

2024 PHA Banquet Program



Photos courtesy of Eric Santiago



**Celebrating 63 years
of the 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 2025!!



Welcome to the 2024 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

Buffet Dinner 7:00 PM – 8:00 PM

Tonight's Program

Slide Show by various PHA photographers (see page 8 for list)

Music by DJ Bad Matt

Door Prizes throughout the evening

Awards Presentation by Rich Rock





2024 PHA Champions

Overall Award

Position	Points	Name
1	651	Michael Robinson
2	639	Dave Cutchins
3	632	Bryan Fritzler

Lloyd Geib Award

Position	Points	Name
1	490	Eric Johnson
2	450	Michele Aubele
3	330	Bill Feist

Multi Miglia (Mileage) Award

Position	Miles Raced *	Name
1	95.85	Grace Huntzinger
2	90.15	Emily Oswald
3	78.7	Matthew Hoegg

*Total miles offered: 99.25



2024 Class Champions

Class	Position	Driver
American Sedan (AS)	1	Geoff Craig
	2	Shane Corcoran
Improved Touring B (ITB)	1	Emily Oswald
	2	Joseph Delaney
	3	James Oswald
Rally Forced Induction (RALFI)	1	Donald Kennedy
F Production (FP)	1	Matthew Hoegg
	2	Joseph Tavaglione
	3	Joseph Whiteley
Grand Touring 1 (GT1)	1	Ryan Herbert
	2	Kyle Graham
	3	Randy Ross
Grand Touring 3 (GT3)	1	Grace Huntzinger
Grand Touring Lite (GTL)	1	Donald McLaughlin
INEX Spec (INEX-S)	1	Michael Hunter
Prototype 1 (P1)	1	Bryan Fritzler
Prototype 2 (P2)	1	Jason Fraley
Formula S (FS)	1	Dave Cutchins
	2	Bill Feist
	3	James Swift
	4	Daniel Malave
	5	Greg Hagan
	6	Theodore Klaus
Vintage 1 (V1)	1	Michael White
Vintage 2 (V2)	1	Susan Salsburg
Vintage 3 (V3)	1	William Norton



2024 Class Champions (continued)

Class	Position	Driver
Historic 2 (H2)	1	Richard Good
Historic 3 (H3)	1	John Hartnett
Historic 4 (H4)	1	Eli Sharp
	2	Vincent Wieczorek
Special 1 (S1)	1	George Bowland
	2	Bill Feist
Special 2 (S2)	1	Mark Aubele
	2	James Weinheimer
	3	Ronald Moreck
	4	Jim Weinheimer
Special 3 (S3)	1	Kurt Bartholomew
	3 *	Michael Frohman
Super Street Prepared (SSP)	1	Dan Dobalo
A Street Prepared (ASP)	1	Anthony Lepera
	2	Craig Carpenter
B Street Prepared (BSP)	1	Adam Weaver
C Street Prepared (CSP)	1	Keith Gerhard
	2	George Witman
	3	Michael Thomas
D Street Prepared (DSP)	1	Jody Miller
E Street Prepared (ESP)	1	Randy Hartinger
F Street Prepared (FSP)	1	Crystal Hoegg
	2	Donald Dehart
	3	Mike Axarlis



2024 Class Champions (continued)

Class	Position	Driver
Street Modified (SM)	1	Michael Radjavitch Jr
Super Street Modified (SSM)	1	Donna Robinson
Street Modified RWD (SMR)	1	Eric Johnson
	2	Michele Aubele
	3	Kristen Israel
	4	Gibby Bozicevich
	5	Kris Reid
	6	Robert Siskovitch
Street Modified FWD (SMF)	1	Tim Lewis
	2	Bryan Dion
	3	James Apgar
	5 *	Dave McFarland
Street Modified Extreme (SMX)	1	Michael Robinson

* Missing position due to driver not competing in enough events to qualify for year end trophy

** To qualify for a PHA Series Class Championship, a driver must compete in more than half of the events. In 2024, we had 7 events, so 4 events were required.





