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THE PENNSYLVANIA HILLCLIMB
ASSOCIATION

UP HILL

AND THE MID-ATLANTIC TIME TRIAL SERIES



October 2006

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**Annual PHA Awards Banquet
November 18, 2006 Holiday Inn
Morgantown, PA (See flyer inside)
PHA Annual Critique Meeting
3:00 PM November 18, 2006
at the Holiday Inn Morgantown, PA**

A Message from the President...

No not George Bush.

Except for our Annual PHA Banquet, it is hard to believe our season is over. This season we had 167 drivers compete at our 6 Hillclimbs; an additional 18 drivers at our two Track Trial Events yields a total of 185 drivers! Even with 120 entries at Duryea in 2005, there were 65 more entries this year; 173 more entries than 2004.

Obviously, the number of entries at all of our events continue to increase, however, the number of F&C volunteers did not increase to the level that is necessary. This base must be addressed by both PHA and participating regions. How do we best increase the base and at the same time assure that we maintain the core of dedicated and experienced volunteers that we currently have. All who participate, especially drivers, must participate in solving this problem.

What are your thoughts regarding the 2006 season? What was good? What needs to be improved? What are possible solutions to the identified problems? Please join us on Saturday, **November 18, 2006 at 3:00 P.M.** at the **Morgantown Holiday Inn** to share your thoughts and ideas at our annual "**Critique Meeting**". The primary agenda item is an evaluation of the past season. If you cannot attend, share your thoughts with someone who will attend. There are other opportunities to communicate ideas before our next season commences.

The "**Annual Meeting**" is in **February** and the "**Organizational Meeting**" is in **April**. Both are held on Saturday afternoons and the specific times, dates and places will be made available on our website and in future newsletters.

At 6:00 P.M. at the same venue, join all of your PHA friends for the celebration of our 2006 season. Registration forms are included in this edition of our newsletter.

Tom Knorr, PHA President

2006 ROSE VALLEY HILLCLIMB "I wish I could have been there"

The Rose Valley Hillclimb is the fifth event in the 2006 Time Trials series and, from what this convalescing driver heard from his fellow competitors, it's one I shouldn't have missed!

Seventy-one drivers competing in thirty-five classes set ten class records while having the opportunity to make twelve timed runs over the course of the two day event.

The weather for both days was sunny and HOT and, while there were delays each day due to some mishaps, there were no major incidents or injuries.

Special thanks are due to **Matt Rowe**, the **Trout Run Volunteer Fire Co.**, and all the officials and workers whose efforts made this event the success that it was.

Friday night's Registration and Tech. went smoothly and, on Saturday morning, after novice orientation and the driver's meeting, touring runs began followed by timed runs- interspaced with a lunch break- for the balance of the day.

The party Saturday night was up to Rose Valley's usual high standards of good food, good drink and good company!

Sunday was a repeat of Saturday with, reportedly, only one off-road incident resulting in any significant damage to the race vehicle.

The following drivers set class records: in ITA, **Mike Ancas** in a Dodge Neon at 68.022; in ITC in a VW Rabbit, **John Champion** at 75.414; in EP, **Tom Suveg** at 66.785 in a Mazda RX-7; in F500, **John Zabriski** at 67.169 in a Zabriskie F500; in DSR, at 60.565, **Kurt Eikenberg** in a Prince PR01; in ST.MOD., **Mike Aubele** in a Mustang at 61.428; in ST.MOD2, at 62.007, **Jeff Fazio** in a Toyota MR2; in HIST2, in a Porsche, **Pete Stillwell** at 65.887; in SPEC1, **John Hartnett** at 59.178 in a KlausHK-1; and in Spec3, with both a NEW HILL AND CLASS RECORD, **Darryl Danko** in his LOLA T8900 at 51.770!

