

# 2023 PHA Banquet Program



Photos courtesy of Bill Snook



Congratulations to PHA on another great year!

# SCCA

Sports Car Club of America

---

# FOUNDATION

Donations to the SCCA Foundation support the SCCA Archives, which is working to preserve and make available for future generations the history of Pennsylvania hillclimbing. Contributions of historical materials welcome.

[www.SCCAFoundation.org](http://www.SCCAFoundation.org)



## Welcome to the 2023 PHA Banquet!

The Pennsylvania Hillclimb Association wants to thank all of the corner workers, event organizers, fire truck and ambulance crews, timing personnel, and all other volunteers. Without you, our events would not be possible. For those of you that are able to attend tonight, we are delighted that you could make it!

In addition, we would like to congratulate all of the PHA drivers. Drivers who were class and overall award winners will be honored tonight during the award presentation, but every single driver who participated should be congratulated, as you are part of a small group who can call themselves "PHA Hillclimbers".

---

### Schedule

---

Doors open at 6:00 PM

Cash Bar 6:00 PM – 10:30 PM

Hors D'oeuvres 6:00 PM – 7:00 PM

Traditional Italian Buffet Dinner 7:00 PM – 8:00 PM

---

### Tonight's Program

---

Slide Show by various PHA photographers (see page 6 for list)

Music by DJ Bad Matt

Door Prizes throughout the evening

Awards Presentation by Rich Rock





## 2023 PHA Champions

### Overall Award

Position	Points	Name
<b>1</b>	<b>731</b>	<b>Michael Robinson</b>
2	725	Michael Frohman
3	697	Ron Moreck

### Lloyd Geib Award

Position	Points	Name
<b>1</b>	<b>340</b>	<b>Michele Aubele</b>
2	310	Eric Johnson
3	290	Bryan McCrea

### Multi Miglia (Mileage) Award

Position	Miles Raced *	Name
<b>1</b>	<b>103.4</b>	<b>Adam Weaver</b>
2	102.5	Michael Frohman
3	97.9	Max Valerio

\*Total miles offered: 106.8



## 2023 Class Champions

Class	Place	Driver
<b>Super Street Prepared (SSP)</b>	<b>1</b>	<b>Michael Frohman</b>
<b>B Street Prepared (BSP)</b>	<b>1</b>	<b>Adam Weaver</b>
<b>C Street Prepared (CSP)</b>	<b>1</b>	<b>Keith Gerhard</b>
	2	George Witman
<b>F Street Prepared (FSP)</b>	<b>1</b>	<b>Crystal Hoegg</b>
	2	Donald DeHart
<b>Super Street Modified (SSM)</b>	<b>1</b>	<b>Michael Robinson</b>
<b>Street Modified FWD (SMF)</b>	<b>1</b>	<b>Aaron Bass</b>
<b>Street Modified RWD (SMR)</b>	<b>1</b>	<b>Eric Johnson</b>
	2	Michele Aubele
	3	Bryan McCrea
	4	Gibby Bozicevich
<b>Improved Touring B (ITB)</b>	<b>1</b>	<b>Max Valerio</b>
	2	Emily Oswald
<b>Improved Touring S (ITS)</b>	<b>1</b>	<b>Dale Witman</b>
<b>F Production (FP)</b>	<b>1</b>	<b>Matthew Hoegg</b>
	2	Joe Whiteley
<b>H Production (HP)</b>	<b>1</b>	<b>Mike Axarlis</b>
	2	Melinda Axarlis
<b>Super Production Over (SPO)</b>	<b>1</b>	<b>Mark Aubele</b>
<b>Grand Touring 1 (GT1)</b>	<b>1</b>	<b>Kyle Graham</b>
	2	Ryan Herbert
<b>Grand Touring 3 (GT3)</b>	<b>1</b>	<b>Jason Fraley</b>
<b>Grand Touring Lite (GTL)</b>	<b>1</b>	<b>Eli Sharp</b>



## 2023 Class Champions (continued)

Class	Place	Driver
American Sedan (AS)	1	<b>Geoff Craig</b>
	2	Brian Halecki
Formula S (FS)	1	<b>Bill Feist</b>
	2	Dave Cutchins
	3	James Swift
	4	Daniel Malave
	5	Theodore Klaus
Formula Vee (FV)	1	<b>Dustin Axarlis</b>
INEX Modified (IM)	1	<b>Robert Oswald Jr</b>
INEX Spec (IS)	1	<b>Michael Hunter</b>
Rally Forced Induction (RALFI)	1	<b>Donald Kennedy</b>
Prototype 1 (P1)	1	<b>Bryan Fritzler</b>
Special 1 (S1)	1	<b>George Bowland</b>
Special 2 (S2)	1	<b>Ron Moreck</b>
	2	Jim Weinheimer
Special 3 (S3)	1	<b>Kurt Bartholomew</b>
Historic 2 (H2)	1	<b>Richard Good</b>
Historic 3 (H3)	1	<b>John Hartnett</b>
Vintage 1 (V1)	1	<b>Michael White</b>
Vintage 2 (V2)	1	<b>Susan Salsburg</b>
Vintage 3 (V3)	1	<b>William Norton</b>

\* To qualify for a PHA Series Class Championship, a driver must compete in more than half of the events. In 2023, we had 8 events, so 5 events were required.



## 2023 Hardcore Hillclimbers

**Mike Axarlis**  
**Trevor Filipowicz**  
**Michael Frohman**  
**John Hartnett**  
**Crystal Hoegg**  
**Matthew Hoegg \*\***  
**Nancy Lewis**  
**Emily Oswald**  
**Michael Robinson \*\***  
**Rich Rock**  
**James Swift**  
**Max Valerio**  
**Adam Weaver**  
**George Witman \*\***

\* A Hardcore Hillclimber is someone who worked and/or competed at all PHA series events in 2023





## 2024 PHA Schedule (Tentative)

Carlisle PHA Race Car Paddock	May 10-11 (Fri & Sat)
Spring Jefferson	May 25-26 (Memorial Day Weekend)
Spring Weatherly	Jun 8-9
Pagoda	Jun 22-23
Giants Despair	Jul 13-14
Polish Mountain	Aug 3-4
Duryea	Aug 17-18
Fall Shenandoah	Aug 31 - Sep 1 (Labor Day Weekend)
Fall Weatherly	Sep 14-15

## Slide Show PHA Photographers

Don McLaughlin	<a href="https://www.flickr.com/photos/mcdallion/albums/">https://www.flickr.com/photos/mcdallion/albums/</a>
Brian Murray	
Jovan Jackson	
Keith Kennedy	
Bob Helton	<a href="https://www.photozbybob.com/">https://www.photozbybob.com/</a>
Berks Weekly	
Bill Snook	<a href="https://billsnookphoto.smugmug.com/">https://billsnookphoto.smugmug.com/</a>
Mike Vanino	<a href="https://www.mikevaninophotography.com/">https://www.mikevaninophotography.com/</a>
Wayne Domkowski	email: <a href="mailto:bdi@blackdiamondimaging.com">bdi@blackdiamondimaging.com</a>
Heather Huffman	
Patti Murphy	
Rich Rock	
Mike Robinson	
Grace Huntzinger	



## Drivers at the PHA Race Car Display 2023 Carlisle Import Performance Nationals



Bill Asherman	1952 MG TD
Mike Axarlis	1979 VW Scirocco
Curt Bennett	1990 Protoform P1
Chuck Christ	1960 Saab 93F
Kenneth Company	2015 Stohr F1000 (Bill Feist's car)
Lorne Fritz	1963 Triumph TR4
Keith Gerhard	1986 Pontiac Fiero GT
Glenn Hoffman	1989 Honda CRXsi
Grace Huntzinger	1987 VW Scircoco 16V
Dan Malave	1996 Star Formula Mazda
Steve Marsh	2010 Subaru Justi
Bryan McCrea	2013 Scion FR-S
Bill Norton	1958 Berkley Renault Sports Racer
John Pitman	1973 Porsche 914
Willll Sekella	1977 Honda Civic
Eli Sharp	1965 Austin Mini Cooper 'S'
Dave Smith	1970 Zinc C-4 Formula Vee
Gordon Wise	1993 Mazda RX-7 Turbo
George Witman	1999 Mazda Miata





[www.phillyscca.com](http://www.phillyscca.com)

**Philadelphia Region SCCA**  
congratulates PHA  
on a terrific 2023 season.

Congratulations to all the drivers  
and thank you to all the  
workers and volunteers.