2024 Hardcore Hillclimbers

Bryan Fritzler
Crystal Hoegg
Dave Cutchins
Donald Dehart
Eli Sharp
Ellen Whisler
Emily Oswald
George Witman **
Grace Huntzinger
James Swift
Jason Fraley
Matthew Hoegg **
Michael Robinson **
Mike Axarlis
Nancy Lewis
Rich Rock
Tim Lewis
Ursula Whisler

* A Hardcore Hillclimber is someone who worked and/or competed at all PHA series events in 2024

** **Double Hardcore Hillclimber:** worked and competed at all 2024 events



Drivers at the PHA Race Car Display 2024 Carlisle Import Performance Nationals



Bill Ascheman	1952 MGTD
Mike Axarlis	1979 VW Scirocco
Curt Bennett	1990 Protoform P1
Matt Deldaugh	1992 Ford Taurus SHO
Bryan Dion	2007 VW GTI
Lorne Fritz	1963 Triumph TR4
Keith Gerhard	1986 Pontiac Fiero GT
J Hines	2007 Subaru STI
Glenn Hoffman	1976 VW Scirocco
Grace Huntzinger	1986 VW Scirocco 16V
Donald Kennedy	1993 Subaru Impreza
Dan Malave	1996 Star Formula Mazda
Bryan McCrea	2013 Scion FR-S
Bill Norton	1958 Berkley Renault Sports Racer
Gordon Wise	1993 Mazda RX-7 Turbo





2025 PHA Schedule (Tentative)

Carlisle PHA Race Car Paddock	May 16-17 (Fri & Sat)
Jefferson Time Attack	May 24-25 (Memorial Day Weekend)
Spring Weatherly HC	Jun 7-8
Pagoda HC	Jun 21-22
Giants Despair HC	Jul 12-13
Duryea HC	Aug 16-17
Shenandoah Track Sprint	Aug 30-31 (Labor Day Weekend)
Fall Weatherly HC	Sep 13-14

Slide Show PHA Photographers

Ben Burkhart	https://benburkhart.smugmug.com
Bob Helton	https://www.photozbybob.com
Brian Murray	
Don McLaughlin	https://www.flickr.com/photos/mcdallion/albums
Eric Santiago	https://jemotorsports.smugmug.com
Grace Huntzinger	
Keith Bessette	
Keith Kennedy	
Mike Robinson	
Mike Vanino	https://www.mikevaninophotography.com
Trent Dagget	
Tyler Powers	https://motorsport.dewitphotography.com
Wayne Domkowski	bdi@blackdiamondimaging.com ; 908-528-2501



Duryea Hillclimb 2024
Photo Credit: Eric Santiago





At the Holiday Inn Harrisburg-Hershey

November 9 - 10, 2024

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!



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Thank you Workers!

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



The Wheeler's Climb Through Hills and Generations

by Kayleene Cosner and Theodore Klaus Jr



Gary Wheeler with his first Wheeler FSV

Is it possible when Gary Wheeler designed his Wheeler Formula Super Vee (FSV) back in 1978, he realized the beautiful design would draw so many together? Or that the roar of her engine would echo through generations to be loved almost 50 years later?

In the late 1970's, while engineering AAR's #48 Indy Car driven by Bobby Unser, Gary was designing his new Super Vee to compete in the 1978 SCCA/USCA "Mini Indy" series using the new "water cooled" VW engine. The Wheeler FSV was born, with Sports Car Magazine declaring it "The Sexiest Formula Super Vee ever built". To be successful in racing it takes more than a good car – you need a good team and driver. Alas, the Wheeler never found its way to the right team. Even now the Wheeler holds the class record at Texas International Raceway with Danny Ongais turning a lap at 163 mph – not bad for only 180HP!



Danny Ongais driving the #74 Wheeler

Jim Cosner Sr loved racing. He worked as a mechanic and was the guy you would call to make your engine the one to beat. He was married and had 3 sons. Jim raced Dragsters, running an AA Fuel Dragster. In the early 1980s he and his son started autocrossing, and at one of the events they learned about PHA Hillclimbs. Jim Sr set his mind on finding just the right car to compete with.



Jim Sr in restored #90 Wheeler

In May 1987, Jim Sr got a phone call from a friend who had found a wrecked race car for Jim to rebuild. The owner was John Sisk Jr, a former Chicago Bears football player. John bought serial #9 Wheeler in 1978 and raced in the 1978/79 SCCA Gold Cup series. Ever since an accident in 1979, the car sat in an open garage. The car was a mess, but Jim Sr didn't care; it was what he had always dreamed of racing. The restoration was complete in just over a year - serial #9 Wheeler was now a beautiful red with a new #90.



