chuck Christ	2007
21	John Zabriski	2006	81	Bob Oswald Jr	2007	282	Bob Oswald	2007
22	Mel Horn	2007	82	Tom Knorr	2007	357	Don Newcomer	2007
23	Joe Rausa	2006	83	Jim Miller	2006	423	Bob D'Amore	2006
24	Rick Shortuse	2006	84	Dan Lipperini	2007	571	Grace Huntzinger	2006
25	Chuck Christ	2007	85	Alvey Ford	2007	661	Jon Gorski	2006
26			86	Keith Gerhard	2006	777	Bill Feist	2006
27	Bill Lessig	2006	87	Matthew Kujat	2008	821	Garth Knorr	2007
28	James Kuzo	2007	88	Jeremy Deitzel	2007	911	Fabio Vlacci	2006
29	Carl Hindman	2006	89	Jack Danko	2006	917	Jim Miller	2006
30	Steve Tumolo	2007	90	Jack Danko	2006	1251	Mary Anne Fieux	2007
31	Jim Seiple	2006	91	Chris Belieu	2007	1571	Bob D'Amore	2006
32			92	John Stinsman	2007			
33			93	Rick Rohrbach	2006			
34	Bob Connell	2007	94	Jack Danko	2006			
35	Chuck Holtzapple	2007	95	John Pitman	2007			
36	Donald Zaroda	2007	96					
37	Joseph Foering	2007	97	Rick Rohrbach	2006			
38	Tom Styczynski	2007	98	Daryl Danko	2006			
39	Larry Long	2007	99	Barry Griffith	2006			
40								
41	Steve Mestrow	2007						
42	Bill Silvers	2006						
43	Don McLaughlin	2007						
44	Mike Crocker	2007						
45	William Kotyk	2006						
46	Paul Behofist	2007						
47	Bob Yotko	2007						
48	Dan Lipperini	2007						
49								

The number in the Year column indicates the year number is paid through.

PHA Team Performance Challenge

Please list the name, address and phone number for each team member

Team Name _____

Sponsor _____

Driver #1 _____ Class _____

Address: _____ Phone # _____

Driver #2 _____ Class _____

Address: _____ Phone # _____

Driver #3 _____ Class _____

Address: _____ Phone # _____

Driver #4 _____ Class _____

Address: _____ Phone # _____

Driver #5 _____ Class _____

Address: _____ Phone # _____

Driver #6 _____ Class _____

Address: _____ Phone # _____

Rules: \$60.00 per team with a minimum number of 3 teams to make up the Championship Teams will consist of 6 members with a maximum of two members in the same class.

Teams must be submitted to the points keeper by the start of the first timed run of the second event.

Scoring as follows:

2 pts. Per event per team member, must have 1 run

1 pt for each car beaten in class

2 pts for breaking an existing class record

.5 pt per event if member completes one timed run in all events

Make checks payable to PHA Sponsorship.

Mail to:

John Stinsmen, Sponsorship Chairman

3436 Lincoln Ave.

Allentown, PA 18103.

Email- j3stinsmen@ aol.com – Phone 610-432-7254