



AN OFFICIAL PUBLICATION OF
THE PENNSYLVANIA HILLCLIMB
ASSOCIATION

UP HILL



AND THE MID-ATLANTIC TIME TRIAL SERIES

Edited by: Nelson Kase nelsonkase@comcast.net

www.pahillclimb.org

SPRING 2010

Vol. 11 Iss. 1

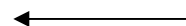
PICTURES FROM THE 2009 PHA AWARDS BANQUET



**PHA HALL OF FAME MEMBERS
2009 INDUCTEES
JOHN STINSMEN AND ALVEY FORD**



**Lloyd Geib (left)
congratulates
Rich Rock (right) for
Receiving the 1st
Annual Lloyd Geib
Award.
Presenting the
award Dave Yeager**



**↑ 2009 PHA Team Champions
TEAM OZ**

The above photos were downloaded from the PHA online forum www.pahillclimb.org. The photos were posted by Linda Young Pitman

Next PHA Meeting 1 p.m. on Saturday, April 10 at Giannotti's Restaurant with lunch served at 12 noon

Inside: Minutes from the last PHA meeting. Articles by John Stinsmen, Steve Hirschtritt, Rich Rock, Tim Williams.

From the Editor

Well another year and another issue of the **UpHill**. Inside you will find the minutes from the February 20 meeting of the PHA submitted by PHA secretary Gordon Wise. Also a BMR News article from Rich Rock, make sure to take note of the free entry raffle being held again. An article on the Duryea Hillclimb by John Stinsmen. Tim Williams submitted an article about his first running of the Pagoda Hillclimb in 2003 and Steve

Hirschtritt has an article on the trials, tribulations and success of a certain PHA President at the Turkey Bowl XIII. Below is the 2010 Hillclimb schedule.

Please read John Pitman's article and the PHA minutes for new Historic classes and rules and for the 2010 Team Championship rules.

Nelson Kase
nelsonkase@comcast.net

2010 PHA Hillclimb Schedule

May 29 – 30 – Spring Jefferson

June 12 – 13 – Spring Weatherly Hillclimb

June 26 – 27 – Pagoda Hillclimb

July 10 – 11 – Giants Despair Hillclimb

July 24 – 25 – Rose Valley Hillclimb

August 7 – 8 – Polish Mountain Hillclimb

August 21 -22 – Duryea Hillclimb

September 4 – 5 – Fall Jefferson

September 18 – 19 – Fall Weatherly Hillclimb



**IN MEMORY OF JOSEPH FOERING
CAR # 37**

PENNSYLVANIA HILLCLIMB ASSOCIATION

Minutes of the February 20, 2010 Meeting

Those present were PHA officers: President Tom Knorr, Vice-President Rich Rock, Treasurer Bill Weaver, Secretary Gordon Wise and Regional Representatives, members and guests: Spencer Hogan, Sue Salsburg, Dave Arron, Jane Stinsmen, John Stinsmen, John Pitman, Rich Sweigart, Merlin Miller, Dale Gogez, Matt Kujat, Sr., Hugh Maloney, Nancy Lewis, Don McLaughlin, Keith Bessette, Grace Hutzinger, Norma Oswald, Bob Oswald, Sr, Mary Anne Fieux, Charles Christ, John Holliday, Bill Shields, Barry Koch, Carol Lipperini, Dan Lipperini, Ray Colbert, Matt Issac, Tim Williams and JoAnne Foering.

Held at Giannotti's, the meeting was called to order at 1 p.m. by President Tom Knorr after it was determined that a quorum of Regional Representatives were in attendance. Written minutes of both the April 11, 2009 and the November 21, 2009 minutes were distributed, read individually, then approved upon a John Stinsmen/Chuck Christ motion. Treasurer Bill Weaver reported an end-of-year 2009 PHA treasury balance of \$10,973.71. Today's balance is \$10,588.34. The membership in attendance approved the treasury report upon a John Stinsmen/Hugh Maloney motion.

BANQUET COMMITTEE – Nancy Lewis agreed to chair the 2010 banquet committee.

AUDIT COMMITTEE – John Stinsmen, Steve Lewis and Carol Lipperini will serve as the audit committee whose responsibilities include a careful review of PHA's income and expenditures for 2009. They will present their audit report at the next scheduled meeting on April 10, 2010.