Jim Sr took the car to an auto cross to “give it a shake down” before taking it to PHA events. The #90 Wheeler turned heads, including Ted Klaus Sr’s, who had to get a closer look. Handshakes were exchanged and introductions made, and so began a fast friendship (Pun intended)!

Ted Klaus Sr always loved cars and the engineering behind them. He worked in Aerospace on NASA projects and ran a “kit car” business. He and his wife had four girls and one boy. He raced in Gymkhanas in the late 1950s, and in 1970 he started competing in PHA Hillclimbs.

After meeting Jim Sr via his Wheeler, the new friends competed in PHA Hillclimbs together - Ted Sr in his 1970 Caldwell D-10 “air cooled” FSV and Jim Sr in his 1978 Wheeler “water cooled” FSV. They conducted PHA Tech Inspections together for many years. After Jim Sr. won his first **FTD** in the #90 Wheeler, he brought the trophy to John Sisk Jr’s office to say “thank you”.

Unfortunately, in 1994 Jim Sr had a serious car accident, and the #90 Wheeler went into storage. Although Jim Sr no longer raced, he continued to support PHA.

In 1995, Jim Sr discovered another Wheeler for sale, so the two friends took a road trip to Miami to check out the car. Paul Tavilla, the owner of serial #10 Wheeler, raced it in the 1978/79 “Mini Indy” series. He was getting married that weekend and invited the men to attend. At the reception, Jim/Ted Sr learned that Paul’s best man was none other than Gary Wheeler - the designer of the Wheeler FSV! This started a new friendship with many conversations, pictures, even letters ... which became e-mails over the years.



Jim Sr, Garry Wheeler, Paul Tavilla, Ted Sr

After a memorable evening, they went to see serial #10 Wheeler. It was in rough shape and missing a lot of parts. Paul had been stripping the car to make it light enough to hang on his wall as art. With a price adjustment for what was missing, Ted Sr now owned his wheeler. Ted was inspired by Gary to bring back to life the original #78 Livery featured in Sports Car Magazine. Ted Sr and Jim Sr would spend over 2 years getting serial #10 restored. In 1998, 20 years after its introduction, Ted Sr began racing in the #78 Wheeler at PHA events.



Ted Sr in restored #78 Wheeler



In 2000 Jim Sr was inducted into the PHA Hall of Fame followed by Ted Sr’s induction in 2002.

In 2007 Ted Sr had a serious crash at Duryea’s infamous Turn #6 (OH S#!t). Miraculously, he only injured his left arm. The #78 Wheeler was badly damaged and would be considered “junk” by most people. Not for Ted/Jim Sr, they got to work - although Ted Sr needed something to drive during the repairs. They checked out a Martini Super Vee, but Ted Sr did not fit in the cockpit – but they did find an airplane they almost bought (WTF?). Finally, the friends found a Van Diemen Formula Continental that fit Ted Sr perfectly so he could continue to race into his 80’s!

This is when Ted Jr got a call from all 4 of his sisters. They said, “you need to get dad to stop racing!!” Ted Jr said, “I’ll go racing with Dad and then he will stop...I think?” Ted Jr joined Ted Sr for the 2009 Duryea Hillclimb, his first ever Hillclimb run was in the Van Diemen on slicks in the rain, but with Jim Sr’s guidance from the night before, he kept it on the track.

In 2010 Ted Jr crashed the Van Diemen at Duryea’s turn #7. So, Ted Sr and Jim Sr put the Wheeler repairs on the back burner to rebuild the Van Diemen. After NOT crashing the newly repaired Van Diemen during the 2011 season, Ted Sr decided to sell it and finally finish repairs to the #78 Wheeler. The 1970 Caldwell D-10 FSV came out of “mothballs” for the 2012/13 seasons – just so Ted Sr could continue to race!

No one knew it at the time, but 2013 was Ted Sr’s last PHA race as he had open heart surgery in 2014. His 40+year PHA racing career had ended, but with Jim Sr’s support, Ted Sr persevered to finally complete repairs to his Wheeler. In 2016 at Giants Despair, a Klaus family reunion celebrated Ted Sr. After 9 years of repairs, Ted Jr ran the #78 Wheeler for the first time.