The following are some observations of happenings on the hill as reported to this driver: the **Geib's** celebrated their 50th Wedding Anniversary! An extra well-done to **Nelson Kase** who spent 2 hours crawling up the hill looking for (and finding) a break in the timing wires. **Chris Mower's** new neon has a propensity for perching on hay bales. **Jeff Fazio** invited a friend and spent the weekend trying to beat him! The "Pros from Dover"- the **Maloneys**- dominated FV...again. **George Fink** gave the rollcage in his SOLO V a real test...it passed. **Bill Lessig's** Lotus Elan is in SPEC 1? **Bob Oswald Sr** appears to have his new Ghia sorted out and I'm sorry I missed **Butch King** in his big, bad Blazer.



Butch King and his Blazer

The general consensus was that this was a well organized and well run event so thanks again to all those who made it so!

See you on the hill!

Joe Foering, #37

2006 DURYEA HILLCLIMB "STILL THE BEST GAME IN TOWN"

Duryea Hillclimb, the sixth event in the 2006 SCCA/TIME TRIALS and PHA series is history, and this driver is adamant that this event is still the best game in town!

One hundred and five drivers competing in thirty-six classes set eight class records over the course of seven timed runs offered during the two-day event with no major incidents or delays!

In an attempt to offer competitors more timed runs, touring runs were limited primarily to novices (virtually one quarter of the entrants were novices).

The officials, workers, and drivers are all to be commended for a smoothly run, trouble-free event, and Nelson Kase, in particular, is to be commended for keeping all those runs (and times) in order!

Registration and Tech. on Friday night went smoothly and everyone looked forward to Saturday with great anticipation.

Saturday dawned clear and sunny, and, after the Novice touring runs and the driver's meeting, timed runs began with the drivers in both run groups getting a run before the lunch break. Drivers had two additional timed runs for a total of three before the hill closed for the day. There were no major incidents or delays, which is pretty phenomenal if you consider that's over 300 timed runs- one quarter of them by novices!

The party Saturday night at the Reading Liederkrantz was once again a combination of good food, good drink, and good camaraderie.

The "After-party Party" threatens to become another "Boathouse" party.

Sunday dawned damp and the course was wet so caution was the better part of valor for most of the morning, but, by noon, the course had dried and times began to drop. Drivers had the chance to take four timed runs on Sunday (with a brief break for lunch), again with no major incidents or delays, before the event ended for another year.

The following drivers set new class records: in ITA, **Mike Ancas** in a Neon at 131.205; in ITE, **Bill Miller** at 119.525 in an Audi S4; in ST. MOD., **Bob Deysher** in a Mazda 323 at 124.540; in ST.MOD. 2, **Jeff Fazio** at 123.913 in a Toyota MR2; in SPEC MIATA, **Rich Stichter** at 135.648; in HIST 1, **Bill Lessig** at 129.713 in a Lotus Elan; in DSR, **Kurt Eikenberg** in a Prince PR1 at 117.565; and in SPECIAL 1, **John Hartnett** in a Klaus HK-1 at 119.360. FTD was set by **Merlin Miller** in his Sunbeam Tiger at 114.998.

The winners of the **HANKOOK TIRE** Contingency Awards presented by **CJ's Tire** were: **1st-Gordon Wise, 2nd-Joe Foering, 3rd-Gene Brown.**

The winners of the **TOYO TIRES** Contingency Awards presented by **CJ's Tire** were: **1st-Matt Williams, 2nd-Rich Stichter, 3rd-Chris Mower.**

The following are observations of happenings on the hill... Some interesting statistics: almost one

quarter of the drivers were in three classes- Historic 1, Vintage 1, and Street Mod. and almost one quarter of the drivers were novices! So, what's that prove? I don't know; it just looked interesting. **Chris Mower** won his class and a tire contingency award with his Neon- we'll never see the Chevette again! **Dave Yeager** fixed **Gordon Wise's** GTI- thanks, Dave! **Bill Miller** went under two minutes in his awesome Audi- well done! **Merlin Miller** and **Dave Rohrbach** fought tooth and nail for FTD- the cat won. **Aaron Yeager** got time off from **Penske Racing** to turn a 120.822 in **Bob Deysher's** Mazda 323- that's scary! **Joe Perlo** had quite a finish at the top! It's good to see **Craig Danks, Rich Stichter**, and **Tammy Oswald** back on the hill.

