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Pennsylvania Hillclimb
Association



UP HILL

And The Mid-Atlantic Time Trial Series

APRIL 2004

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PHA Meeting Saturday, April 17th, 2004 Schaeffer's Family Restaurant 45 S. Reading Ave. Boyertown, PA. Lunch orders will be taken at NOON Meeting will start promptly at 1pm.

Please be IN the dining room before noon, so that orders can be taken quickly, which will help expedite lunch.

Parking will be available in the Boyertown Inner Core lot, which is across the street from Schaeffer's. It is marked as 3hr parking, but it is not really enforced. As an alternative, you may park in the National Penn Bank parking lot which is up behind Schaeffer's. This is permitted on weekends for large parties at the restaurant, even though the lot is marked bank parking only (I was told by management that we would not be bothered in either location).

To get to Schaeffer's---

From Rt. 73 in Oley- Follow 73 east to the top of Boyertown (1st light in town). Make right onto S. Reading Ave. Schaeffer's will be on right, Inner Core lot entrance on left. For bank lot, go to next street (3rd), make right, then another right into the alley. Proceed up alley to bank parking lot.

From Rt. 422- Take Rt. 100N (Pottstown/Allentown) exit. Follow 100 north to Rt. 73 (Boyertown) exit. Go to top of ramp, make left onto Philadelphia Ave (Rt. 73 W). Follow through Boyertown to Reading Ave (traffic light- digital clock on bank on corner). Make left onto S. Reading Ave. Schaeffer's will be on right, Inner Core lot entrance on left. For bank lot, go to next street (3rd), make right, then another right into the alley. Proceed up alley to bank parking lot.

From Allentown area and points north- Follow Rt. 100 south to New Berlinville exit (right where Rt. 100 goes into a divided highway). This becomes N. Reading Ave. At first stop light (bank with clock on corner), it becomes S. Reading Ave. Continue through light. Schaeffer's will be on right, Inner Core lot entrance on left. For bank lot, go to next street (3rd), make right, then another right into the alley. Proceed up alley to bank parking lot.

If you're coming from Lancaster/York area, I'd suggest the Turnpike to the Morgantown exit. Follow 176 North to Rt. 422 and follow directions above.

For Philadelphia/Jersey, I'd come across the Turnpike to Valley Forge, or I-76, and follow the signs for 422.

I sincerely want to express my thanks for all of the cards and phone calls I have received following my recent hospitalization.

You cannot imagine how great a boost it is after you have been knocked down by a surprise illness like a heart attack.

It is a great morale boost just to know people are thinking about you and pulling for you.

I've always said that there is a lot more to hill climbing than fast cars, their smoke and cold beer.

You all have shown me what it really means.

God bless all of you,

Bill Weaver



One of the Oswalds at Giant's Despair



Merlin Miller at Giant's Despair
(photos by Matt Green)

The following motion was read for the first time at the last PHA meeting and will be voted on at the next meeting:

The current PHA by-laws document includes no description of individuals as PHA members as it makes no reference to members other than in terms of "corporate Regions and as many as three of its' members designated as representatives to PHA" (Article III, Eligibility and Membership), except for the Northeast Division SOLO I steward and SOLO I Safety Steward who serve in "advisory non-voting capacities". To read the by-laws then, one might conclude that no one other than the regional reps and SCCA stewards are recognized as members of the PHA. In reality however, as current practice reveals, PHA does recognize others as members as witnessed by the PHA newsletter and email notices of meetings sent to the entire PHA mailing list as implied invitations to attend. Current practice also has permitted all in attendance at meetings to vote on organization business. The following motion is made in an effort to define individual membership in the PHA. This definition of membership then is to be included in the PHA by-laws.

"Individual membership in the PHA includes individuals who are actively involved with PHA events and activities as organizer, sponsors, officials, workers and licensed competitors. All members shall have input and voting rights relating to organizational business at membership meetings"

**Motion submitted respectfully by
Gordon Wise, PHA Secretary**

'TIS THE SEASON...

2004 PHA/MATTS SCHEDULE

"Spring is here, the grass is riz...I wonder when the hillclimbs is..."

As I said last year, now is the time for all competitors to begin to focus on the upcoming PHA series of events and decide which to compete in and which- if any -we must grudgingly forego. There are 9 events scheduled for the 2004 series. However, there are some changes in the scoring procedures... for 2004, the competitor with the most points in a specific class at the season's end is the class champion, but, in order to qualify for a year-end hampionship trophy, the competitor must have competed in more than half the events in the series. There are 2 drops in a 9 event series, so a competitor's 7 best events count towards the championship. This year, the team championship has been resurrected, and teams composed of 5 competitors (one per class) will contest one another for the title of "Team Champion."