2016 Debut of #78 Wheeler FSV

James Cosner Jr (Jimmy) started autocrossing at age 13 with his dad. He graduated from Formula/Club Ford into Hillclimbs with guidance from Jim Sr. Jimmy accelerated his own racing career by earning the opportunity to be taught by Mario Andretti, and even became the youngest novice instructor ever for the PHA.

Sadly, he had not raced in almost 30 years. In the early 90s he had been hit head on, and racing only added to the fear of leaving his newborn son fatherless. In 2021, Jim Jr became a grandfather and Jim Sr a Great grandfather, and it was worth all the sacrifices. Sadly, the joy was short lived. On December 23, 2021, James M. Cosner Sr. died suddenly from Covid complications.



At Spring Weatherly 2023 Jim Jr came face to face with Ted Jr and the #78 Wheeler for the first time. Jim Jr eagerly stepped in to help Ted Jr make repairs, ensuring the Wheeler stayed in the race. This marked the beginning of a new chapter, where the sons rekindled the bond their fathers had shared, ... to be continued.

Special Thanks to James Cosner Jr, Theodore Klaus Sr, and the late James Cosner Sr for your documentation and memories



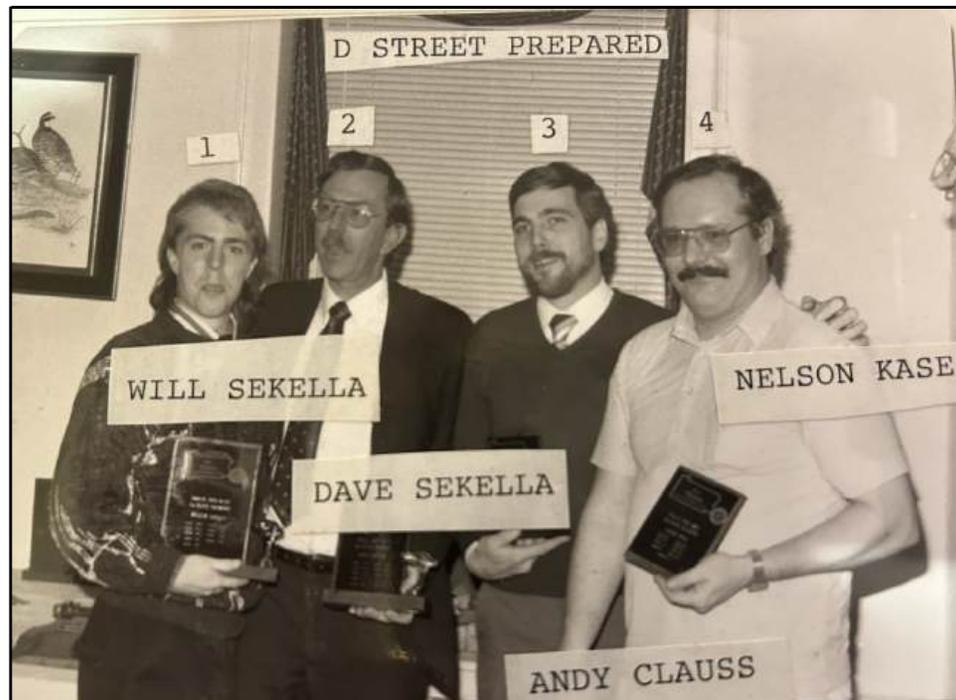
Jim Jr #90X Wheeler Formula Super Vee



Ted Jr #78 Wheeler Formula Super Vee

Editor's Note: Due to space constraints, we were unable to print the full article in this program. For the complete article and the conclusion to this story, see the PHA Blog article with the same title that will be posted to the PHA Website after the banquet:

<https://pahillclimb.org/blog/>



BMR Banquet 1989
Photos courtesy of William Sekella





***CONGRATULATIONS to all of the
2024 PHA competitors...***

***And a huge "THANK YOU!" to all
of the Workers.***

***Without you, none of this would
be possible.***

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

**Congratulations to the PHA
class and overall winners.**

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Keeping it all in the Family

by Tammy Oswald

I have always had an infatuation with cars since I was a kid. In 1979 I met my high school sweetheart, Jim, and our love for cars and racing blossomed, we never looked back. In the early 80's, we autocrossed a dune buggy type contraption. We attended Solo 1 events with Bob Sr, then Jim built a sports racer for both of us to hillclimb.