***Best Wishes for 2024!***



## Ode to a Scirocco

By Grace Huntzinger

There once was a little black car  
That looked really good (from afar).  
It might have been slow,  
But it could still go!  
So 'twas equipped with a Robinson Roll Bar.

And with that, it started to race.  
At the hills... At the track... Any place!  
Taking turn after turn,  
Everyone could discern  
The huge grin on its driver's face.

But it suffered a terrible mishap,  
And suddenly veered left off the track!  
It was a sad sight to see  
After impacting that tree.  
But don't worry, we both will be back!



**The VW Scirocco drivers of the PHA  
would like to thank  
the workers, organizers and all other  
volunteers who make our events possible!**



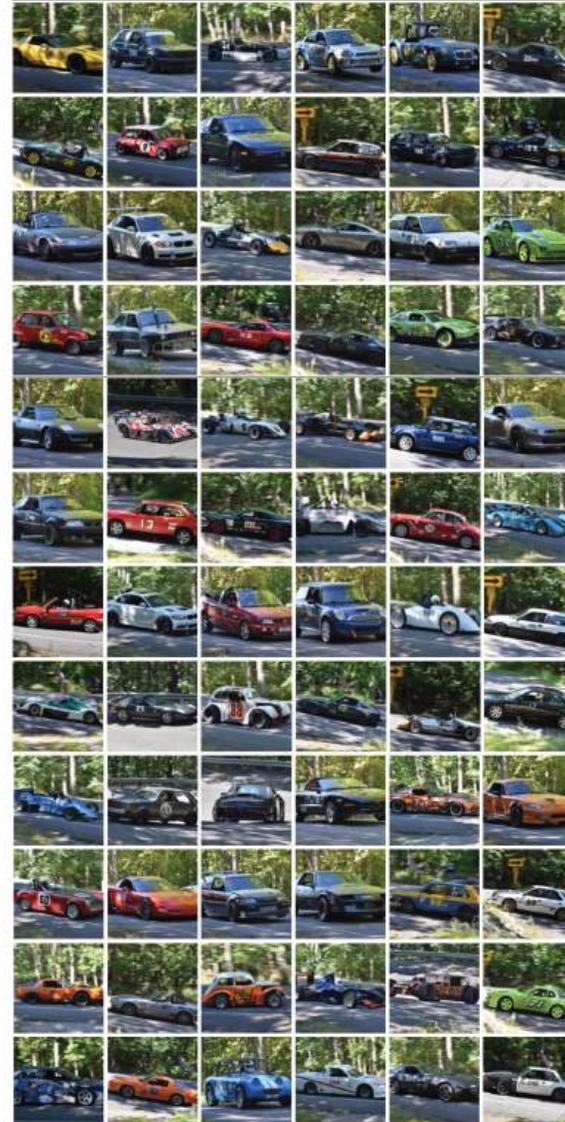


***CONGRATULATIONS to all of the  
2023 PHA competitors...  
And a huge "THANK YOU!" to all  
of the Workers.  
Without you, none of this would  
be possible.***



# **CONGRATULATIONS**

TO THE PENNSYLVANIA HILLCLIMB ASSOCIATION FOR  
ANOTHER SUCCESSFUL YEAR ORGANIZING AND OPERATING  
AN OUTSTANDING SERIES OF HILLCLIMB EVENTS



**JOB WELL DONE TO  
ALL OF OUR MEMBERS  
WHO COMPETED!**

*\*2023 TROPHY WINNERS IN RED*

- PAUL BEHOFIST
- CRAIG BUCHER
- GEOFF CRAIG**
- TOM DAGGETT
- TRENT DAGGETT
- DONALD DEHART**
- J. KURT EIKENBERG
- JASON FRALEY**
- BRYAN FRITZLER**
- GREG HAGEN
- CRYSTAL HOEGG**
- ALAN LESHER
- BRYAN MCCREA**
- DONALD MCLAUGHLIN
- ALEX PANKIW
- ISAAC RODRIGUEZ
- TIM STEIN
- MICHAEL THOMAS
- ADAM WEAVER**
- JOE WHITELEY**
- MATT WILLIAMS





# At the Holiday Inn Harrisburg-Hershey

November 4-5, 2023

Welcome Pennsylvania Hillclimb Association! We are delighted to serve you for your annual awards banquet. Congratulations to the class winners, and a big thanks to the volunteers who make the events happen!



Holiday Inn

604 Station Road  
Grantville, PA 17028

[www.stayholiday.com](http://www.stayholiday.com)

Main Line: (717) 469-0661  
Sales: (717) 469-1554

## TEAM PUMPKIN



Thank you Workers!

Thanks also to my Wife, Mom and  
Eagle Auto  
for another safe year



## History of Team Pumpkin

By Keith Gerhard

### The Beginning:

Actually, Team Pumpkin had its start before I was born. My parents are originally from Weatherly; my mom used to be one of the High Schoolers selling food and my Grandfather used to help tune up a particular driver's Formula V that used 6th street for a test track. Ah, the good old days...



My parents moved to the Reading area, but I used to spend a couple of weeks in Weatherly with my Grandparents during the summers — kind of my version of summer camp. When my "summer camp" time would be during the hill climb, I would walk over from 6th street to look around the pits and then hike up to the jump. I even painted one of my Matchbox cars the same as a yellow and black Corvette I had admired in the pits and watched coming off the jump.

### "Great Pumpkin":

The road to the "Great Pumpkin" started out when we traded my wife's Chevy Cavalier for an 86 Fiero SE. We ended up starting the McGuire Area Fiero Club, which later turned into the Penn Jersey Fiero Club, with one of our members who owned a V8 Fiero and a printing business doing our newsletters. Fieros were pretty popular at the time and there was a National Club that would have annual shows with a track event every other year.

The first event was a drag race, but the 2nd was a road race at Waterford Hills Raceway. I went and even though I slid on marbles and put my wife's car into the tires (minor front end damage), I was hooked. By the next show season I realized that I needed to get a Fiero of my own. Our club would have a show, and there I was, President of our club, with no Fiero since Terri had to take the car to go to work.

One of our members had a 100k mile 86 GT for sale, so I purchased it. My boss at my part time job said that if I painted his Baja Bug at the Air Force Base paint booth, I could keep the extra Omha orange to paint my Fiero. At the first show I went to afterward, the member who sold me the car shouted "Hey Linus, you found the Great Pumpkin!" and the name stuck.