ELECTION OF OFFICERS – Election teller John Stinsmen opened the floor for additional nominations for PHA officers to serve for 2010. Those nominated at the November 21, 2009 meeting were: Tom Knorr for President, Rich Rock for Vice-President, John Pitman for Treasurer and Gordon Wise for Secretary. Since no additional nominations were made, Stinsman declared the nominees elected after unanimous affirmation was given by a show of hands of all in attendance.

NEWSLETTER – Nelson Kase needs articles for the spring "UPHILL" newsletter.

CHIEF OF TECH – President Knorr announced that Kurt Eikenberg has been appointed to serve as Chief Tech Inspector for 2010.

2010 COMPETITION SCHEDULE – Upon approval of a Mary Anne Fieux/Chuck Christ motion, final approval was given to the 2010 competition schedule. It is: May 29-30 Spring Jefferson; June 12-13 Spring Weatherly; June 26-27 Pagoda; July 10-11 Giants Despair; July 24-25 Rose Valley; August 7-8 Polish Mountain; August 21-22 Duryea; September 4-5 Fall Jefferson and September 18-19 Fall Weatherly. The 2011 tentative schedule was also approved upon a Matt Kujat/John Pitman motion. Tentative dates are: May 28-29 Spring Jefferson; June 11-12 Spring Weatherly; June 25-26 Pagoda; July 9-10 Giants Despair; July 23-24 Rose Valley; August 6-7 Polish Mountain; August 20-21 Duryea; September 3-4 Fall Jefferson and September 17-18 Fall Weatherly. Matt Rowe, Rose Valley organizer

would like a Region to assist him by putting up "seed" money and to apply for an SCCA event sanction.

HISTORIC CLASSES – In November, 2009, President Knorr called together the drivers who regularly compete in the Historic classes for the purpose of reviewing existing rules with the intent to better insure a competition environment in which there exists fair equity in both car classification and in-class rules.

As a result, the group made two recommendations for the PHA membership to consider for approval.

The first concerned adding another historic class to accommodate cars with small displacement engines of 1300 cc or less. Previously, these small displacement cars had to compete in a single class in which engine displacement included everything with less than 2000 cc. Upon approval of a Spencer Hogan/Bob Oswald, Sr. motion, a new class "Historic 4 will be formed consisting of 1963 – pre 1974 sedans and production cars that have a stock engine displacement of 1300 cc or less."

Also approved upon a Spencer Hogan/Bob Oswald, Sr. motion: "In Historic 1, 2, and 4, carburetors and intake manifolds, valve rockers and brakes are free. Transmissions are free as long as they have the same number of forward gears. Rear tube shocks can replace lever shocks. Fender flares composed of steel, fiberglass or aluminum are allowed. No racing slicks are allowed in any of these classes."

WIRELESS TIMING – Keith Bessette spent countless hours of work last season exploring the possibilities of employing wireless timing at PHA events. As a result, he developed a detailed fifty page report in which he concluded that employing wireless timing "can work" at our events. However, it will take considerable additional effort to get it to work accurately at most, and hopefully, all events. The advantage of wireless timing is obvious, thus the additional work and considerable expense can be justified. To this end, upon approval of a Bill Weaver/Ray Colbert motion, Keith was asked to continue further investigate "exactly what equipment is available to build a workable, accurate wireless timing system that would accommodate PHA's needs." Further, this motion authorized the expenditure of up to Keith's estimated \$5,500 to purchase the equipment. Additional discussion on this topic will be continued at the April 10, 2010 meeting.

TEAM CHAMPIONSHIP – Discussion ensued regarding PHA's Team Championship. It was concluded that the team championship program creates a lot of interest among many drivers, thus should be continued. However, suggestions for it's improvement included both the dropping of "bonus points" and extra points awarded for FTD. Bob Oswald, Sr. proposed the following as team championship rules:

1. The minimum number of teams must be three;
2. No more than two members of a team can run in the same class;
3. Points shall be awarded the same as individual class points, i.e. 10, 9, 8, 7, etc. with a minimum of one point for each member of the team competing: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, 1, 1, 1, etc.
4. One point will be awarded for breaking a class record.
5. Five to six drivers per team, but only the five best finishing positions count.