In these trying financial times, not everyone has the wherewithal to compete in every event. Each event has its own special features and personality, and choosing which event to enter or forego is not an easy decision. With one event uncertain, and a new event an unknown, the decision is only made more difficult. The following is my perspective on each event; you have to make the ultimate decision...

May 29-30... SPRING JEFFERSON

...a 2 day event occurring over Memorial Day weekend, which gives us an opportunity to run the Jefferson circuit both ways. Excellent facilities, a challenging track- both ways, and a chance to sort-out your ride in a driver-friendly environment makes this a difficult event to pass up.

June 12-13... SPRING WEATHERLY HC...tight uphill turns with a jump makes Weatherly a challenging hill to get right. The townspeople who make up the Weatherly Hillclimb Assoc. are friendly and welcoming. Get this one "right" and you've earned it!

June 26-27... PAGODA HC...don't miss this one if you intend to run Duryea. While Pagoda is the bottom half of Duryea,

and an essential as a primer, it is an event you will want to drive for its' own challenges.

July 10-11... GIANTS DESPAIR HC

...one of the first and still one of the best! Lots of spectators and the Dankos continue to make Giants one of the premier events.

July 24-25... ROSE VALLEY HC...if PENNDOT repairs the road surface, we may have an event. Those who have competed there are loyal and staunch supporters. Let's hope the event happens...

August 21-22... DURYEA HC...this is where my personal preferences show; at 2.3 miles in length with both tight turns and long straights, this event challenges the best of drivers. 100 entries last year shows its popularity. Register early and don't miss the fun!

September 4-5... FALL JEFFERSON

...an annual Labor Day weekend event with road racing on the adjoining circuit, this is one you don't want to pass up.

Sept 18-19... FALL WEATHERLY HC

...Great foliage, friendly spectators, and you get a chance to correct the mistakes you made on the hill in the Spring.

Oct 9-10... ADIRONDACK SPEEDWAY

...this is a new venue for our series. Located off rte 12 along the St. Lawrence Seaway, this event is an unknown, but Dan Lipperini has a reputation for organizing great events, and this may be another one. (if Rose valley doesn't happen, this event could replace RV for this year)

October 30-31... VIRGINIA INT.

RACEWAY- EAST COAST SOLO I CHAMPIONSHIP ...while VIR is not a NEDIV venue and not part of our series, this year it hosts the SOLO I Championship event. A superb facility, it's worth the trip to drive the circuit with the added satisfaction of possibly beating our southern brothers on their home ground.

That's the series as it stands for 2004. You have to decide which events to run. Whatever your choice, have a speedy and a safe season. See you at the races!

Joe Foering, #37

Stewards Corner

Well, it's time to get your cars ready for a new 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, www.nepa-scca.com, www.sccaforums.com, www.pahilclimb.org.

When you come to an event, make sure that you bring your state driver's license along with your SCCA membership card and competition license. You will not be able to compete if you don't have these with you.

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

MATTS - 2004 - CHAMPIONSHIP SERIES POINTS

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 and Team points methods are listed below.

INDIVIDUAL POINTS STRUCTURE

The class champion in any class is the person with the greatest points in the class, but that person must have run more than half the events to receive a year-end trophy. Multiple class winners will receive one trophy. An event is each SCCA sanctioned event in the series.

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

First place - 10 points	Fifth place - 6 points	Ninth place - 2 points
Second place - 9 points	Sixth place - 5 points	Tenth place - 1 points
Third place - 8 points	Seventh place - 4 points	After Tenth 0 points
Fourth place - 7 points	Eighth place - 3 points	

Events drops -	Five events or less - none
	Six to Eight events - 1 drop
	Nine to ten events - 2 drops
	Eleven or more events - 3 drops.

TEAM POINTS STRUCTURE

Teams consist of five (5) members. Only one (1) member per class, and one substitute is allowed per year. A registration fee of \$25.00 is required to register a team to help purchase the year-end winning team jackets. Team members must be decided by and handed in to the points keeper before the start of the first timed run of the second event of the year.

Points are awarded as per the following schedule.

2 points per event per team member - member must complete one timed run.
1 point for each car beaten in class.
2 points for breaking an existing class record.
1 point per event if a member completes one timed run in all events.

Changes for 2004 are in italic.

If you have any questions call the points keeper at 610-987-9646 or email at rukehs@aol.com 2004 points keeper - Richard Kase.

Hershey Vintage Hill Climb...Where The Glorious Past Meets The Future.



Bill Rutan's VW "Bathtub"

any affects left by its long slumber....The road was closed to traffic for all its entire hibernation. Thankfully, not that much work was required to get this reprise launched.

The 2002 event found a gathering of 59 cars taking timed runs on the 7 tenths of a mile track. PHA's own Merlin Miller in his Sunbeam Tiger smashed the old Hill Climb record by recording a 47.920 run!