Kudos are due to all who made this event the fantastic success that it was!

Joe Foering, #37



Craig Danks at Duryea



100th Anniversary Giant's Despair Hillclimb

"It doesn't get any better than this!"

The 100th Anniversary Giant's Despair Hillclimb was about as good as a Time Trials event can get.

One hundred and three drivers competing in forty-two classes set eight new class records over the course of a three-day weekend.

In addition **Darryl Danko** set a new Hill Record in his Lola Indy car at 39.000 seconds.



Tom Royer (left) presents the King of the Hill trophy to Darryl Danko (right)

Thanks and a "heartly well-done" to **Tim Royer** in particular, the **Danko's**, **Oscar Kovalski** and all of the officials, workers and competitors who helped to make the event the tremendous success that it was.

Registration and tech actually began on Thursday night and continued on Friday until noon. Friday afternoon saw the start of touring runs conducted under race conditions – without timing however.

Saturday morning began with a driver's meeting followed by timed runs interspaced by a mid-day break for lunch and festivities celebrating the event's long and legendary history. Despite some delays (no major incidents), competitors were able to take three timed runs up the course. A fitting climax to the day was **Darryl Danko** breaking the existing hill record of 39.914 with a time of 39.689.

The party Saturday night at the **Wilkes-Barre Township Volunteer Fire Company** was an excellent chance for all to enjoy good food, good music and camaraderie of fellow enthusiasts.

Sunday morning brought another perfect day. Using the same format as Saturday, after a brief driver's meeting, timed runs began and continued through the day with only a few delays as a result of "off-road" excursions.

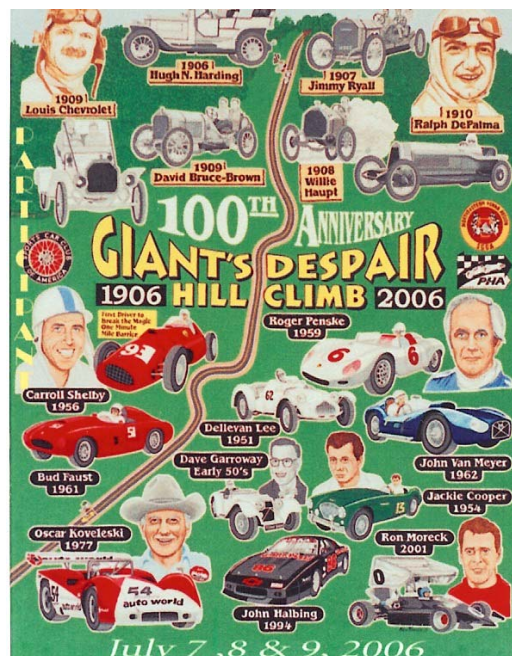
Again, **Darryl Danko** capped a fantastic event by lowering the hill record yet further to an awesome **39.000** flat!

The following competitors set new class records: in DSP, **Mike Ancas** in a Neon at 55.043; in CSR, **Skip Levengood** at 49.754 in a Toyota World Sport; in DSR, at 44.897, **Ken Taggart** in a Cheetah SR1; in Hist 3, **Bob D'Amore** in a MCKEE Mk 8 at 49.347; in ST MOD, **Bob Deysher** at 50.110 in a Mazda 323GT; in ST MOD2, **Jeff Fazio** in a Toyota MR2 at 48.394; in Spec 1, **George Bowland** at 42,770 in his BBR SHARK; and **Darryl Danko** in Spec 3 with a new class and hill record of 39.000.