6. Teams to be decided before the second event.
7. Class to be run at the time the team is formed.
8. If team jackets are to be awarded to the winning team, then the money must be paid when the team is determined.
9. Team members can only switch to an alternate class only one time - and only if the initial car is crashed, broken, or sold. Upon a Chuck Christ/Norma Oswald motion, Bob's proposal was approved.

EAST COAST CHAMPIONSHIP EVENT – Ray Colbert expressed Steel Cities' interest in designating Polish Mountain as an East Coast Championship Event for 2010 as a way of attracting more Southern drivers. It was mentioned that historically, when PHA held East Coast Championship events at Jefferson, there seemed to be little additional interest from Southern drivers than normally. Tom Knorr urged Ray to have Steel Cities people contact Southern Division officials and key southern drivers to assess their interest.

2010 SUPPLEMENTAL RULES – Matt Rowe indicated that the 2010 Supplemental Time Trial Rules will be finished and available by the end of February.

OTHER AGENDA ITEMS - Rich Rock announced that BMR will have about six hill climb cars at a BMR/PHA display at the Race Car Show at the Reading Fairgrounds Mall from February 21 to 27, 2010. The display will include the PHA banner, numerous in-car videos, posters and other handout material. Drivers will be on site to talk with the public.

Rich also announced that BMR will again be raffling off Duryea and Pagoda entry fee passes. Tickets are \$10 each, three for \$20. Rich expects the drawing to be held at the end of the Spring Jefferson event at the end of May.

Tom Knorr announced that he needs people to help with registration for Spring Jefferson including pre-registration and Friday evening at the track. Nancy Lewis volunteered to assist with pre-registration. Other volunteers should contact Tom.

Several persons expressed interest in the black and white PHA golf shirts that among others, Nancy Lewis was wearing. Carol Lipperini will inquire about prices and availability for the shirts.

President Knorr announced that the next PHA meeting will be held again at Giannotti's at 1 p.m. on April 10, 2010.

The meeting was adjourned at 3:20 p.m. upon approval of a Chuck Christ/Hugh Maloney motion.
Respectfully Submitted ,

Gordon Wise, PHA Secrtary

BMR NEWS

In an effort to reduce event expenses(hundreds of dollars per event), and to save a bunch of time and work that Nelson has been doing, BMR wants to eliminate, as much as possible, the practice of mailing out entry forms and results.

We have been using Myautoevents.com for online registration and will continue to do that. Also, we send registration forms via email to those for whom we have email addresses . Entry forms may be downloaded from the PHA website. Results get posted to the PHA website. If that doesn't work for you,

and you really need to have entry forms and results "snail-mailed" to you, we will do that, but you **MUST** ask us to do it. Call Rich Rock at 610-804-9047 or get in touch with Nelson Kase (610-468-4562) and we'll take care of it.

Speaking of registration, please remember that you are not pre-registered for an event if you don't pay before the deadline for late entry. If you filled out a registration form and mailed it in, unless you included payment, you are not pre-registered. If you signed up online at Myautoevents.com, but did not pay online or mail a check to BMR before the deadline, you aren't pre-registered and you will be charged a \$25 late fee. For those who pay by check, please know that BMR does not deposit your check until the day after the event, no matter how early you send it in. And if, for some reason, you need to cancel, just give us as much advance notice as possible. We try to be very reasonable when it comes to refunds. So, please save us some work and yourself some money by registering early!

Once again, BMR is holding a drawing. First prize is free entry to both Pagoda and Duryea in 2010. Second prize of one free entry, your choice of hill, will be awarded if we sell enough tickets. Prize may be transferred to another person without any penalty. Tickets are \$10 each, 3 for \$20. Get in touch with Rich Rock or any BMR board member.

People seemed to like it last year, so we will hold the Pagoda Hillclimb party at the top of the hill again. The Duryea party will not be at Shearer's this year. It will be either at the top of the hill or someplace nearby. For Duryea, we plan to have a shuttle bus operating, taking people up and down the hill between run groups. Also, we're working on having a car show in City Park on that Saturday.

