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Pennsylvania Hillclimb
Association



UP HILL

And The Mid-Atlantic Time Trial Series

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**The next Pennsylvania Hillclimb Association
General Membership Meeting
will be held in the banquet room at the
Bethlehem Holiday Inn at 3 p.m.
the afternoon of the PHA Awards Banquet,
November 20, 2004.**

All PHA members are invited to attend.

**Among the agenda items will be a critique of the
2004 season and nominations for 2005 PHA officers.**

**6th Annual PHA Awards Banquet
November 20, 2004**

At the Bethlehem Holiday Inn

Cocktails at 6:00 PM

Dinner at 7:00 PM

(see the reservation form on last page)

The 2004 Season in Review, By the Numbers

The 2004 season is in the record books. The annual awards banquet will be held on November 20 see the reservation form at the back of this issue.

The new BMR timing system worked great, after a short learning curve. I still am finding out about some of the more unique capabilities of the program. I hope that the display helped keep your crew and fans up to date on your times.

One of the capabilities of the program is that it can export the data in a number of different formats. This allowed me to export all of the times from each event into an Excel spreadsheet and crunch the numbers. So here are some of the numbers.

In 2004 we gave 515 entries 3,897 timed runs (not including DNF's). The total time for these runs was 316,991.683 seconds or 110.067 minutes.

There were 48 different classes. The total average run time was 9.96 minutes. The average total seat time and average run time for each event was:

(total seat time=sum of all run times/total runs)

	Total Seat Time	Run Time
Spring Jefferson	13.618 min	66.514 sec
Spring Weatherly	7.399 min	67.744 sec
Pagoda	8.889 min	64.029 sec
Giant's Despair	6.448 min	57.699 sec
Rose Valley	7.737 min	77.269 sec
Duryea	9.741 min	148.132 sec
Fall Jefferson	16.389 min	64.508 sec
Fall Weatherly	11.633 min	69.383 sec

Street Mod had the most overall total runs with 263 runs with a total of 32 entries. Improved Touring C had the least total runs with 5 with only 1 entry.

If you want a copy of the spreadsheet email me at nelsonkase@comcast.net and I'll send you one. You will need a spreadsheet program to read it. It does not convert to Adobe format good enough to send out.

I hope to see a lot of you at the PHA Banquet.

Nelson



Glenn Cobough at Duryea Hillclimb

2004 SPRING JEFFERSON THE CICADA NATIONAL

The Spring Jefferson SOLO I is becoming a "must attend" event just as the Fall Jefferson event is, and this year we had the added attraction (or plague, if you will) of the invasion of the cicadas. They were everywhere - in your hair, on your clothes, on your face shield, your windshield - a veritable "wall of sound" - a high pitched buzz that didn't stop. BUT, despite the cicadas, the Dankos and Tim Royer put together another great event. The weather was beautiful, the food was delicious, there were no major "incidents", and a number of new class records were established in both directions.

Forty-eight drivers competed in twenty-nine classes setting a total of twenty-one class records - twelve counterclockwise on Saturday and nine clockwise on Sunday.

Friday Registration and Tech. Inspection was uneventful, and most of the evening was spent renewing old friendships and commenting on the invasion of the cicadas. Never let it be said, however, that a little bug kept people from enjoying themselves in anticipation of the competition ahead.

Saturday dawned bright and sunny, and, following a thankfully brief drivers' meeting, familiarization laps gave everyone a chance to relearn the course before timed runs in the counterclockwise direction began. Drivers had an opportunity to make two timed runs of three laps each before the course was closed for the day. The Dankos provided quite a spread for lunch and an even larger selection of entrées for the party that evening. As happened last year, this driver put his diet on hold and ate a little (all right, a lot) of everything (including a cicada or two).

Sunday's weather was the same as Saturday - lovely - despite the ever-present cicadas. After a brief drivers' meeting and familiarization laps, timed runs began and drivers were able to compete in three sets of timed laps in a clockwise direction. Spring is the only time we are able to run in a clockwise direction and I understand that, next Spring, both days will be run clockwise. Again, no major incidents other than an oiling of the track by Jack Danko after his Porsche swallowed a valve - ouch!