The following are this driver's observations of just a few of the happenings on the hill: **Rich Shafer** of **Cool Shirt** – sponsor of the PHA Team Championship – competed along with his co-driver **Mark Mashburn** in his very fast Camaro. Mark don't you know that it is not a good idea to beat the car's owner? After **Dave Rohrbach** "altered" the nose on his Van Dieman, **Rick Rohrbach**, his dad, worked literally day and night to get the car back in competition – thanks, dad. **Chris Mower** has a new toy, a Neon. **Adrienne Vrabel** beat her dad and **Crystal Whisler** beat her granddad. Don't you know it's not nice to pick on your elders? The **Witman** brothers, the **Oswalds** and the **Maloneys** are into sibling rivalries. **Don McLaughlin** altered the front of his Le Car. **Rob Deysher's** Mazda is a little rocket! **Sue Salsburg** took **Terry Ozment** from SCCA National, on a "little ride" up the hill and she loved it! **Jack Reifsnnyder** spun at the "elbow" with a photo journalist ob board! **John Champion** exited the "elbow" on two wheels. **Bill Rutan** competed in his "VW Bathtub", the same car he competed in fortye years ago, and **Butch King** stormed up the hill in his 406ci Chevy S10, Iwonder how it goes in the snow.

Thanks again to all the people who contributed to making the 100th Anniversary Hillclimb and event to remember.
See you on the hill!

Joe Foering, #37



Then and Now

I thought it would be interesting to compare PHA events from the 1960s with our current PHA events. Many things have changed, however, fortunately many things have not.

There were more venues in the 1960s. In addition to the ones we are currently running there was **Topton, Fleetwood, Hershey, Tuscarora** and **Green Mountain Hillclimbs**. Most events were not affiliated with SCCA.

The most drivers at any of our events currently is around 100. On October 25, 1969, Hershey Hillclimb had a total of 208 drivers! The entry fee was \$15. There were more two driver cars then we currently have. Half of the entries ran on Saturday, the other on Sunday. Even with a return road, there were only **three** timed runs and **no** practice. At our current events, thanks to the organizers, stewards, and timing and scoring chief, many more runs are made available to our drivers.

In the sixties many Novices competed, however, there was no Novice training. Currently we have a well organized and administered Novice program.

Of the 208 entries, approximately 50% of the entries raced were British cars. There were 25 Spridgets, 8 TR3s, 17 VWs, 20 Porsches, 17 Corvettes, 4 Shelby Cobras and 7 Saabs (Oh My!). In contrast, at Duryea Hillclimb this year we had 105 timed entries; approximately 20% of each of the following: Japanese, German, American and British Cars. At Hershey in 1969, there were 31 E

Production cars (broken into 3 subclasses), 18 H Production cars, 14 G Production cars and 14 D Production cars. At Duryea, there were only 4 production cars total.

Within most classes, competitors were separated by tenths of a second or less. Currently, within each class most competitors are separated by seconds. As compared to the sixties, we have many more classes.

There was no rolling start in the sixties; a hockey stick type timing device was used. As soon as the car starting moving, timing commenced. Spectators lined the course almost everywhere.

Fortunately, as the events evolved, more wiser and prudent decisions were made, resulting in safer, designated spectator areas.

Most cars had roll bars rather than cages, no submarine belts, no arm restraints or window nets. Most driving suits were borax dipped cotton worn with Nomex underwear.

Race cars were either driven to the events, flat towed or hauled in an open trailer. There were no closed trailers and certainly no big rigs.

Some things have not changed. Hillclimbing has always been and still is a unique, challenging form of racing. It still is a lot of fun for those who participate. Most importantly, all involved in hillclimbing have always been a great group of people. Great camaraderie with many people helping others when problems arise. The PHA family is still alive and well. **Tom Knorr # 82, Then and Now**

The Year in Review

This past year was a success no matter how you look at it.

Every event, except Duryea, had an increase in entries. Spring Jefferson TT had an increase of 17.6% (12 entries), Spring Weatherly Hillclimb had an increase of 24.2% (15 entries), Pagoda Hillclimb had an increase of 3.5% (3 entries), Giant's Despair Hillclimb had an increase of 18.6% (16 entries), Rose Valley Hillclimb had an increase of 18.3% (11 entries), Fall Jefferson TT had an increase of 18.3% (11 entries) and Fall Weatherly Hillclimb had an increase of 10.7% (8 entries). The only event that had a decrease was Duryea Hillclimb because of sticking with the 100 entry limit, down 11% (13 entries). The overall increase was 9.8%.