This year, the featured car for the Hillclimb poster, program and t-shirts is Peter Stillwell's classic BMW 1800 TISA. if you would like your car to be featured in 2011, get in touch with Rich Rock as soon as possible.

Speaking of the program, we're holding an "essay contest". Years ago, the Duryea program included an article, written by a driver, describing their Duryea Hillclimb experience. It was called "In The Driver's Seat". Almost always, it included a description of a run up the hill. We would like to have such an article for the program this year. If we choose yours, we'll print it along with a picture of you and your car in the official Duryea Hillclimb program. Submissions may be emailed to Readinghillclimbs@live.com snail mailed to BMR PO Box 13642 Reading, PA 19612, or given to any BMR board member. Deadline is Spring Jefferson.

Lastly, Pagoda-Skyline Inc. is having a Chicken Barbecue at the firetower on Saturday April 24. Starts around 11am. It's a party, lots of different things going on. If you can, please come out and support them. See ya there!

Rich Rock

Of all the hill climbs in the Pennsylvania Hill Climb Association circuit, Duryea is the longest at 2.3 miles, the most complex with 11 hairpins and the most dangerous having claimed on life. My wife and I have raced the hill for over twenty years and have always felt that we should have gone faster.

In 1951 MG Car Club in New York and Eastern Pennsylvania decided to run a Sports Car Hill Climb in Reading Pennsylvania on Mount Penn. Mount Penn, located at the summit of Reading has an extensive park system that included a 2.5-mile mountain road called Duryea Drive. By 1954 Duryea and Giants Despair Hill Climb, located in Wilkes Barre Pennsylvania, had become part of the fledgling Sports Car Club of America's National Championship Series. In the book "Sports Car" by Austin Conley published in the same year, 1954 Duryea was listed along with such luminary events as La Mans, Sebring and the Mille Miglia as the top 10 international Sports Car event, in Europe and the United States.

[illegible]

affluent residential parts of Reading. You can imagine the noise and congestion caused by Corvettes, Cobras and Can AM cars as they went past your front door. Common sense prevailed and now you wait at the top of the mountain until your racing group is allowed to come down.

Saturday, large bore formula and specials running on Sunday. This arrangement continued until the entries dropped below 75 during the late eighties and now all drivers run both days. It should be mentioned that the Hill Climb parties were held Saturday night which caused a dilemma for Sunday drivers who had to be at there best Sunday morning.

A photograph of a woman, Jane, sitting in a red open-wheel race car (Van Diemen Formula Continental) at a start line. The car has the number 192 on its side. A man in a white shirt and shorts stands next to the car, holding a clipboard. The background shows a grassy hill with a red fence and a person standing on top. A banner with the text "Van Diemen" is visible in the background.

After Oh Shucks officially called turn 6, there's another series of 3 switchbacks until you reach a very sharp right hand turn at the Pagoda. Accelerating past the Pagoda the road drops out of sight and turns right, then left on a negative camber downhill section. This is the point that a driver in my formula class spun out and went backwards across the road slamming into the trees at over 70 miles per hour. The driver did not survive. Hill climbing can be unforgiving.

Keith Bower going past the Pagoda

Since the inception of Hill Climbing cars have been built just to win the Fastest Time of the Day Award. In the

early years there were European chassis with American V8's. Cad Allards and Chevy Ferraris competed with Formula car for this coveted award.

FTD times over the years have decreased dramatically. With far stickier tires, sophisticated suspension systems and efficient aero dynamics average MPH has increased from 50 mph in 1951 to 90mph in 2008. Another example is my time in a Formula 5000 in 1973, 124.5 seconds, and good for 2nd FTD. In 2008 I turned a time of 125.07 in a Van Diemen Formula Continental that was only good for 3rd in class and well down on the FTD list. The Van Diemen has 300 less horse power that the LOLA Formula 5000.



George Bowland (at left) and his BBR Shark arrived from North Carolina with the expressed purpose of setting FTD records for all of the hills in the PHA circuit. For several

consecutive years George had won the Solo II SCCA Championships and now he planned to conquer the north as he had the south.