There were motorcycle races on the main track and, periodically, a cycle could be seen cartwheeling down the track followed by the rider doing the same. Unfortunately, one rider had to be airlifted to the hospital - and they say we're crazy!

The following drivers set class records in their respective classes: in ITB, Tony Powell set a new record of 63.768-CCW; in GT-2, Bill Lessig set a new record of 58.726-CCW, and in GT-4, Bob Oswald Sr. set a new record of 59.652-CCW. The following drivers set records in both CCW and CW: in GT-3, Tim Stephens set records of 55.553 and 54.470; in Street Mod. 2, Fabio Vlacci set records of 63.719 and 64.567; in SOLO V, Bob Oswald Jr. set records of 56.534 and 59.503; in Form 500, Bill Kotyk set new records of 69.972 and 68.387; in Form Atl., Darryl Danko set records of 49.697 and 51.315; in CSR, Skip Levengood set records of 57.985 and 58.293; in Hist 2, Pete Stillwell set records of 62.217 and 63.228; in Spec Miata, Don Newcomer set records of 62.997 and 64.403; and in Form SV, K.J. Taggart set records of 53.881 and 54.739.

Some observations on the weekend: What is there about a little bug that makes women shudder and scream "get it off me!" I can see I'm in for a long season dealing with that Suzuki Swift - once I get my electrical gremlins sorted out. Bob Oswald built a beautiful, fast SOLO V in keeping with the Oswald tradition of building fast cars (I understand Bob Sr. also has one in the works). Dave Rohrbach upheld another tradition of no respect for fathers by soundly beating his dad in their Form. Cont.; so did Matt Specht in beating his dad, Joe (but not by much). Mike Ancas showed up with another fast car; he seems to pull them out of the woodwork. Rich Rock was there, but without his car. Gordon Wise left on Saturday - car problems? Jim Cosner was missed - hurry back, Jim. There were several new faces, which bodes well for the season ahead.

Thanks to the Dankos and Tim Royer for another super event - despite the bugs. Let's do it again next year! See you at Weatherly!

Joe Foering #37

Great Friends and Good Action at the 2004 Pagoda Hillclimb

You know when you look out the window to see how the day is going and you just make the decision to go anyway? That was the start of our day for Saturday's Pagoda Hillclimb 2004. It was a hazy-looking day when we reviewed the weather conditions - and a hazy day does not bode well for good pictures. Well, we went anyway.

After signing in at registration, Rick Kase gave us a ride to the finish line to begin the hunt for good photo shooting spots. When shooting photos, a spotter is essential to stay safe, so I accompanied Carl up the course. Cheerful bagpipe music blared out of the windows as we wound our way up the hill. Once there, a quick review of the scenery determined that a sunnier spot would be necessary to get some good photos. We were led down to Turn 8 and handed over to a group of enthusiastic workers who were quick to point out any good spots for photos (and also where we were permitted to stand - safety is a big consideration!). A sunny spot was noted further down the course at Turn 7 and off we went.

The action was great at this swooping corner and many photos were taken, with only the best making it to the Photos page on the NESCCA web site. (www.users.fast.net/~nescca/)

You know how at a race track there always seems to be one 'line'? There were many such 'lines' used by the many different race cars. Unfortunately, John Dexheimer's race car lost fluid (he did his best to keep off of the racing line); but the safety workers were on it all along the course getting the spill cleaned up to get the action going again. Good job by all!



SCCA events are really family events. Ever hear that before? Case in point. Jason MacLean was driving by the event with his son, Seven. Thought it looked interesting and decided to investigate.

While the photos were being snapped, proud dad pointed out his son was already zipping around the living room on a skateboard. Who knew where Seven would end up - future hillclimb material there maybe? Attending an event like the hillclimb is not

only about the competitors or workers, it is also about the spectators. Get a spectator enthusiastic and who knows who might turn out to be a volunteer or a competitor.

Pictures shot, we were ready to mosey down the path to find another spot to shoot from. While we found Turn 6 to be promising, although mostly in shade, there were a few photos taken to do the cars justice. The best part though about Turn 6 was the dedicated and competent workers. We were greeted warmly (after showing due authorization to be in that restricted area) and welcomed to the turn. While the discussion going on was mostly related to the event, information was exchanged about rally events, Hella (the dog), and which competitor aced the setup to get around the turn 7 corner. The chatter stopped when a car was heard on course and its progress was duly noted by all into and through to the next turn.