We gave a total of 5040 timed runs (not counting DNF'S) in 46 different classes to a total of 674 entries.

Two hill records were set, both by **Darryl Danko**, at Giant's Despair Hillclimb and Rose Valley Hillclimb. Also, 64 individual class records were set.

We had four teams enter the PHA Team Championship sponsored by **Cool Shirt** (www.coolshirt.com). A close competition resulted with the **Cool Guys** taking the championship and **Eternal Adolescence** and **Speednation** crossing the finish in a virtual dead heat. **Danko Gas** also fielded a team.

Special thanks must be given to **John Stinsmen** for rounding up **Cool Shirt** for the team sponsorship.

I am hoping to have a *Year in Review* video done by the banquet and it will be for sale at a reasonable price (\$10) with the profits going to the PHA. Thanks to all of the people who allowed me to use their pictures and videos in the video. If it is well received, I may be able to be talked into doing one next year, so keep it in mind when taking pictures and videos next year.

I hope to see most of you at the **Annual PHA Awards Banquet on November 18**. You will find the reservation form at the back of this issue. Don't forget the **PHA critique meeting** at **3PM** the same day.

Nelson

The pictures in this issue are courtesy of the following:

Diane Bower, RPM Photography
Kurt Eikenberg, www.dogpatchracing.com
Ron Mann
John Stinsmen
Linda Young, Casual Photography

Stewards Corner

To all of the drivers, volunteers and officials thank you for a wonderful season! You are ALL critical to the success of every event and should be proud of the series that you are part of. The enthusiasm and dedication of our veterans as well as the new people that have joined us this year truly makes me proud to be involved with PHA. Our series is seeing impressive growth with more participants, new cars and new records to go along with what is still a new program to many people. The Time Trials program is still in it's infancy across the country but the PHA series is a great example and sets the standard to bring new people into the sport and SCCA. Congratulations!

Still, as impressive as this year is we always have improvements to make to ensure we continue to put on the best events possible. As the number of entries increase we need to be even more efficient so that we can provide as much time behind the wheel as possible. The goal of every official is to try and provide as many runs as safely possible but we can use your help as well. Not only by keeping up on maintenance to make sure mechanical problems don't cause red flags but also by helping to formulate and execute new ideas to streamline how the events run.

The best place to discuss these ideas is the PHA meetings. We are all busy but there are only 3 a year and we hold them on Saturdays to make it easier for most people to attend. Plus, the next one is the afternoon of the banquet which is just one more good reason to attend and participate in making the

series event better. More details are available in this newsletter.

One last request, as almost everyone is aware we are in need of people to volunteer to help with a variety of roles. We always need new people to help man corners, but there are many other areas to help out such as tech, setup, start line or even an official, perish the thought! The point is there are plenty of ways to help out and not all of them require driver's to give up any seat time.

At the event is not the time to be looking for new volunteers and while the officials will keep working to recruit people we need your help as well. As drivers and volunteers you have friends, many of which may be interested in racing but either don't or haven't yet wanted to get behind the wheel. But have you asked them to come out and help? It's a great way to get involved, see the action up close and we even throw in lunches and a dinner. So please think about this the next time you are telling someone about the last hillclimb you ran. Helping to find new volunteers is something we can all help with.

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.

Thank again and see you at the PHA banquet!

Matt Rowe

NEDIV Time Trials Program Manager

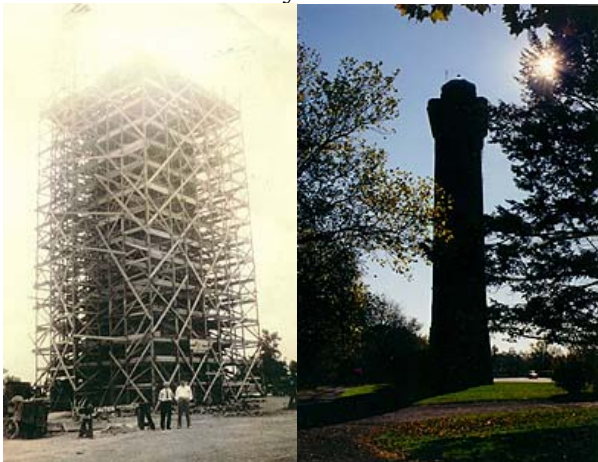
(304) 280-7273

mattrowe@msquaredracing.com

A History Lesson

In a series of articles in up coming issues of Up Hill, I would like to share some historical facts about many aspects of our sport. The races, the cars, the people, and the hills themselves!