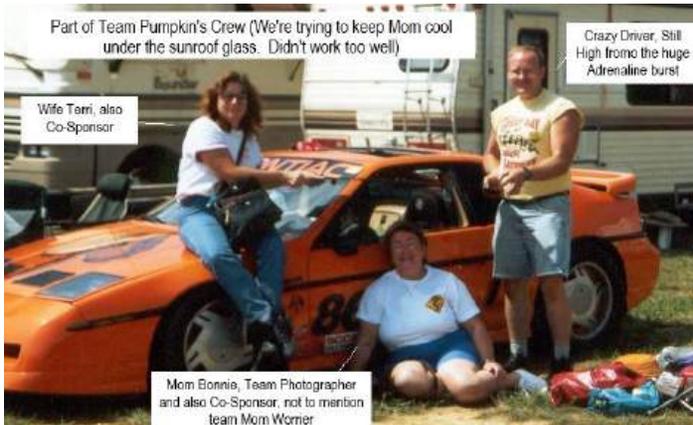


The next National Show had Waterford Hills as the track event again, so I prepped the car as much as my budget would allow and it worked. The "Pumpkin" ran great and even embarrassed my buddy's V8 Fiero. Because of the Fiero Owners Association the "Pumpkin" has seen Gateway International as well as Topeka Raceway.

**"Pumpkin" and the Hillclimb Era:**

As the membership and number of Fieros in the National Club started dropping, they closed down, and so did my track fix. (Just a side note: regional Fiero Clubs are still strong and recently there was a 40th Anniversary Show at Pontiac, Michigan with 100s of Fieros where GM actually brought out some of their rare cars and prototypes from the museum). I tried doing autocross, but it just wasn't for me.

My Dad was the one who suggested the Hillclimbs. He bowled with Nelson Kase and suggested I speak with him on what I needed to make the "Pumpkin" legal. I found a guy who would install a custom rollbar for me since no premade ones are available for the Fiero, then gathered everything together and entered 2001 Pagoda. Tech back then was at the Sears service center at Berkshire mall. After I passed tech I promptly went into Sears and got some shelf paper to make up numbers.

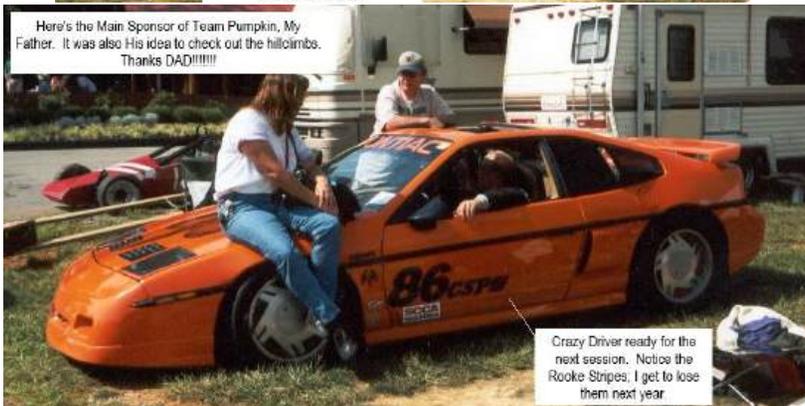


Part of Team Pumpkin's Crew (We're trying to keep Mom cool under the sunroof glass. Didn't work too well)

Crazy Driver. Still High from the huge Adrenaline burst

Wife Terri, also Co-Sponsor

Mom Bonnie, Team Photographer and also Co-Sponsor, not to mention team Mom Worrier

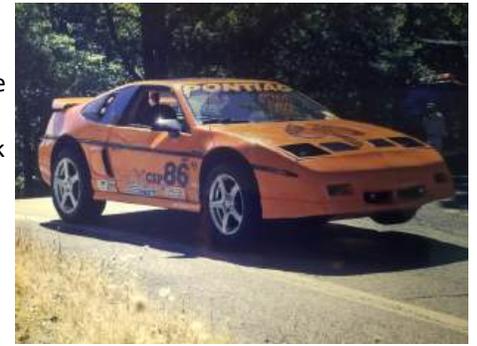


Here's the Main Sponsor of Team Pumpkin, My Father. It was also His idea to check out the hillclimbs. Thanks DAD!!!!!!

Crazy Driver ready for the next session. Notice the Rookie Stripes. I get to lose them next year



My Dad paid for my first SCCA Membership and the entry fee. At that time the Fiero was in CSP and I had to race against Miatas and Gen 1 RX7s. It was fun and sometimes we would trade leads back and forth, but the Miatas usually ended up faster and were my main rivals. Eventually the SCCA moved the Fiero into BSP and now I try to run it at the Fall Weatherly Hillclimb when my points balance allows. The last time was 2021.



**The Miata Era:**

I had an opportunity to get my hands on a 2000 Miata, which is kind of funny since they were always considered "the enemy" when I raced the Fiero. One of my customers was retiring to Arizona and his son had just blown up his Miata. The car was sitting at his son's apartment, so \$500 bucks later I had a rolling chassis.



© Mike Vanino

I then bought a motor and hard top from Planet Miata with money left over from my Grandmother's inheritance. Nancy Lewis suggested I make this the "Anti-Pumpkin" and I agreed, so I had Maaco paint the car black and I put on orange stripes.

I ran the "Anti-Pumpkin" from 2012 to 2014, with occasional runs of the Fiero at Fall Weatherly, but I ended up rolling it at Polish Mountain on my Mom's birthday that final year (which she reminds me of often). Many thanks to Steve and Nancy Lewis for driving me back to my Mom's house since I had driven the car to the track and had no other transportation!

I found another Miata on Craigslist which came with a hard top but no drivetrain. Luckily, the drivetrain and lots of other parts were salvageable from the rolled Miata. My Mom suggested going back to an orange paint scheme saying that it was lucky color since I had run the "Pumpkin" for years and only ate a hay bale once and only got a couple of surprise scratches from Weatherly's Turn 1. So another trip to Maaco and "Take 2" was ready to go.

With the support of my wife Terri and my parents over the years, I've just finished my 9th year racing the orange Miata. Hopefully Team Pumpkin will be racing many more years to come and keeping "This Side Up".





## CONGRATULATIONS PHA

For a successful 2023 Season!

### THE GIANTS DESPAIR HILLCLIMB ASSOCIATION WISHES TO

Say THANK YOU to the volunteer workers, inspectors, and organizers for making these events possible!

We especially appreciate all of you — the drivers, family and crew members — that come to Laurel Run each year to assault the GIANT, continuing the long running history of motor racing in North East Pennsylvania.

**We are looking forward to seeing you on the 13th and 14th of July, 2024.**



## Steve Lewis

By Grace Huntzinger

Steve Lewis passed away on Oct 2, 2023 after fighting a long and hard battle with cancer. Blue Mountain Region and the PHA have lost one of their most dedicated and productive members, as well as a very fast driver.



On a personal note, I think that Steve is possibly the bravest and most caring person I know. While he was dealing with more than I can ever imagine these last few months, he took the time on several occasions to see how I was doing and to encourage me while I was recovering from a C2 fracture.

I got to know Steve when I was setting up the first wireless timing system in 2010. Keith and I were running the system in parallel with the wired system, and I ended up having to set it up by myself for the first time at one of the Reading Hill Climb events. This was before PHA purchased the masts, so setup was a lot more time consuming. At that time, the masts were conduit with angle iron connecting them together, bungee corded to whatever we could find that would hold the contraption upright.

Steve helped with the physical setup, then went off to help other hill setup efforts. He drove by a bit later and noticed I was being hassled by a local resident while I was testing the system. The local was really upset that we were using 900 MHz as the timing data broadcast frequency. Given that I was using an off-the-shelf product from Race America, it wasn't like I had a choice in the frequency. However the local was becoming increasingly frustrated by what he perceived as my unwillingness to change to a different one, and would not leave me alone. Much to my relief, Steve noticed the problem and chased him off!

But that was Steve. And while he could be a little rough around the edges, he was always the first person to step up whenever help was needed. And since he was competent in everything he did, his contributions made quite an impact for the better.