Unfortunately, I was always the bridesmaid never the bride. I fell in love with Formula Vee's and decided to branch out into road racing with SCCA in the 90's. Jim bought me a Zink C4. He felt like it was a dangerous design, so over the years he built 2 Formula V's which I raced until our new purchase of a Protoform P2.5 in the mid 2000's. I piloted my FV to a few NEDiv Solo 1 championships as well as taking a 2nd and 3rd place finish in the MARRS series for 2 years in a row. After a few on course incidents, that were not entirely my fault, I decided to hang the steering wheel up and concentrate on some different type of events with my dogs.



In 1997, our daughter Emily was born. I was worried about what was going to happen to the hobby I loved. Fortunately a wise woman, Patty Enzman, told me to just take Emily to the races and she would assimilate into our life.

At 3 weeks old, Emily was at Pocono for a SCCA time trial event. Her love of racing grew while attending events with us. She worked timing and scoring at MARRS events as a young girl. Then it was her time to race go carts. She raced dirt, asphalt, oval and road courses. When she turned 18, Jim bought her a 1984 VW Rabbit GTI that a friend of ours hillclimbed. Needless to say, she has become a well-respected driver. Beating both her mom and her dad. YOUTH!!

Fast forward to this year when Emily asked me to drive along with her to the Pine Mountain Hillclimb in Kentucky. Her exact words were, "Since you're driving along, you might as well race my car while your there."

So, I ventured into the FWD Rabbit for both Pine Mountain and Giant's Despair Hillclimb. Then came that moment when she told us that Shenandoah may not happen if there were not enough entries. Without hesitation, I decided to break out the FV once again. It has been nothing but fun this year to co-drive with Emily and attended races as a family again.





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

2025 SJR SCCA Road Racing Events at New Jersey Motorsports Park –
Tentative Schedule

18th Annual Lightning Challenge (Lightning)– May 23-25, 2025

Jersey Devil Majors US Majors Tour Series (Thunderbolt)– Jul 11-13, 2025

*Jersey Road Racing Classic (“The Jerk”) & 3-50’s Endurance Challenge (Thunderbolt)
– Oct 17-19, 2025*

Autocross, Time Trials and Rally dates will be available on www.sjrscga.com when finalized



Pagoda 2024 — Photo Credits: Eric Santiago



Pagoda 2024 — Photo Credits: Ben Burkhart



Fall Weatherly 2024 — Photo Credits: Eric Santiago



Giants Despair 2024 — Photo Credits: Brian Murray



Michael Company

By Grace Huntzinger



Michael Company passed away at age 22 on July 3, 2024. He was a very talented welder, and a dedicated employee of J&E Sheetmetal.

Michael started hillclimbing with the PHA when he was only 17 years old, running his Merlyn Formula Ford in Club Ford (CF). From the beginning it was clear that he was a driver to watch, placing first at every event he ran that first year. His winning trend continued every year after that. He not only placed first in class most of the time, he started to set new class records, all of which he still holds today.

In 2024, Michael ran his Stohr in Prototype 2 (P2) for the first time. He set a new P2 class record and came in second place overall, narrowly missing first place by only 0.113 seconds!

Michael currently holds the following class records:

- Jefferson – Club Ford (CF)
- Jefferson – Prototype 2 (P2)
- Giants – Club Ford (CF)
- Polish Mountain – Club Ford (CF)
- Shenandoah – Club Ford (CF)

I did not have the chance to get to know Michael well, but I was always impressed with how polite and respectful he was. I do know that from talking to others and from my own experience, PHA is poorer without Michael, and also that he is missed.



*Michael's Merlyn FF at Polish Mountain
Photo Credit: Bob Helton*



*Michael's 2008 Stohr F1000 at Jefferson
Photo Credit: Bob Helton*



© Wayne Domkowski



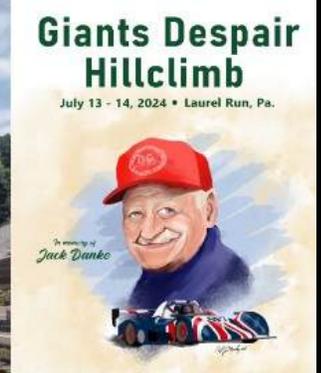
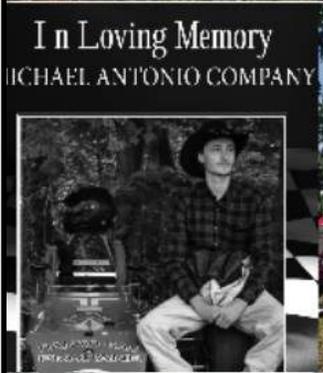
© Wayne Domkowski