Carl (the photographer) determined it was time to check out the start line action and we made our way down the hill. Waaaaaay down the hill. Let it be said that it is a looong way down the hill, to then make a short hard climb back to the start line. Hey - didn't have to worry about exercising for the rest of the day!

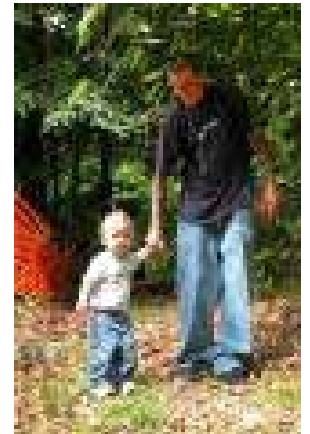
Once at the start line area we connected with the safety stewards and received instructions on where it would be appropriate to stand to take photos. The sun cooperated and gave Carl excellent opportunities to snap the race cars in the best light. If you'll notice in the photographs, they are taken at all different angles. This makes them more interesting. After snapping some great shots, we decided to find our friend (and fellow correspondent) from last year - Joe Foering (car #37). He was getting ready to go up to the line to compete, but did have a few minutes to chat with us. Another individual we always like to talk to is Jack Reifsnyder (driver of that fast red Mustang!). Always a busy competitor, but always willing to share his thoughts with us. Some of the best shots come by just standing and observing what is happening around you. On our way up the spectator path along the start line, Carl stopped to watch the action. Next thing you knew, he was capturing what it looks like to be observing the launch of a few of the cars. The best one in that group is the [last photo](#). To see what I mean, go to the Photos section and look at them all! (Hint - keep an eye on the wheel positions, body position of the cars, etc. - some interesting stuff there.)

After a successful first day of competing, comes a successful workers/competitors party. We were able to partake of that much-looked-forward-to event this time. A calm, quiet, soft evening awaited the tired and hungry crowd. After the noise of the day the rustle of leaves in the tree tops, the cooling breeze, and the cheerful greetings of friends acted like a balm to calm frazzled nerves and tired bodies. A bountiful feast of roasted chicken, BBQ, salads and cake (did I mention the free beer?) was offered to competitors, workers, and friends, alike. It was food well waiting for - good job to the people at the Liederkrantz.

Good racing, good friends and good food - what more could ya ask for? So-long until the next time,

Kathy Matuszek

(Photos above were taken by **Carl Matuszek**)



2004 Giants Despair Hillclimb

This season's events just get better and better. While last years Giants was marred by the unfortunate incident involving Barry Griffith, no such misfortune happened this year, and the Giants Despair Hillclimb continues the fantastic season we have had to date.

Great weather, the ongoing efforts of the Dankos to improve the event, and the excellent work of the officials all contributed to this year's successful hillclimb.

Seventy-one drivers competing in thirty-six classes set twelve class records during eight timed runs over the course of the weekend. DSP had the largest class entry with five competitors, while nineteen classes had only one driver.

Registration and Tech. Inspection on Friday night gave entrants a chance to greet old friends and size-up the competition.

Saturday morning dawned bright and clear, and, after some delay while an oil spill was cleaned up at the "Elbow" and enough corner workers were recruited (unfortunately an ongoing problem), a Drivers meeting was held followed by familiarization runs. Drivers were given the opportunity to make four timed runs (with no major delays) interspersed with a lunch break before the hill was shut down for the day.

The Saturday night party, prefaced by a short meeting of the PHA Reg. Reps. during which the Revised PHA Bylaws were adopted, was another example of delicious food, a great band, and good people gathered together in the spirit of competition and camaraderie conspiring to make for a super evening!

Sunday was a repeat of Saturday in that the weather was great, there were no major delays, and competitors were again given four timed runs with a lunch break before the hill was shut down and another successful event was brought to a close following the trophy awards.