I'm sure I'm missing a lot, but here are some of the ways Steve was involved with the PHA and our events:

Steve was the assistant RE and secretary for the BMR region for the past several years, and he was at every BMR function helping out. This includes site clean up days, event setup, work days, parties/banquets, and everything else in between.

Not content to just help out his region, he was the PHA Novice instructor for several years, and his novices still appreciate what they learned from him (and also tell some hilarious stories).

He is one of the few people who actually stepped up and helped me with event day timing setup of the old wireless system. He caught on so quickly that I trusted him to resolve race day hardware issues without me.

Steve then made it his mission to replace the original wireless timing system in order to reduce the amount of time needed to set up and tear down the antenna masts, etc. After spending several years researching many different systems, he succeeded in finding a system that would work at our hill climbs, and it is the system that PHA is using now.

**NOTE:** It's actually pretty amazing that Steve found another system that worked as well as the Race America system. Our hillclimb events are at the far end of the spectrum as far as what most commercial timing systems are designed to do (distance between start and finish line as well as hill topography makes it hard for most timing systems to function at our events). In addition, I'm sure we all appreciate the fact that reruns are usually no longer needed when a false start or finish occurs, since the data can be retrieved and fixed thanks to the way the new system records all sensor trips.

After Nelson Kase passed in 2020, starting with the 2021 season, Steve and Nancy took over all timing operations. They ran the new system in parallel with the Race America system that first year for proof of concept (so were running 2 timing systems), and managed to race at every event except Spring Jefferson to boot!

At the events that Steve didn't have a car ready, he came to the event and worked a corner. And when his car broke (or had an incident), he generally stuck around and worked.

Wow, this is getting long, and I still haven't mentioned his racing achievements, which were many!

Steve started hill climbing in 2007 with his 2004 Ford Mustang Mach 1 that he ran in ESP. By the end of the his first season, he set his a class record at Fall Weatherly, and came in 8<sup>th</sup> overall.

Over the next few years, Steve moved the car to SM, and continued to set class records and place in the top 20 overall. In 2011, Steve joined the Duryea "under 2 minute club" with a 118.209, and then came in second overall at Duryea 2012 (where he was also under 2 minutes). The pattern continued until he had an incident at Duryea 2015 on his second run – incidentally, he was under 2 minutes on his first run at that event with a 116.581, placing 12<sup>th</sup> overall.



Steve returned to racing in 2017 with a 2017 Ford Mustang GT that he ran in ESP. That first season, he just missed being under 2 minutes at Duryea (he ran a 120.172), and beat the old class record at Fall Shenandoah (but did not get to keep it). He continued getting faster in the 2018 season, coming in first place in class all season. Unfortunately, his co-driver Nancy had an incident at Fall Shenandoah, and the 2017 Mustang was retired.



In 2019, he returned with a 2019 Ford Mustang that he also ran in ESP. His pattern of coming in first place in class continued. He also returned to the Duryea "Under 2 minute" club with a 117.104. He set his first class record with the new car at Fall Jefferson, and then again at Fall Shenandoah in 2021.



Note that after Nelson Kase passed in 2020, Steve (and Nancy) took over all timing operations. He raced all events but Spring Jefferson in 2021 while also operating timing. From personal experience, this is an impressive feat – timing takes a lot of concentration, and to go from intense concentration on timing to intense concentration on racing is not easy. I know that I was unwilling to do it.

Steve's final racing season was 2021. He continued to set up timing and run timing operations in 2022 and 2023 until his health no longer allowed him to.

Today, Steve still holds the following class records:

- Spring Jefferson -- ESP, set in 2022 with a 78.233
- Pagoda -- SM, set in 2014 with a 80.109
- Giants Despair -- SM, set in 2014 with a 44.540
- Duryea -- SM, set in 2014 with a 112.297
- Fall Shenandoah -- ESP, set in 2021 with a 93.464

The 2024 season is going to feel strange without Steve there. He will definitely be missed!



EST. 07



US 40

# POLISH MOUNTAIN THANKS FOR YOUR SUPPORT!



POLISHMOUNTAINHILLCLIMB.COM



SW's John Burke & Lee Grinnell  
*Racers Building for Racers!*

Ask Us About SCCA  
MEMBER BENEFITS



Join Our  
Mailing  
List  
CLICK  
CODE

SW CATALOG  
Your FREE 100 Page  
Full Color Catalog.  
View & Download at  
SWRACECARS.COM

### FULL-SERVICE-MACHINE-SHOP

On-Site Full Service Machine Shop & Manufacturing Services

*Large and Short Run Production*

*Prototypes | Samples | First Article Inspection*

- ABRASIVE WATERJET CUTTING
- PRESS BRAKE FORMING
- HAAS TL-15 TURNING CENTER
- TUBE BENDING
- FINISHING
- HIGH SPEED PLASMA TUBE PROCESSING CENTER
- 3D PRINTING
- SHEARING & CUTOFF
- WELDING & FABRICATION
- FADAL VMC 15XT
- METORA Automatic Cold Saw
- HURCO CNC Lathe & Mill

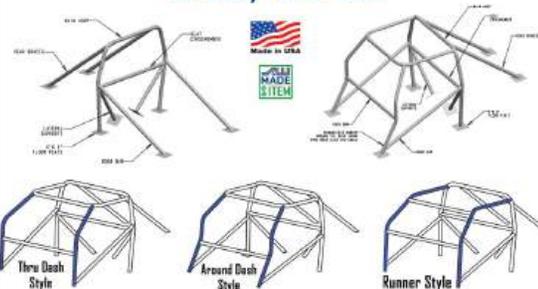
Do-It Yourself  
Bolt-On & Weld-On  
Chassis & Suspension  
Components PLUS...

HANS Head & Neck Devices  
Harnesses | Window Nets  
Arm Restraints | Brakes  
Brake Kits & Brake Pads  
Tubing | Tabs | Brackets  
Fittings | Buttons | Hose  
Cables | Rod Ends | Hardware  
Fuel System | Fuel Jugs  
Electrical | Battery System  
Shocks | Wheels | Tires  
+ Much More

### CAR, TRUCK & CUSTOM ROLL-BARS & ROLL-CAGES

4 Point | 8 Point | 10 Point | 8 Point to 10 Point Conversions  
Funny Car Conversion | Super Stock & Full Cage Upgrades  
SCCA, Enduro & Drift Upgrades | Pro Street Rear Runners  
Replacement Pieces & Accessories

*Chromoly - EWS - DOM*



*Weld-In Kits feature notched tube ends, where applicable, for ease of installation.*

**Over 2,800 Domestic & Import Make, Model & Style Listings**  
**Custom Requests Filled Daily!**

**#1**  
**TECH SUPPORT**



1-800-523-3353 SWRACECARS.com @SWRACECARS @SWFAB



# 2023 Season in Review

By Grace Huntzinger

Unfortunately, the only event I was able to race in 2023 was Spring Jefferson, as I had an incident that put me on the sideline for the season. So my season writeup is based on what I observed, and also from living vicariously through all of the event FB posts.

At Spring Jefferson, Bill Feist placed both first and second overall! He intended to run both of his cars, but the other car broke the weekend before, so he ran his Stohr F100 in both Formula Atlantic (FA) and Formula S (FS). The weather was close to perfect both days and there were 10 class records set.



Our next event was Spring Weatherly, and WYLN broadcast it live on Saturday. Tom Knorr provided the commentary, and he did a great job! I was glued to the TV at home, and really enjoyed the show.



Bill Feist had FTD for most of the event, but eventually ended up in fourth place, so I had questions. I learned that his car broke Sunday morning, and that he was unable to defend his time. By the end of the day on Sunday, the top 6 places were separated by just over a second, with Bill in fourth place. Kurt Eikenberg pulled off an amazing last run to take FTD in his Cheetah SR1.