*Michael's Merlyn FF at Giants Despair Hillclimb
Photo Credits: Wayne Domkowski*





THE GIANTS DESPAIR HILLCLIMB ASSOCIATION WOULD LIKE TO THANK ALL OF THE DRIVERS, WORKERS, AND ORGANIZERS FOR A SUCCESSFUL 2024 EVENT. WE LOOK FORWARD TO SEEING YOU IN 2025 TO RACE ON A FRESHLY PAVED HILL.



Jack Danko

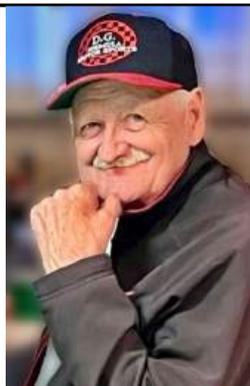
By Grace Huntzinger

Jack Danko Sr passed away on Monday, March 18, 2024, at the age of 80. Jack owned and operated Danko Gas for many years before retiring. He was also the founder of DG Formula Motorsports. When he wasn't racing, he enjoyed fishing and the outdoors.

Jack started as the Giants Despair Hillclimb organizer in 2001, and was the driving force behind making the event a premier event and tradition of the Wyoming Valley. Jack formed the Giants Despair Hillclimb Association (GDHA), which he chaired for many years. The GDHA is responsible for organizing the Giants event today.

Danko Gas Service sponsored many of the PHA events over the years. In 2017, Danko Gas and Propane was inducted into the PHA Hall of Fame for their support and sponsorship of the PHA series events. Jack Danko was inducted into the Weatherly Hillclimb Hall of Fame in 2024.

Jack was a very talented driver, racing many different cars over the years. He started in 2003 with what is listed in the results as a Porsche, #94. By 2004, he was racing the #90 Meryln FF (later owned by Michael Company), and set several class records.



In 2011, Jack Sr. ran the #91 1995 Van Dieman in Formula Continental (FC), ceding the #90 car to Jack Danko Jr. And while he was a fast driver, finishing in the top five overall, he was unable to beat Barry Griffith, who held records at most of the hills in FC in his Swift.

In 2012, Jack debuted his #97 car — the 1997 Radical — and set a class record in CSR. He finished third overall at Giants Despair Hillclimb. Jack continued to dominate the track, regularly placing in the top 10 overall. He last raced at the 2023 Giants Despair Hillclimb.



Photo credit: Mike Vanino

Jack was competing at most events when I first started with the PHA back in 2005, and the first thing I thought after meeting him was that he was a gentleman. This was not always the case back then, and his attitude stood out. He also always had the time to give me an encouraging word, even though our cars (and driving skills) were worlds apart.

As I got to know Jack over the years, my respect for him grew, not only for his driving skills, but also for the work he put into making the Giants Despair Hillclimb happen. Giants Despair Hillclimb and the rest of the PHA series will not be the same without him.



Barry Griffith, Jack Danko Sr, Bill Feist, Darryl Danko

Photo Credit: Mike Ancus



© Wayne Domkowski

Jack Danko at 2023 Giants Despair Hillclimb

Photo Credit: Wayne Domkowski



© Wayne Domkowski

Darryl Danko driving Jack's car at 2024 Giants Despair Hillclimb Memorial to Jack

Photo Credit: Wayne Domkowski



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It all began with a Scirocco...

by Grace Huntzinger

For those of you who know me, you won't be surprised to hear that my hillclimbing obsession started with a VW Scirocco. However, there are multiple Sciroccos involved, and I'm not sure which one to credit for the actual beginning.

An obvious beginning was in August 2002 when I convinced my then husband Keith that we needed to take a motorcycle ride to break in his new seat, especially since we were about to leave for a 2 week trip to Nova Scotia the following weekend. I suggested the Reading area for our ride, and we "somehow" ended up at Duryea Hillclimb. With a grin, he said "you knew this was here". He might have been right.



We walked up to the turn 3 spectator area to check the event out, and the very first thing we saw was Carl Hindman in his Black GT3 16V Scirocco rounding turn 2 on three wheels. At that point I decided that hillclimbing was in my near future.