The 'Return To The Hill' in 2003 had 62 drivers take their turn at the Hill. This time another PHA member, Stan Vann took the honors of the fastest time for the weekend with a 48.929 in his 1970 Caldwell!

2004's event is shaping up to be another spectacular event. The event will kick off on Friday, April 30th. Tech will take place at the old Hershey Airport runway, just across from Hershey Park. This will also be the site for the "Friday Night Welcoming Party", that has become one of the more popular traditions at the HVH. The actual Hill Climb will be held on May 1-2 this year. The Participant's Party will once again be held on Saturday night (location will either be at the Giant Center or the AACA Museum, depending on the Hershey Bears and their playoff run)



Lloyd Geib Jr.'s MGA



Michael Sarzynski's Volvo 142E

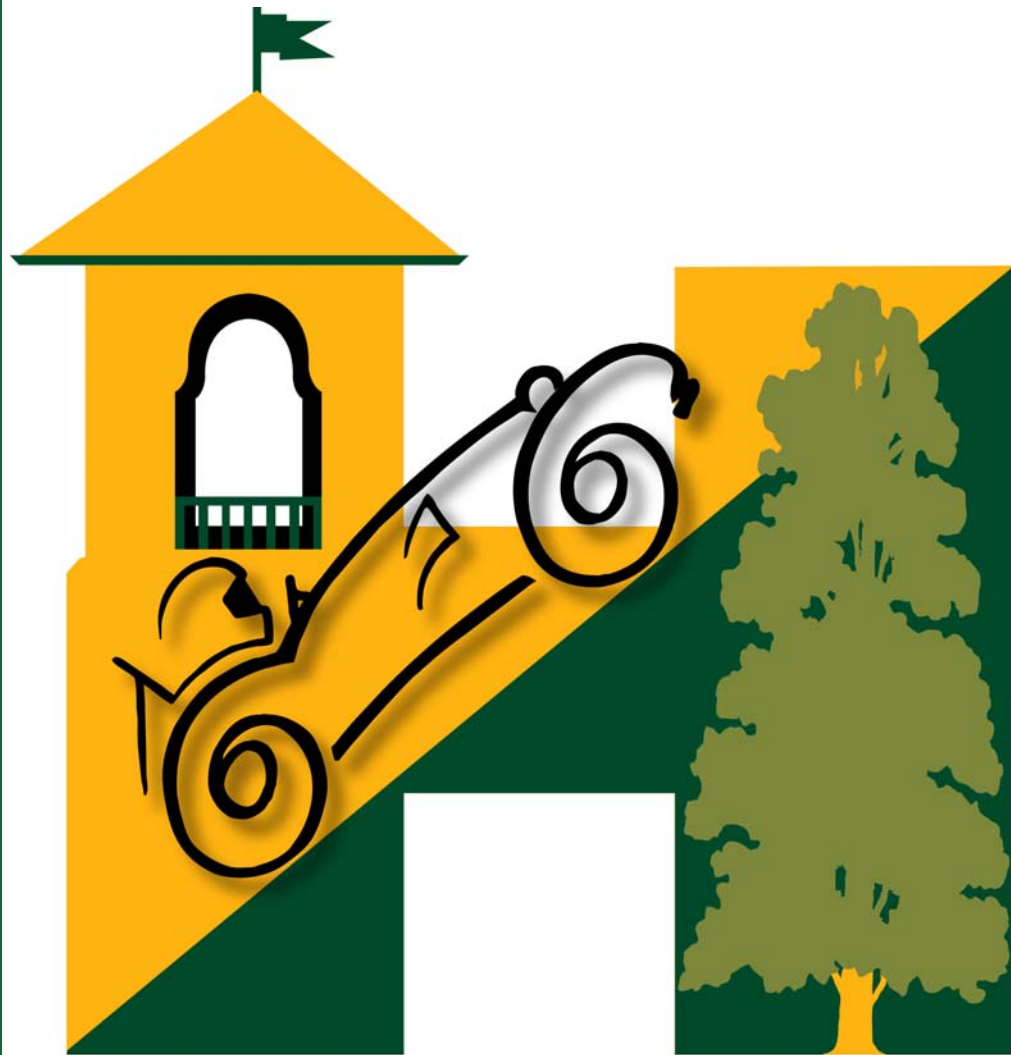
PHA members are encouraged to bring out your vintage cars and participate (Through 1979), volunteer to work (workers get box lunch, T-shirt and chance to buy Sat. night party ticket "at cost") or come and watch from the sideline and cheer on your fellow PHA racers!!