George's BBR Shark was designed by his son, an automotive engineer, and fabricated by both of them. It resembles two gigantic louvered wings with a central seat and 4 wheels. It is powered by a much modified Snow mobile engine and transmission and sticks to the ground like proverbial glue. George's record time for Duryea is 105 seconds at an average speed of 90 miles an hour. He achieves this time by slowing down the least possible throughout the turns. George's top speed is only 115 mph, far less than some of his competitors.

Road racers consider Hill Climbing somewhat suicidal, trying to dodge trees, rocks and other assorted hard objects while racing at high speeds up hill. They criticize the meager time spent on the hill racing as compared to road racing. Let me offer a rebuttal. Hill climbers are much more likely to help each other because they have time. Not having as much track time means less repair times and it also provides more time to socialize. Finally, as you age, your attention span lessens, with hill climbing; the most time you need to concentrate is two and one half minutes.

Duryea is always challenging and every year you try to do a little better. Sometimes especially if its raining, you do considerably worse. You sit on the start line and run the course through your mind and resolve to hold your foot down longer going into turn six. The light turns green. You accelerate off the line and going into turn two you miss a shift. The run is now ruined and, well there's always next time.

John E. Stinsmen

Photos courtesy of Diane Bower

My first hillclimb experience started off well with my car passing tech on Friday night. Although I forgot to bring my drivers gear with me, so actually I didn't get signed off until Saturday morning. Much thanks to Rick Kase for going over my car two weeks earlier and giving me some pointers on what my car needed to pass tech. Just as I was leaving Sear's Automotive, Craig Danks was pulling in and stopped to say, he was glad to see I made it and if there anything I needed this weekend, just ask him for help. This was a nice gesture, and one I would take him up on later.

Saturday morning I was leaving home and wondered if I had everything I needed. But, never doing a race before, I had no clue what I could possibly be missing. (Note to myself: create a check list for next race!!) Arriving at the hill I had no idea where to go?? So I followed Bill Weaver in and parked under the first tree I found. (I did know shade

would be a good thing!) Mr. Jim Cosner did a great job with novice orientation, showing us the lines to take through the turns and what to do, and not do, on your journey up the hill. He had good stories to tell about squirrels stuck in rotors and a little old oriental lady trying to get to the Pagoda in her car while he was on his run in a very low race car. I don't think the Pagoda gods were happy with his story, because he had a nasty fall later in the day. A coincidence, or the Pagoda curse?

After familiarization runs, I attempted to park my car in my spot. Doing a eight to nine point turn around in front of Mr. Miller's Tiger. This must have made him nervous, because he showed me how it would be easier to go into the turnaround above us. And then coast down the hill backwards into my space. This was a great help! Thank you Mr. Miller.

Later they called Group 1 to the line, and it was time to get into the car. But prior to this, I hadn't put on all my safety gear and tried strapping into the car. I put the arm restraints on my arms first at the bicep, and then did not know where to hook the little loops into? I tried to sequence them into my lap belt along with the shoulder harness. But what made this really hard was that I could only grab my right arm restraint loop with my left hand, and my left restraint with my right hand, but not at the same time because I only made the arm restraint length only about six inches. After literally about five minutes trying to buckle up I finally completed the task. Only to realize, I still had my baseball cap on and couldn't reach it to take it off or put my helmet on!! Thanks goes again to Craig Danks for showing me the easy way to strap in after my first run.

Speaking of my first run. I was getting butterflies in my stomach the closer I got to the line. THEN IT WAS MY TURN! The starter checked my belts and car making sure everything was secure. And then, just like that, everyone went running because a car had crashed and gone on it's roof! It was a fellow novice I had met in novice orientation. My first thought was, I hope he is ok. I turned off the car and took off my helmet and gloves, because I knew it would be awhile before I would be going. Barry Griffith (one of the fast guys) came by and said he hates when that happens, you're all synced to go and then you have to wait. I told him this was my first time, ever, on a starting line. So, the wait was actually good because it was getting rid of a few butterflies.