The following class records were set over the course of the event: in ASP, Stephen Sincavage set a class record of 49.273 in his Corvette; in DSP, Joe Berends in his Acura at 57.840; in CSR, John Stinsman in his Veloce at 52.996; in FSV, Ted Klaus at 48.641 in his Wheeler; in Hist.3, Darryl Danko in a Guernsey Eagle at 52.912; in ITB, Tony Powell in a Suzuki at 58.947; in ITE, Gordon Wise at 48.840 in his Mazda RX7; in SPEC MIATA, Andrej Balanc in his Miata at 58.585; in SSC, Bill Silvers at 59.144 in his Neon; in ST.MOD 2, Fabio Vlacci in his Toyota at 55.778; in SOLO V, Bob Oswald, Jr. at 49.155; and in SPEC I, Jim Miller in his Miller at 46.663. FTD for the event was set by Mark Mashburn in his GT 1 Camaro at 44.309.

What follows are some observations on the event's happenings: Gary Polakoski's world turned upside down at turn 3 on Saturday, but, with the help of Jim Cosner, he was able compete on Sunday. Sue Salsburg christened her new MINI on Sunday (I guess that leaves the MGA to Dave). Jim Miller removed his front wing following a spin and proceeded to set a new record without it. Not unlike the biblical saying that "the last shall be first," Chuck Christ's Saab made the front page of the newspaper. The Oswalds continued the sibling rivalry with Bob, Jr. beating Bill - this time. The Fords and the Rohrbachs showed that the younger generation has no respect for their elders with both sons being the faster. Darryl Danko made a trial run in their Guernsey Eagle as they sort the car out. Stephen Sincavage resurrected his dad's Corvette and proceeded to set a class record. The Swift is back in ITB - with a new class record; this driver took some consolation in going under a minute for the first time. Did you ever see your name in a word search puzzle? Ted Klaus proved that older is better with a new class record. It was good to see Barry Griffith at the event.

Thanks again to the Dankos, the event officials, and the borough of Laurel Run for a great weekend. 2006 will be the 100th Anniversary - I can't wait! Next stop - Rose Valley! See you at the races!

Joe Foering, #37



The PHA Banquet has arranged to have set aside 10 rooms at the Holiday Inn Bethlehem. The Holiday Inn is offering a special rate of \$89.00 + tax (9.5%). To reserve a room call the number below. **Reservations must be made by October 22, 2004.** After this date, rooms can still possibly be obtained based on availability. The rate after October 22, 2004 will be at the Hotel's prevailing rate.

**Holiday Inn Bethlehem
Routes 22 & 512
Bethlehem, PA
1-888-222-8512**

**Request the Group Rate for the PA Hillclimbing Association
You will need to confirm your reservation with either a deposit or valid major credit card.**



SIXTH ANNUAL AWARDS BANQUET

The 2004 PHA Awards Banquet will be held at the Holiday Inn, Bethlehem on Saturday, November 20th. The Bethlehem Holiday Inn is located at the junction of Rt. 22 and Rt. 512. Cocktail Hour will commence at 6:00 P.M. with a cash bar, beer and punch compliments of PHA and Hors D' Oeuvres. Dinner will be served at 7:00 P.M. followed by the Awards Ceremony. Appropriate attire is requested; please no jeans or T-shirts.

MENU

Soup du Jour
Tossed Garden Salad
Chicken Piccata or Prime Rib of Beef
Parsley Buttered Potatoes, Whole Green Beans Almondine
Rolls and Butter
Ice Cream Cake Roll with Raspberry Sauce and Whipped Cream
Coffee, Decaffeinated Coffee, Tea and Herbal Tea

The cost per person is \$35.00. Because the banquet room has a maximum capacity of 100, the first 100 will be accommodated on a first come, first served basis. Send the reply below with a check to reserve your spot. The registration with enclosed check must be post marked no later than Friday, November 5, 2004. No registrations will be accepted at the door. If you desire to stay overnight at the Holiday Inn, you can reserve a room by calling: 610-866-5800. Mention you are with PHA.

Tear Hear

Enclosed please find a check for \$ _____ for _____ people. Please make checks payable to PHA. Please indicate your choice and number of Entrées below:

_____ Chicken Piccata _____ Prime Rib of Beef

Name _____

Address _____ Email Address _____

Mail by November 5th to:

Tom Knorr

215 N. Robinson Ave.

Pen Argyl, PA 18072

Questions? 610-863-4709, email: tknorr@pmsd.org