Next up was Pagoda. It was predicted to be a rainy weekend, but it only really rained steadily on Saturday morning. It dried out after lunch, and the rest of the weekend remained mostly dry, although the course never completely dried out. The damp conditions didn't seem to slow most people down. Despite Mark Aubele's best efforts, Ron Moreck ran a 73.213, not only taking FTD, but beating the previous course record of 73.374 that was set in 2011 by George Bowland in his 02 BBR Shark.



At Giants Despair, the weather left much to be desired on Sunday, but the conditions were good on Saturday, and 8 class records were set. Ron Moreck took FTD, with Mark Aubele 2<sup>nd</sup> and Bill Feist 3<sup>rd</sup>.

As far as Sunday goes, normally we run in the rain, but the rain was so heavy that the start line itself was underwater. When the rain didn't stop for several hours, and more downpours forecasted, the event was called. I'm still surprised that no one got stuck in the lower pit area!



At Polish Mountain, Ron Moreck once again took FTD, and 9 other class records were set. The rain held off until Sunday afternoon.



Duryea Hillclimb – well the unthinkable happened and we lost Kih. I don't think Kih would begrudge us celebrating the successes and achievements at



the event. Congrats to Ron Moreck who not only had FTD, but beat the course record by almost 3 seconds with a 102.534.

Ron continued his FTD streak at Fall Shenandoah, and 12 other class records were set at this event. At this event, Bill Feist purchased Bob Gardner's Stohr WF-1, and it will be interesting to see what he does with it once he gets used to the car. Bill was only .769 seconds out of first on his first run with the car.



At Fall Weatherly, Ron Moreck took FTD once again. Bill Feist ran his new to him car, as well his Stohr. Bill was not far behind Ron's time, and I suspect that Ron should be on notice for next season!

As for the overall winners, I don't think I've ever seen these awards so close and decided at the last event!

First, for Overall points, while Michael Frohman did end up adding 3 positions overall at Fall Weatherly, it wasn't enough for him to win the



Overall Award, and Mike Robinson prevailed. That was a really fun battle to watch this year! Congratulations to Mike.

In Lloyd Geib points, Michele Aubele ended up squeaking by



Rick Johnson at Weatherly. Congrats to Michele!

As for Mileage, Michael Frohman and Adam Weaver were separated by .1 miles going into Fall Weatherly, but Mike missed a run. Congratulations to Adam for persevering and taking the win!







Spring Weatherly 2023

Photo Credit: Rich Rock

**RRRK  
LAWNS LLC**  
*Lawn & Property  
Maintenance*  
**570-579-8169**



## ***A toast to PHA!***

### **Kudos to the Pennsylvania Hillclimb Association for another Great Year !**

*Congratulations to all the highly skilled PHA class winners,  
and a huge thanks to all the indispensable volunteers who  
make it happen.*

**From your friends in the South Jersey Region**

**2024 SJR SCCA Road Racing Events at New Jersey Motorsports Park –  
Tentative Schedule**

*17<sup>th</sup> Annual Lightning Challenge – May 24-26*

*Jersey Devil Majors US Majors Tour Series – Jul 12-14*

*Jersey Road Racing Classic (“The Jerk”) & 3-50’s Endurance Challenge – Oct 18-20*

*Autocross, Time Trials and Rally dates will be available on [www.sjrscca.com](http://www.sjrscca.com) when finalized*



## PHA Dinosaur Tales

By Sue Salsburg

For any new people that don't know me, I've been racing since 1977, and tagged along with older friends when I was in high school. I bought my present MGA in 1980 from Keith Weidner. Hills, Vintage racing and SCCA road racing followed.

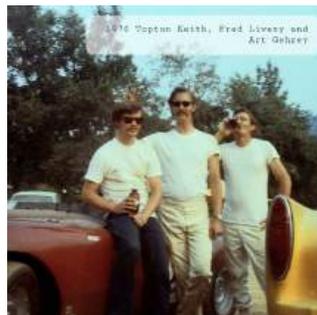


At the last race of 2006, the motor grenaded. Getting it fixed became a multi year nightmare, including a dead engine builder and one on drugs.



I started driving my 61 Jaguar MK2 and my husband David drove my daily driver Mini Cooper. He was frustrated with the MG and pushed it into the barn for "Some Day".

It was finally back to the hills in 2019 with David driving, thanks to an awesome motor by Dave Smith. David had a stroke in 2022 that caused him to drag the clutch pedal. Time for therapy and a new clutch.



In the meantime I learned that some of the pain and weakness in my leg was Post Polio Syndrome. I wasn't sure I could get out of the tight roll cage, so stayed with the Jag. I tried to get a few strong drunks to test getting out of the MG at an event, but it never happened somehow.

Matt and Crystal Hoegg to the rescue! They're both very strong so it seemed like the perfect opportunity for them to pull me out of the cage if needed. Sliding in was easy and felt comfy in the new Sparco seat. But then there was the moment of truth... I grabbed the roll cage and climbed out the same as years before! I was so surprised and happy that I started to cry like a silly girl. I hadn't realized how much being able to drive my old friend meant to me.

I took the first run at Giants and turned it over to David. The brakes were locking, so I couldn't judge the performance but engine felt strong. It's very primitive compared to the Jag but I might consider Vintage track events. It would need bodywork and paint first, **but it felt so good to be back in my Dinosaur.**



# SPECIALTY RIGGING CO.

*Reading, Pa*

THANK YOU  
to all of the volunteers  
who make these PHA  
events possible.

Congratulations to the PHA  
class and overall winners.

### Our services:

Rigging  
Machinery Moving  
Millwrighting  
Steel Fabrication

610-406-5188  
[www.specialtyrigging.com](http://www.specialtyrigging.com)



## Thoughts from a Mature, Retired PA Hillclimb Driver (That is code for an old PHA retiree aka oIPHArt)

By John Pitman

What to say? First of all, I really miss being a competitor at all of the hills. Safety first....if you cannot exit your race car quickly and unassisted, do not risk the adventure.



But, so much of racing logic applies to daily life:

- Wake up, reasonably rested, preferably without a hangover. Must be sharp for the 1<sup>st</sup> turn at speed.
- Be ready for all that will be thrown at you, personally, career wise, or driving at nut job speeds on winding roads between the rocks and trees. At every event where I was the Novice Instructor I emphasized that.
- When you come to the line, BE READY! Do not hold up everybody else while you get around to securing the helmet strap and your fly. It is OUR time, not yours, so play nice and be ready!
- If you were never at the company staff meeting before, think before you act. Do not try to impress everybody with your smarts and bravado. Learn the lay of the land (as long as she doesn't mind) and be vigilant to all the details. In our realm, if you were never on the hill, walk it the day before, pay strict attention to the novice instructors during the meeting and the tour of the hill.

Look carefully at the places where you may be going at flank speed, and evaluate the risk. Do that again on the novice run. Work your way up to speed. You came to race, not be crazy. Yeah, yeah, to finish first, you must first finish.

We are having a turnover in some of the positions that help run the PHA. Fortunately we have a couple of qualified volunteers. However, keep in mind that someday you may be called on to put your shoulder to the wheel. Please, if you feel you want to participate at the officer level, run for office.

Meanwhile, attend all the meetings and pay attention. Understudy some tech inspectors to see if you want to assist there. Feel free to ask questions (intelligent please, and minimize the whining), and make solid recommendations if you have any. Try not to surface a problem without recommending a solution (easier said than done).





I can only admire our volunteers who handle flags and communications at the corners. They come out knowing that it is a rain or shine gig. And kudos to those drivers who pitch in when their cars are in search of a lost spanner, and work a corner.