However, when we walked through the pits and looked at Carl's car closer, I realized that I didn't want to turn my

almost show room condition Scirocco into a full-blown race car. So, I pushed the thought of hillclimbing to the back of my mind for the moment.

So maybe the beginning was when I saw the ad for a 1986 VW Scirocco 16V in the SJR Newsletter about a year later. The car was pretty much hillclimb ready except for a few small things. After debating for a second or two, I bought it. At the time, I was an avid autocrosser and decided to autocross the car for a year while sorting it out to suit my driving style.



This is one of my favorite photos from that first year. There were a bunch of pointer cones around the outside of a turn. I got a little out of shape, and ended up picking up most of the pointers. I was called a "vicious cone killer" when the photographer posted this photo on VWVortex, and I deserved it. BTW, since they were all pointers, none of them counted as 2s penalties.

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I finally hillclimbed the Scirocco at Pagoda 2005, with Keith co-driving my car. We ran 3 events in 2005, and all events except Giants in 2006. I have pretty much run every event since then. From the beginning, I took every run offered unless the car (or I) break, and am happy to report that I still feel the same way after the 2024 season!

I'm not sure why I even wanted to race in the first place, as I wasn't really into cars that much until I met my first Scirocco. So maybe the real beginning to all of this was in 1987. After graduating from college, I bought a black 1987 16V Scirocco as a graduation gift to myself. This car was my daily driver and I enjoyed every one of the 260K+ miles I put on it (well maybe not the last 1/10th mile, more on that below).

I finally started autocrossing it in 1999 and it was so much fun!



In 2019, it finally acquired a roll bar. Yes, in 2002, this was the car I said was too nice to turn into a hillclimb car.



It probably was, but I decided it deserved to be driven as it was meant to be driven.

I have been hillclimbing it along with my silver car for the last few years. I even brought both of them to Fall Weatherly 2021 (and I took all runs in both cars of course).

Unfortunately, after an incident at 2023 Spring Jefferson and a tree, the black car is out of commission. I do plan on fixing it.

So, there you have it. Three Sciroccos, all conspiring to make me a hillclimber!

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



CONGRATULATIONS

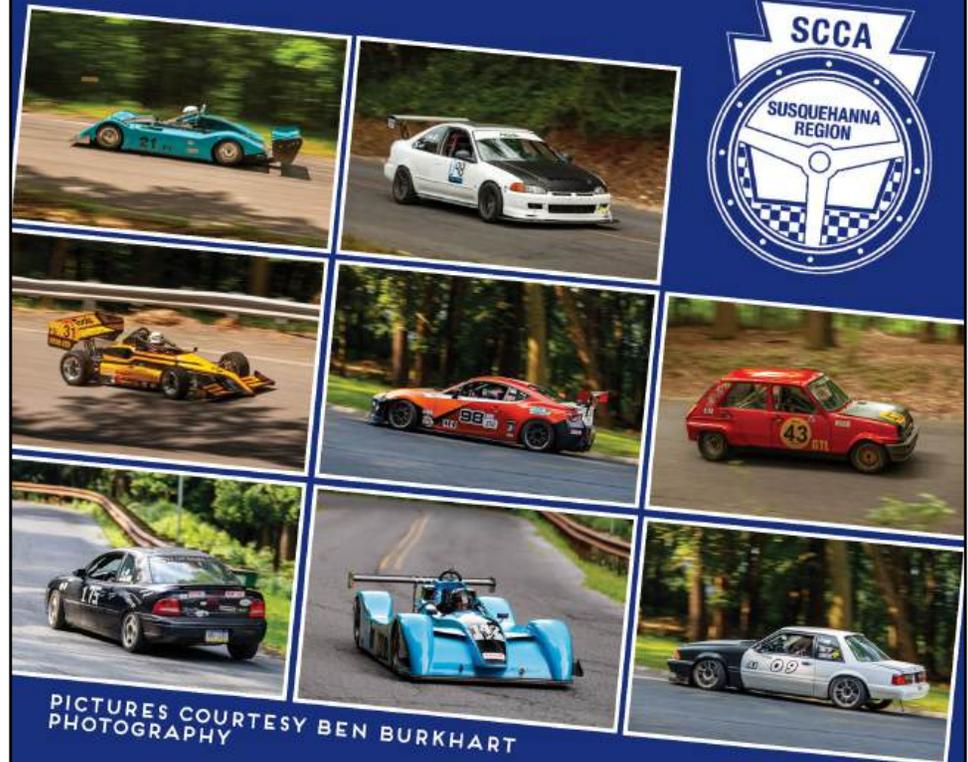
TO THE PENNSYLVANIA HILLCLIMB ASSOCIATION FOR ANOTHER SUCCESSFUL YEAR ORGANIZING & OPERATING AN OUTSTANDING SERIES OF HILLCLIMB EVENTS