The Duryea Hill Climb is the longest hill on our circuit. Within the 2.3 miles that the course travels, it by passes or travels on some very historic things, such as: Duryea Drive itself, the Pagoda, Skyline Drive, the remains of the Summit House Hotel, the Mount Penn Gravity Railroad, and the William Penn Memorial Fire Tower. The Fire Tower will be the first history lesson.



Those that don't camp a top of Mount Penn may not notice the Fire Tower at the end of your run up Duryea. Built in 1939, as a fire observation tower and tourist attraction, it is 120 feet tall. It is actually 950 feet above 5th and Penn Street, the center of Reading and 1,015 feet above the Schuylkill River! The tower offers a 60 mile panoramic view from the top.

Years of neglect have made the tower unsafe for visitors and forestry rangers. In 1988 when the tower was no longer used, it has slipped in to even more disrepair. A non-profit organization, Pagoda-Skyline Inc. is currently raising funds to restore the Fire Tower. Costing \$30,000 to build...estimated costs to restore it is over 1 million dollars.

Ron Mann

(Note: The Fire Tower is now restored and was open on Friday evening of Duryea Tech. We are hoping that it will be open for the full weekend for the 2007 Reading events. Nelson)

The 2006 Cool Shirt Team Challenge

How the team concept helps your bottom line.

It was a dark and stormy night; Dan stared at the weather channel on the small flickering black and white TV set, his worst fears realized. Yes the hurricane would hit West Virginia; yes there would be high winds and monsoon rains and yes, his financial bottom line would be flooded with water and red ink. With only 35 pre-entered cars, his expenses would far exceed any income he might have projected. If things didn't improve; he might have to give out packs of bubble gum instead of trophies at the next event. His wife and soul mate placed her arms about him to console him and said, "Maybe we could serve hot dogs for the party to cut expenses". Dan turned to her and said "that won't help, what we need are more cars and drivers".

The Pennsylvania Hillclimb Association (PHA) thirty-five years ago instituted a team championship to partially solve the entry problem. One of the rules stipulates that bonus points would be awarded at the season's end for those team drivers with perfect attendance. For the past three years those year end points have determined the championship.

This year **Rich Shafer** of **Cool Shirt** agreed to sponsor the series. For the first time in PHA history prize money was added to the team championship and it was renamed the **Cool Shirt Team Challenge**. Prizes were \$1,000.00 for the first place team, \$500.00 for second and \$250.00 for third. As the year progressed, the competition became very close. At the rainy Summit Point Time Trial, there were only twelve points separating the top three teams and yes, Sunday was sunny and Dan did get enough cars to make the weekend a success.



The Cool Shirt Team Challenge awards points for participation. Class standing and class records broken. In addition as mentioned there are year-end bonus points. This system allowed teams with all classes of cars to participate on an equal footing. It also allows drivers who are not always winners to be on a winning team.



The last event of the PHA season was the Weatherly Hill Climb. After the Summit Point time trial, the team standing had literally been reversed. The first place team "**The Cool Guys**" had fallen to third and the second "**Team Speed Nation**" and "**Eternal Adolescence**" were tied for first, and this time there was only a three-point separation.

Weatherly Hillclimb is one of the most difficult in the series. In its one-mile length, are packed four hairpins, two steep climbs and a blind jump. The record time was set in 1998 by Ron Moreck in a much-modified Reynard with a time of 48.5 seconds, that's an average of over 74 miles per hour. This year, Bob Oswald Senior driving the Blue Beast, an extremely fast S2 Volkswagen for the Cool Guys, Mike Ancas, captain of the Team Speednation driving a DSP Neon and Peter Stillwell, Team Eternal Adolescence, driving an H2 Porsche 911, captained the three teams in contention.