Oh, never bug the timing personnel, without them we do not race. Questions through the novice instructors or other PHA Officer, or Hill official.

Enough of this ramble, Be well, do good, and have a wonderful banquet and 2024 season. JJP

## OIPHArt Society Rules

By John Pitman

The population of the PHA is aging. Accordingly a loose organization is evolving known as the Old PHA Retired Racers (olPHArts). Some thoughts on rules:

1. There are no rules.
2. Officers: There are no officers. However, when a group of mature drivers get together, the oldest may be considered the president for that gathering only. Duties are relax, tell stories, and if so desired, imbibe with adult beverages. This ad hoc president must set the standard, impeccably following those duties.
3. Try not to get too wrapped up in the old adage: The older we get, the faster we were.
4. Membership: Matured drivers who have retired from the sport; matured drivers who are still active racers but think about hanging up the helmet; Racers that have been around a while, although not particularly old, who have or are considering taking a break from driving; Younger drivers who, while minding their manners, have stories to tell.



5. The olPHArts are the senior members of the PHA family who could and should advise the up and coming kids on going fast, safely, and enjoying the weekend. Be nice to them, they are the future of our sport.
6. Never forget, back in the day, a group of Pennsylvania sports car loonies gathered for food and beverage and a hill climb broke out starting the finest of the motor car sports in the country.

Sviekas, JJP



PROUDLY SPONSORED BY  
**FAIRWAY!**



1101 N. CHURCH ST.  
HAZLETON, PA

[FairwayMotors.com](http://FairwayMotors.com)



1109 N. CHURCH ST.  
HAZLETON, PA

[FairwaySubaru.com](http://FairwaySubaru.com)





## PHA at the 2003 Carlisle Import & Performance Show

Photos by Don McLaughlin



**CELEBRATING 50 YEARS OF THE WORLD'S FINEST CAR SHOWS & AUTOMOTIVE EVENTS**

**WE ARE THE LEADER FOR AUTOMOTIVE ENTHUSIASTS & THE AUTOMOTIVE HOBBY**

- Top level builds, show-quality cars and trucks in our Featured Vehicle Displays
- Family entertainment such as autocross, drifting, parades, and celebrity appearances
- Collectibles, antiques, performance parts, automobilia, collector cars and everything in-between in our automotive flea markets and car corrals
- Specialty areas include Women's Oasis, Manufacturers Midway, and Installation Alley
- Collector car auctions – 717-960-6400 or visit [CarlisleAuctions.com](http://CarlisleAuctions.com)

### 2024 SEASON SCHEDULE

<b>AUTO MANIA</b> ALLENTOWN PA FAIRGROUNDS	<b>JAN. 19-21</b>
<b>CARLISLE AUCTIONS</b> LAKELAND WINTER COLLECTOR CAR AUCTION SUN 'N FUN EXPO CAMPUS, LAKELAND, FL	<b>MARCH 1-2</b>
<b>SPRING CARLISLE</b> CARLISLE PA FAIRGROUNDS	<b>APRIL 17-21</b>
<b>CARLISLE AUCTIONS</b> SPRING CARLISLE COLLECTOR CAR AUCTION CARLISLE EXPO CENTER	<b>APRIL 18-19</b>
<b>CARLISLE IMPORT &amp; PERFORMANCE NATIONALS</b> CARLISLE PA FAIRGROUNDS	<b>MAY 10-11</b>
<b>CARLISLE FORD NATIONALS</b> CARLISLE PA FAIRGROUNDS	<b>MAY 31- JUNE 2</b>
<b>CARLISLE GM NATIONALS</b> CARLISLE PA FAIRGROUNDS	<b>JUNE 21-22</b>
<b>CARLISLE CHRYSLER NATIONALS</b> CARLISLE PA FAIRGROUNDS	<b>JULY 12-14</b>
<b>CARLISLE TRUCK NATIONALS</b> CARLISLE PA FAIRGROUNDS	<b>AUG. 2-4</b>
<b>CORVETTES AT CARLISLE</b> CARLISLE PA FAIRGROUNDS	<b>AUG. 22-24</b>
<b>FALL CARLISLE</b> CARLISLE PA FAIRGROUNDS	<b>OCT. 2-6</b>
<b>CARLISLE AUCTIONS</b> FALL CARLISLE COLLECTOR CAR AUCTION CARLISLE EXPO CENTER	<b>OCT. 3-4</b>
<b>CARLISLE AUCTIONS</b> LAKELAND FALL COLLECTOR CAR AUCTION SUN 'N FUN EXPO CAMPUS, LAKELAND, FL	<b>NOV. 8-9</b>

**OUR DEEPEST DISCOUNT OF THE SEASON! SAVE 20%**  
on Showfield/Fun Field registrations, admission tickets, and season passes. The sale begins November 24, 2023 and ends at 5PM on January 2, 2024.

**UP-TO-DATE EVENT SCHEDULE, REGISTRATION INFORMATION, EVENT ACTIVITIES, AND TICKETS VISIT - [CARLISLEEVENTS.COM](http://CARLISLEEVENTS.COM)**

CarlisleEvents.com | 717-243-7855 |

**1000 BRYN MAWR ROAD, CARLISLE, PA 17013**  
**KIDS 12 & UNDER ADMITTED FREE // EVENTS HELD RAIN OR SHINE**  
 PA AUCTION LICENSE # - VB001027 // FL AUCTION LICENSE # - AC#665189  
 EVENT INFO IS SUBJECT TO CHANGE // PLAN AHEAD: [CARLISLEEVENTS.COM/PLANNER](http://CARLISLEEVENTS.COM/PLANNER)



# Rally Car History

By Don Kennedy

My first involvement with auto racing was listening to the Indy 500 and Daytona 500 on the radio in my teens in the 1960s. My father had been an auto mechanic for a couple of years and always worked on his own cars so that created my interest in mechanical things. Ronnie Brobst (Corvette driver) lived next door to the church I attended and he participated in something called a hillclimb in Fleetwood PA. So in about 1966, I went to Fleetwood on the Monday following labor day expecting to see a hillclimb (because it had rained Sunday and I figured the event would have been postponed until Monday).

So I then began to learn something about the PHA and also befriended Tom Beil (Saab at that point, then the RSK). I actually helped Tom with the first rebuild of the RSK motor.

In 1970 I finally decided I could drive as well as many of the PHA drivers. I had befriended Marc Gerstein (we worked for the same company) and he knew of a race prepped TR3 for sale by Bill Long.



I had purchased a 1969 Camaro Z28 the year before and had intention of racing it. But I realized that would have not been wise so instead it became my tow vehicle for the 2 wheel trailer that came with the TR3.

I raced the TR3 for the years 1970 and 1971, then quit and sold it so I'd have the down payment for a house. I then began working Duryea and was instrumental with the 25<sup>th</sup> anniversary Duryea event along with Judy Beattie.



Along the way I also found performance stage rallying in 1980 (having done several TSD events) and BMR had a very large presence in rallying in the 1980s. I began working STPR in Wellsboro in 1980 and became a stage captain with a crew from BMR, working the event until 1991.



Dean Fry lived in the Reading area and worked many Duryea hillclimbs. Now that he had a car that would meet the safety requirements for a hill climb, he decided to enter some Duryea events between 1988 thru 2001. In 1996 I drove Deans car at Duryea and am responsible for the famous jumping over the guard rail at turn 7 that happened in 1996 in Deans car (see the picture of it happening in my pit at the 2023 Duryea Hill climb).



From 1991 to 1999 I co-drove and helped prep the car for Dean Fry in performance stage rallies. Then in 2000 I decided to build my own rally car along with my sons Matt and Keith. I drove the car in many stage rallies with Matt and Keith either as my co-driver or crew along with several other friends as crew members.