Finally it was time to go and I was very relaxed when the green came on. Now I've owned my car for a very long time, but I never driven it hard, so I really have no clue where it's limits are. I did a longer than I wanted to burnout on the line because I don't have posi-traction and I'm running 15" 75 series street tires. Because of the tires I'm sure it sounded like I was crashing in every turn. Especially the right handers when the weight was off the right rear. The first few turns I took the middle of the road, because I wasn't taking any chances. When I got somewhere past turn five I saw a red light illuminating from the forest. I lifted right-a-way! But then it hit me, that it probably was a speed gun! I kept looking for a corner worker to jump out waving a red flag, but nobody did. As I got through turn eight I could see the finish line ahead. It was a great feeling crossing it knowing I had always wanted to do this and had finally accomplished that goal! On the parade back down the hill it was a weird/strange feeling waving at the spectators as they waved to me. Because I couldn't stop thinking that "hey, that was me standing in the woods, waving last year"!

Tim Williams

6/28/03 – Pagoda Hillclimb

#123 1962 Triumph TR4

p.s. - Thanks Bill Shields, for one of the times I stopped to talk hillclimbing, when you said "stop talking about it, and do it"!



AGAINST ALL ODDS - AN ALTERNATIVE SUMMARY OF TURKEY BOWL XIII

By Steve Hirschtritt

Turkey Bowl XIII was to be my friend Tom Knorr's (#821 MG Midget) third event of his rookie season with VRG. He began his tow to Summit Point from Penn Argyl, PA at 3:00AM Friday morning; he likes to be first. He arrived quite early, registered, teched, saved a few spaces in the paddock for friends, and unloaded his Midget as he was anxious to get in that first session and familiarize himself with the race track; as I said, he likes to be first. "Attention in the pit paddock, attention in the pit paddock, group 1 to the grid" that soon to be familiar voice called. Tom started his Midget and darted up to be the first car on the grid. Well, the checker came out to end the session, and as I drove thru the paddock to our pit spot, the first thing I noticed was #821 Midget sitting there with its hood off and engine steaming, Tom seemed to be steaming as well. After ruling out the obvious, we decided a compression test was in order, and to Tom's dismay #4 had zero lbs!

With hopes of replacing a blown head gasket Tom went to work. Now I don't have to remind any of you "turkeys" how cold it was on Friday, but old Tom persevered despite that cold wind thru the early afternoon, draining coolant, removing ancillaries, unclamping fluid lines, and all the other tens of sub jobs it takes to get the cylinder head off that little A-Series engine. But, by around 2:00 Tom was carrying the head thru the door of my trailer. "I've got it off" he boasted. "Yea and the number four exhaust valve's bent" I reluctantly informed him. "Oh...well I've got another head in the truck, it's almost complete with valves and all!" He even hinted that it still might be possible for him to make the final session of the day. "Maybe you better look at the piston in that cylinder", I advised. Well, sure enough that valve had wedged itself in its guide and the piston had just touched it. "You better take some emery to that piston and make sure its smooth" I said. Tom went back out in the cold and worked on that piston while I removed everything he needed from the damaged head.

Well, Tom got that new head on the block, but when he tried to put the thermostat housing on, the studs were too short; turns out the studs in the new head were for a different style housing...a style we didn't have. At this point the sun was setting and the temperature dropping, making it tough to work with unprotected fingers. Tom soldiered on while I cooked something for him to eat; it seemed like the least I could do. He didn't seem too interested in eating, but I encouraged him like a good parent does with his kids. Anyhow it fueled him up for another session of back-wrenching bending into that small, low engine bay of his beloved Midget. By 9:00 that head was on the block ready to be torqued down and have its valves adjusted. PLEASE call it a night Tom. He did.

Saturday morning was cold and windy too, and I swear I woke up to the click click sound of a torque wrench and the clunk of a starter working those valves into position for adjustment; Tom was up and at it! And he was going to make that first session even if we had to use a crane to get him into that little car. "Attention in the pit paddock, attention in the pit paddock, group 1 to the grid" that now familiar voice called. Tom got that Midget fired up and ready to go and he was first on line again, he likes to be first. Off he went to conquer Summit Point!

Upon exiting the track, I went thru the paddock to our space and there was #821 sitting with its hood off again. "What's the matter now?" "I lost power coming up the hill under the bridge; I think its another blown head gasket" "No Tom, it was a bent valve last time" I corrected. Tom went missing for a while and then reappeared with a slightly used head gasket he had gotten from another Spridget fan. "NO you're not gonna..." "Yea, I'm gonna make this afternoon's race" he said unable to stand up straight any longer. And so the teardown process started again.