Photos by Jay Texter: www.moternimages.com

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www.SVVSCC.org

For more information on the Hillclimb
contact Ken Gamble, Hillclimb Chairman
(717) 566-8861
e-mail: ahsprite61@aol.com
web: www.SVVSCC.org

Region of the Antique Automobile Club of America



and

Sunday, May 2, 2004

AACA
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*Concourse
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The Concourse d'Elegance Car Show will be held on the beautiful grounds of



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*All proceeds to benefit
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For Registration Information for the Concourse
contact Tom Oliver, Car Show Chairman
(717) 763-5768

e-mail: redbug@gowebaway.com
web: www.aaca.org/museum

Going Down Hill

Anyone who is an avid hillclimber has to admit that normal everyday life is what we do to pass the time 'til our next hillclimb. For some of us, downhill skiing provides the off-season adrenalin "fix" that eases our withdrawal symptoms.

Don Newcomer came up with a good idea at the PHA banquet. "Let's have a PHA Day of skiing at Blue Mountain," he said. I, for one, remember a whole lot of people doing a whole lot of talking. Unfortunately, when the day came, (January 21) the price of talk was at an all-time low, and there were several DNS's.

Maybe the fact that it was a Wednesday, or cold (7 degrees) and windy was enough of an excuse for those wimps, but not for Don (Newc) Newcomer, Rich Rock, Dave Yeager, Dave Miller, Bill Oswald and John Stinsmen (who, by showing up in his Ski Patrol outfit, gave the rest of us the illusion of authority). Don had a friend and one of his business partners come along to round out our "run group". But eight was not enough to qualify us for the \$20/skier group discount tickets. Time for Plan B. Don handed out coupons that brought the price down from \$38 to \$33 each, and it was all downhill from there.

I can't help trying to make comparisons between hillclimbing and skiing. Although most aspects are 180 degrees apart there are some similarities. There we were, early in the morning, full of anticipation and nervous energy, driving to the mountains for an 8:30 meeting time and a first run scheduled for 9:00 AM.

Skiing is an expensive and equipment intensive sport just like racing (well, maybe not quite that expensive). It sure does require the special clothes. Instead of Nomex, Polypropylene is the preferred material for underwear and socks. Gore-Tex is the preferred outer layer, but your winter outfit requires several more layers for heat retention. Ever try to drive a car with ski boots and gloves on? Might make a good gymkhana event. Goggles were a definite requirement for this trip as well as a full-face mask. Lynne would be proud that there was no skin or hair showing at the start line (gate). Helmets are not required for this sport but I have long thought about it. More and more skiers are using them these days, so it might be time for me to get one. I just hope Snell Approval stays out of the picture so that they remain affordable.

One other problem is that with rapidly advancing technology, the skis themselves seem to become outdated in just a couple of years. Why should we complain about that? Our race tires cost about the same as new skis and last one season. In skiing you start at the top and let gravity pull you down, the steeper it is the faster you go. The objective is usually not straight lines and apexed turns. Half of the thrill is in the turns and I for one make gobs of turns. Kind of like a slalom course laid out by Ozzy at an autocross but tighter and more of them. Skiers like Rich Rock also don't like a smooth surface. Bumps in the road (moguls) are a real interesting diversion and challenge. Strong legs are a prerequisite for handling this terrain.

Our group was as diverse as the cars at a typical hillclimb, but we all skied at pretty much the same level. Not one novice among us, and everyone except John, who had to leave before lunch, stayed together for the day. My legs gave out by 3:00, so I skipped the late afternoon runs. The day pretty much consisted of "follow the leader" with several trips through the terrain park, which has various obstacles built for snow boarders and skiers to get airborne. Much like the jump at Weatherly, you would swear that you are flying twenty feet in the air but pictures prove it was just a few inches.

Just as in hillclimbing, a good day of skiing can be measured by the number of "incident-free" runs. I forgot to count but I would guess 15 to 18....maybe a couple more for those who stayed out longer. And not one single DNF. Pretty good for a bunch of guys built with parts that are now over 50 years old! There were almost no lines at the lift until school let out and the place was flooded with kids. By that time we were in the lodge downing beers and telling stories of great ski trips in the past. Hmmm.. no wonder I like this sport too.

Dave Yeager

2004 PHA/MATTS Events Schedule

May 29-30 - Spring Jefferson, Summit Pt. WV

June 12-13 - Spring Weatherly Hillclimb, Weatherly, PA

June 26-27 - Pagoda Hillclimb, Reading, PA

July 10-11 - Giant's Despair Hillclimb, Wilkes-Barre, PA

July 24-25 - Rose Valley Hillclimb, Trout Run, PA (tentative)

Aug 21-22 - Duryea Hillclimb, Reading, PA

Sept 4-5 - Fall Jefferson, Summit Pt, WV

Sept 18-19 - Fall Weatherly Hillclimb, Weatherly, PA

Oct 9-10 - Adirondack Speedway, New Bremen, NY (tentative)