As rallying became much more expensive and needed personnel other than just the driver, the last rally I drove was 2017. I began to also hillclimb the car back around 2012 and have exclusively hillclimbed the car since 2017.



## A View From the Corner, a Corner Worker's Tale

By Mary Anne Fieux

It's early Saturday morning, the announcement has been made, "worker's meeting in 10 minutes". Eyes are barely open walking up to the meeting. The novices are on their way up the hill. Drivers are putting on their gear for the day, or perhaps prying eyes open after a fun Friday night's camaraderie with fellow PHA family.

Worker's meeting commences, reminders for corner workers of the important tasks at hand for the day. Keep the road free of debris for the race cars, keep spectators off the road, keep a keen eye to approaching race cars – their lines, possible fluid leaks, parts falling off cars, being on the tip of your toes if an incident were to occur. A corner worker is always "ON" except for lunch breaks and when the day comes to an end.



We get to our corner, Turn 2, and unpack the car of the day's necessities: chairs, table, water, snacks (most essential!), sunscreen, bug spray, jackets for those cool mornings & rain, and then the important stuff. Fire extinguisher pointed so it can be quickly grabbed, red flag properly placed in order to be thrown for a car needing to be stopped abruptly, broom, oil dry, and doing radio checks for the day that's about to begin. We confirm which one of us addresses the driver in the red mist and who addresses the kill switch and other car issues should an incident occur. Lastly, splitting of radio time for the day – the coin toss.



The routine begins, car numbers and corner numbers reported to the bottom of the hill. "four three by 2, nine six by 2, one three by 2, zero nine one by 2", and on and on it goes. During this time corner worker critiques begin, such as: boy that was a crappy line, what car number was that?, OMG #!?, WOW that was beautiful (yes, beautiful, a car coming through the corner

smoothly at great speed is a beautiful display of driver craft), eek it's a car on our LIST (you DON'T want to be on the LIST!) – go for the bunker!, and are we done yet?

Cars coming down the hill get a display of goofy hats, a little show for the drivers as they proceed down the hill after a bunch of good runs. Our tribute to the drivers! The collection of hats include: the new LED lit orange squid hats – they seem to be a hit, the frog (looking for that prince ;) ) and donkey (Chuck's, lol!), and the original orange and black spider hats.



The day winds down, last group of cars make their final run of the day. Time to pack up after the last car makes its way down the hill. It was a good day. Now it's time to hear the driver's side of their day!

Sunday, repeat.

**THANKS to all the CORNER WORKERS!**

**DRIVERS, play nice & have a blast!**

**Here's to a GREAT 2024 racing season!**



Chuck Christ Sr. # 251 1960 SAAB 93F  
Mary Anne Fieux # 1251 1960 SAAB 93F





**THANKS AND  
CONGRATULATIONS  
TO THE  
PHA WORKERS  
AND  
DRIVERS FOR A  
VERY GOOD  
2023 SEASON**



**Spring Weatherly 2023**

*Photos by Jovan Jackson*



## Novice Notes—The Baker Torpedo Kid

By Robert Laravie

I knew I wanted to have more to do with the car than a few parades, or sitting in a hot sunny show field trying to explain the car. With that in mind, I looked around and thought hillclimbs and speed events might be a possibility given the limited range of the car. I made a trip up to Okemo Vermont to check out a New England Hillclimb. They required a full cage on the car, so that somehow seemed like too big a modification.

So that left the Pennsylvania Hillclimb Association (PHA), and the closest speed event, run by the Loring Timing Association (LTA) near Caribou Maine. So as I modified the car for a 2017 event at Loring, I kept an eye on the PHA regulations and the SCCA General Competition Rules. The main task was the roll bar. It and the harness bar had to be removable (in part) to remove the body. I was still unsure where the car would fall out as far as classifications of the various associations, so the roll bar was overbuilt by a few tube sizes. I ended up with 1-1/2" dia .095" wall, drawn over mandrel.

The LTA technical inspection went well. I had corresponded with Frank John, as he had built a 200 MPH electric motorcycle and was interested in the car. The roll bar was fine, and they did not have as many requirements for fire suits and such for my speed class. For my fall 2017 travel to Loring, I did not have a covered trailer, so I cocooned the car with a wide stretch wrap. It looked like something out of the movie Aliens. My best two runs at Loring was 67 mph through the 1 mile and 1-1/2 mile speed traps, but I could never get to 67 through both traps with just one run. The car tracked well, as it has a lot of caster. (At a subsequent Loring summer run, with hotter temperatures, I got up to 74 mph.)

So, onto the PHA. I had corresponded with Michael Robinson, and he suggested I contact Kurt Eikenberg as he was more familiar with odd "specials". Once I got the basic car info to Kurt, he went through it and had a few additional requirements as to the front hoop forward supports. He also suggested that I start with a track time trial event, so I signed up for Summit Point West Virginia, Spring 2018.

Once at Summit Point, I got the car off the now covered trailer. After a few odd looks, I was onto the technical inspection. I am often told by the women in my life that I am not a good listener, and in this case, not a good reader as well. I had neglected to read the rules that require and on board metal mounted fire extinguisher, and, for open cockpit cars, arm restraints.



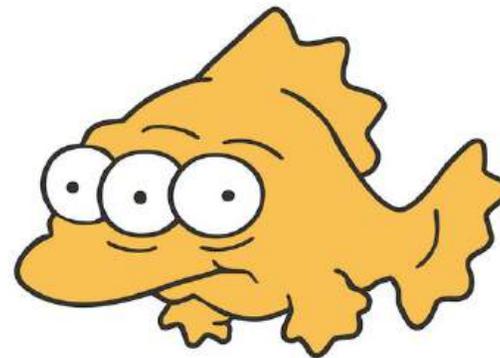
So out to the not so local Walmart and Home Depot for the extinguisher. I could not find one with a metal mount, so I bought one with a plastic mount and I was OK for the weekend. A Formula V guy heard of my plight and lent me a spare set of his arm restraints. Three strips of black electric tape on the back, a novice orientation, and I was on the track.

Later, at another event, still a novice, I had a spin at Pagoda but I stayed on the road. It was a damp pollen laden track, and I still a novice, and the car did not get dinged. I ended up using the video of the spin on the Torpedo Kid Facebook page to explain mass decentralization/high polar moment of inertia.



**Thanks to all at the PHA who helped me get started!**

## Mill Creek Steward



## Port Jefferson, New York

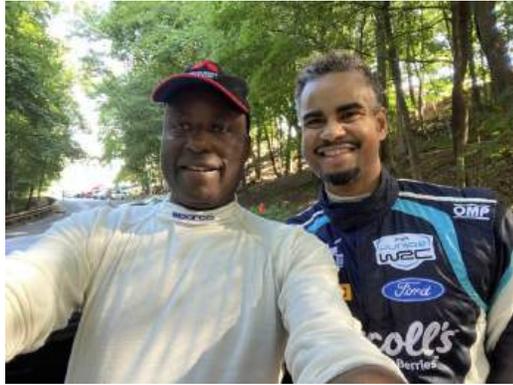
### From Car 999 — Thanks Workers!



## Kihurani Gakuu

By Alex Gakuu Kihurani

Hi everyone. I'm Alex, son of Kihurani, whom some of you may have met around the hillclimb over the years. I just wanted to say a few (or rather many!) words to everyone in the community who have also had to experience tragedy, trauma, and loss after last weekend's events.