When the head finally came off for the second time in twenty four hours there was indeed a blown head gasket but no bent valves. "Did you torque that thing down?" I asked. "Well yea to 50 lbs!" he replied. At that point, what could be termed the peanut gallery chimed in, "Oh no with those ARP studs you should go to 65 lbs with motor oil...certainly no less" (I was part of the peanut gallery). So Tom was about to install a

used head gasket, and torque the living hell out of it. And he did, and by about 2:00 he started that Midget up again and the coolant came out faster than it went in. It seemed the ear of the water pump holding the alternator had broken. "Do you have a spare water pump?" he asked. "I have two that I took off good engines, here, take your pick". Tom took one and returned to that sick little Midget.

After a while he had that replacement pump installed and he was standing there, well almost standing that is, looking kind of disgusted. When he tried to mount the alternator he remembered that he had modified the old pump to accept a more modern Japanese alternator. "I need to find a way to grind this alternator ear a bit so I can get everything mated up correctly". Another pal stepped up to the challenge with a dremel tool which seemed a little small for the job and I noticed Tom hobbling away. Fifteen minutes later he returned with an honest to goodness 4" electric grinder someone in the paddock had lent him. The pal ground away for a while and the alternator was fitted. After a few more details were attended to, it was time to fire up again, but too late to make the afternoon race. As the sun began to set, the hopeful sound of that Lucas starter filled the surrounding area and the sound of that unmuffled A-series engine filled the air! But, there were dour looks on the faces of the onlookers who had been congregating off and on all day to guage the progress of this project. It seems that my "good used" water pump was leaking like a sieve. "Used pumps always leak when they've been stored dry, you've got to pickle them in coolant" a well known authority lectured us. What to do now?

"I think some of that Bars Leak stuff will do the trick" Tom said. Nah, that stuff never fixed anything was the collective reply. "Hey Tom it's 6:00 man, lets go into Charles Town and get some dinner" I said hopefully. "OK we're gonna stop at an auto parts store and get some stop leak". Well Auto Zone had the stop leak and Appleby's had the food and drink; and things were going pretty good but Tom's mind was on that little Midget back at the track. "I guess I'll have to pour the stuff in tonight and let it sit until morning". "Nah, you've got to run it and get it good and hot and circulated to release those voodoo properties they claim on the bottle, and anyway it isn't that late and there aren't a lot of people there at night so we just won't rev it up too much". We went back to the track and did just that and that pump seemed dry and leak free. Maybe the seal got re-hydrated from being immersed, who knows!

By 9:00 that little Midget had been warmed up, shut down, and made ready for a little jaunt around the paddock before the Sunday morning warmups. Tom, on the other hand wasn't ready for anything...good night.

Sunday morning dawned sunny and mild, and as I emerged from the trailer, there was Tom bent over that little demanding car, tightening things up and making final adjustments. He fired her up and took a little go around the paddock a few times still no leaks and engine OK. "Attention in the pit paddock, attention in the pit paddock, group 1 to the grid!" The hood went on the Midget, the helmet on Tom, and away they went to be first on the grid; he likes to be first. I stayed out for just a few laps and pulled in and #821 was still out there. After a few minutes #821 came in, Tom climbed, and I mean climbed, out and the hood came off yet again. "Everything's dry and its running well, I'm ready for the enduro" Tom exclaimed.

"Attention in the pit paddock, attention in the pit paddock, group 1 to the grid for your enduro" harkened the voice. As I was directed to my grid position, I drove past #821 and thought WOW, even if he doesn't finish this race he's a winner in the eyes of everyone who knows what he's done in the past 48 hours. I even passed him out on the track and gave him a quick wave. "He may have a lot of fortitude and determination, but I'm still faster" I boasted to myself. Well, very late in the race, a little rod that I forgot to tighten loosened itself in my rear wheel well, dug itself deep into my tire and ended my enduro right then and there. I managed to pull over into the grass just beyond start/finish. After about thirty seconds or so, I saw the flagger wave the checker to end the race and after another short time, I watched as Tom and his #821 Midget zoomed past and took the checkered flag waving to me as he passed.