By the end of Saturday's competition the Stillwell team lead the Ancas Team by two points and call for reinforcements went out! Several drivers arrived Sunday morning to fill the team rosters and change the outcome.

The final results were, First Place, **The Cool Guys**, who won on bonus points, and a tie for Second Place between **Team Speed Nation** and **Eternal Adolescence**. It was an amazing season with incredibly close competition. **Cool Shirt's** participation as Sponsor was a great help in making the Team Challenge more exiting not only for the racers but also for the spectators.

The team concept accomplishes three things: One, it allows all classes of cars to compete on an equal footing.

Two, it provides a chance for drivers who may not be the best or the fastest to win.

Three, it enhances the bottom line for the organizers.

For information on the PHA Team Challenge contact:

John Stinsmen
Sponsorship Chairman
J3stinsmen@aol.com



PENNSYLVANIA HILLCLIMB ASSOCIATION

Tom Knorr, President
Nelson Kase, Vice-President

Rich Sweigart, Treasurer
Gordon Wise, Secretary

February 15, 2006

Dear Friend of Amateur Racing:

As you may know, the Pennsylvania Hillclimb Association (incorporated in 1963) sponsors some of the oldest sporting events on the East Coast. Sports Car Hillclimbing is one of the only true forms of road racing left in the United States. The courses are laid out on paved public roads, usually uphill, and have many turns to test driving skill. Vehicles are divided into classes with similar performance potential and race against the clock, one car at a time. Giant's Despair near Wilkes-Barre and Duryea in Reading are two of the association's premier, long-running events.

The Association is planning their banquet at the Holiday Inn, Morgantown, PA on November 18, 2006. As a past supporter of the sport, would you consider extending that support by becoming a patron of this celebration? Your business name will be prominently featured in the banquet program and sure to be seen by your target customers...motor sports enthusiasts!

Please make your \$25.00 check payable to **PHA**. We are also in need of door prizes to help make this affair as successful as possible. Can we count on your for help in this area as well?

Thanks for your support of racing in the past and future help to motor sports.

Sincerely,
Rich Sweigart, Treasurer
1004 Broad Street
Perkasie, PA 18944

I'll be glad to help PHA. Enclosed is my contribution of _____.
(Make checks payable to PHA)

Listing in the banquet program (one line) should read:

Call me, I'll be glad to supply a door prize! (_____)_____.



DÉJÀ VU....ALL OVER AGAIN!

Yes, PHA is doing it again. So, dress up (no jeans) for dinner, dancing, and prizes on Saturday, November 18, 2006 at the Holiday Inn Morgantown, just off Exit 298 (PA Turnpike) and adjoining the Morgantown Furniture Outlets.

6:00PM to 7:00PM

Cocktails & Hors D'Oeuvres

Cash Bar (Beer and Soda, our treat)

Live Music by After Hours

7:00PM - Dinner:

Garden Salad

Choice of Entree

Rolls, Assorted Desserts, Coffee, Tea, Soda, Iced Tea

Followed by NEDIV Awards, Hall of Fame induction

Dancing, Prizes and Surprises

"50 - 50" Drawing

A limited number of rooms have been reserved at the Holiday Inn, 610-286-3000. (Discount rates until October 25th - Mention PA Hillclimb Association) Help make this a great evening with all of your old and new racing friends. Don't miss this one!

Tear Here

At only \$35 per person, you can buy that new oil cooler and still afford to come. I am enclosing \$_____ for _____(number of people). Checks payable to PHA

Choice of Entree: Prime Rib_____ Chicken Cordon Bleu_____ Flounder stuffed with crab_____

Name: _____

Address: _____

Mail by November 8th to:

Joe Foering

502 E. Linden Street

Fleetwood, PA 19522

Call 610-944-9515 (Joe) or 610-863-4709 (Tom) with any questions