My dad moved to Berks county from Kenya in 1977 as a massive motorsports fan. He always had dreams of competing in the Safari Rally one day, but never had enough money to compete back in his home country. Upon arrival in the US, he immediately joined the BMR region of the SCCA. He purchased his first car, a Fiat that had notoriety as a Safari Rally-winning model, and became a regular at KAM Specialties in Shillington, the only shop with parts for a Fiat with owners as enthusiastic about Fiats as him. He began working rallies with the Sekella and Kennedy family, auto crossing, and doing TSD rally events whenever he could while also attending the Duryea Hillclimb every year.



After having my sister and then me, he went on to build his first proper race car, a Dodge Colt (pictured). Like my dad, I was obsessed with racing from the first rally video we watched together when I was a toddler. Throughout my childhood, my friends and I would hike up to the Pagoda, to "Oh Shit", to the airplane field, to catch a glimpse of the cars and my father. He would eventually sell his two Dodge Colts, but

we still managed to compete together at the Duryea Hillclimb in a rented car soon after I got my driver's license.

He was a dedicated Mitsubishi guy, so our garage was always a bit of a scrap yard of Mitsubishi/DSM parts and his dream car was always the Mitsubishi Lancer Evolution. After he finally realised his other dream of running his own successful business (which he wasn't able to start until he was 50), he took his newly gained earnings and finally bought his Evo. He got it prepared properly by one of my rally friends, and we began competing regularly at the hillclimb together.



Eventually, my rallying career got more and more serious, and I decided to move to the UK to pursue my dream of being a professional co-driver in the World Rally Championship. My dad decided to sell the EVO at that point, but a couple years later with his business doing better, he decided he wanted it back. Fortunately, the car stayed within the rallying community and we were able to track it down. It was the car he always dreamed of having, an EVO but with over 500hp and anti-lag popping and spitting flames. His emotional connection to the car was unparalleled.

We FaceTimed on his birthday, Monday, August 14 2023 and talked about the hillclimb coming this weekend and how he could follow us with the live TV coverage of my rally in Czech Republic. My 1 year old daughter, Ziana, then gave him all the biggest smiles as she always loved his calm, warm voice.

On Saturday August 19, 2023, over 4,000 miles apart, we both suited up and strapped on our helmets to do what we loved most, with me competing in the European Rally Championship in Czech Republic, and my dad looking forward to his 66th birthday treat of racing in the Duryea Hillclimb.

Being 6 hours ahead, it was my turn first. Unfortunately we had a string of technical issues that dashed our chances for a win. My driver, Chris Ingram, decided to retire, saying he wasn't up for forcing his driving after he was out of the fight...that it wasn't worth the money or the risk to the car or ourselves at this particularly dangerous event to continue. It was truly a blessing in the broader context of the weekend.

While fast asleep in the hotel, I received an unexpected call from my sister sobbing on the other end of the phone, saying Dad had passed away at the hillclimb after losing control and hitting a tree. All I could do was pace and hyperventilate in absolute disbelief.

I woke up my driver, Chris Ingram, who gave me the biggest embrace and immediately and unquestionably drove me through the night to Vienna to get the first flight back to London. By the time I boarded my flight, the shock and devastation gradually became overshadowed by feelings of love, gratitude, and appreciation for the support and care of the racing/rallying community around us, the joyous life he lived, and the incredible relationship and experiences the two of us had together, especially in the last year. While not related to the hillclimb, I wanted to share some of them with you.

In June 2022, I finally got to compete in the legendary Safari Rally as it was brought back to the World Rally Championship. While my dad always lived for himself, and always wanted to do the Safari Rally himself, for the first time in his life, he allowed himself to live vicariously through his kids. The whole week, he kept saying to me, "being here, seeing you compete here, it makes me feel like I'm actually doing the Safari Rally myself," as he enthusiastically played local coordinator for us, helping us work through the unique practical challenges of racing in Africa seamlessly.

On Father's Day the Sunday before the rally, he was mentioned in the front page of the sports section of Kenya's national paper with me, and my heritage, in the headline. Also for the first time, he was thrilled to jump into the passenger seat of the rally car (which he always said he would hate to do) during our test as my driver, Sean Johnston, showed him how to slide through the Safari Rally roads. You couldn't wipe the smile, or the proud-dad look on his face, for the entire week of the event.



And for me, just driving over the start ramp at the ceremonial start, flagged off on our way by President Kenyatta himself, I felt the weight lifted of this multi-generational, multi-continental struggle to go from Kenya, to America, to the UK and back to Kenya just to make it to the start of this very special event finally, once and for all. My dad started the dream, but some dreams take more than just one generation to accomplish.

I was a stream of tears all the way through Nairobi to the first stage.

For anyone here who knew my father over the years, he was, while warm and compassionate, always a bit shy, fairly private, and never very outgoing. He never quite saw the point of just hanging out for a chat, and never quite understood the value of being proactive about relationships. He stuck to his family and to people who shared his passion for motorsport. The members of the racing community ended up becoming his lifelong friends.



However, over the past year, I started really noticing a change. From the time my daughter was born in August 2022, 3 months premature, he made every effort to support us, to be there for us, and to proactively check in with us, just to see how we were doing as a family. He'd encourage us to do anything together as much as we could, even if it has nothing to do with racing. My sister, my partner, and I all took advantage of it, and over the past year, our relationship was the best it ever was. He spent time with all three of his grandkids (all 2 and under), made the effort to get to know all his in-laws (including a Christmas trip to London), and took me to reconnect with my family back in Kenya. This included taking me through the family homestead in Karatina, which he directed renovations and restoration himself on behalf of all 11 of his siblings.



My father was a true role model that, no matter what age you are, you can always grow as a human being. You're never too old to start a business. You're never too grown up to pursue your passions. At an age when many people begin to withdraw from life, he was more engaged than ever. Living is what kept him young, and he always strived for excitement, adventure, improvement, and wisdom throughout the entirety of life. Even at 66 years old, his presence was that of a young man, and somewhat fittingly, he passed away tragically like a young man.



While tragic for us, there's beauty knowing that he could go quickly and painlessly while he was experiencing the most joy, surrounded by the people who knew him and cared about him for decades, on the hill where his racing dreams finally came to fruition. He really lived the entirety of his life, all the way up to the very last moment, and hopefully, he's still at the top of 6th gear on the other side. How much this hill, how much this sport meant to us as a father and son who shared a passion and were lucky enough to experience the most incredible relationship because of it.

Apologies for the extremely lengthy post, but I know when something like this happens, it can leave everyone wondering what the point of risking our lives is for something that should just be a bit of fun. It can seem senseless, pointless, or even wasteful. But after getting through this, I hope you can all understand how much this car, how much this hill, how much this sport meant to us as a father and son who shared a passion and were lucky enough to experience the most incredible relationship because of it.

Thank you all,  
Alex





Full Service Repair  
Factory Maintenance

German, Japanese, American Cars

- State Inspection
- ASE Certified
- Alignment Specialist
- Exhaust
- Brakes
- Air Conditioning

**717-766-7175**

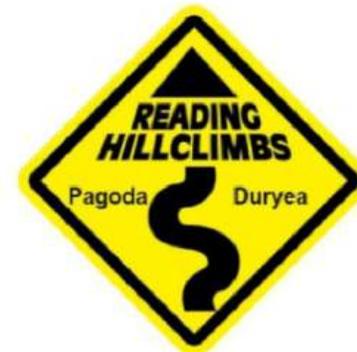
**717-766-7306 Fax**

**fostersautomotive.com**



*BMR* would like to  
thank all the Workers,  
Drivers, and Sponsors  
for another great year!

Thank you for your  
support and see you  
next year.



*Celebrating 62 Years  
of Hillclimb Racing in Weatherly, PA!*



***"It's been a good year!"***

*Compliments of  
The officers and members  
of the  
Weatherly Hillclimb Association.*

***See You in 2024!***