JOB WELL DONE TO ALL OF OUR SUSQUEHANNA MEMBERS WHO COMPETED! *2024 TROPHY WINNERS IN RED

PAUL BEHOFIST
 CRAIG BUCHER
 GEOFF CRAIG
 THOMAS DAGGETT
 DONALD DEHART
 JON KURT EIKENBERG
 JASON FRALEY

BRYAN FRITZLER
 GREG HAGAN
 CLAIR HARRIS
 CRYSTAL HOEGG
 MATTHEW HOEGG
 ALAN LESHER
 JAKE LEWIS

BRYAN MCCREA
 DONALD MCLAUGHLIN
 ISAAC RODRIGUEZ
 TIM STEIN
 MICHAEL THOMAS
 JOSEPH WHITELEY



PICTURES COURTESY BEN BURKHART PHOTOGRAPHY



Keith Weikel 1949—2024

by John Schmoyer

The PHA in general and the Duryea and Pagoda Hill Climbs in particular lost a long-time volunteer and sports car enthusiast earlier this year. Keith was a familiar presence at Turn 3 for many, many years. There was little doubt who was in charge when issues presented themselves. He was quick to take action, dealt firmly with spectators edging too close to the action, and who could ever forget his booming voice when shouting out “Hey, Randy” when summoning the *Spitler’s Garage* tow truck staged at Turn 2 to start up the hill.



A loving father and grandfather, Keith and I spent many hours sitting trackside at the Reading hill climbs, enjoying our Italian sandwiches and he rolling a few cigarettes, engaging in all topics of conversation. What was obvious were the many spectators who annually frequented Turn 3 approaching Keith with their questions. They did so knowing he was well informed about the event and could engage in technical discussions about a particular car as it raced past. I believe he drew people to Turn 3 because of who he was. You are missed, Keith!

J. Schmoyer



**THANKS TO THE
PHA WORKERS
AND
CONGRATULATIONS
TO THE DRIVERS
FOR A
VERY GOOD
2024 SEASON**

Dr. R. Gordon Wise

By Grace Huntzinger

Dr. R. Gordon Wise passed away on August 12, 2024, at age 86. Gordon started with the PHA in 2001 and has contributed in many ways over the years – as a competitor, officer and event organizer.

As a competitor, Gordon is best known for his 1993 Mazda RX7. He started out with this car in 2001 when



he ran it in ASP. In 2003, the car moved to ITE, and in 2009 to SPO. He was a very fast driver, winning his class more often than not, and also setting class records. In addition to the RX7, he had several VW Golfs that he road raced and would occasionally bring to a hillclimb.

Gordon served as the PHA Secretary for many years. In addition, he was the event organizer for the Carlisle Import and Performance show that we do every spring. At this show, the PHA Race Car Paddock display has been a major attraction, and is very popular with show attendees. Gordon showed videos of our events, along with a table full of handouts and many displays of pictures. Because of his efforts, the PHA display was and continues to be successful.



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In 2011, Gordon was inducted into the PHA Hall of Fame.



We all knew him as Gordon even though his first name was really Roy. When asked about his name, he responded: “Do I really look like a Roy to you”? I have to agree!

We also all mostly met Gordon after he retired. He was so humble that most of us don't know about his very successful career. I knew that he was an art professor, and knew that he was an artist, but not much more. I remember one time that he and I were at Paul Behofist's shop (Paul worked on both of our VWs) and Gordon drew a quick sketch of a part he was trying to describe. It was amazingly accurate.

Some things I learned when reading his obituary include:

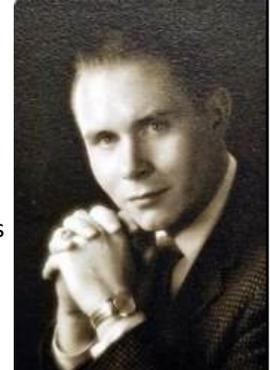
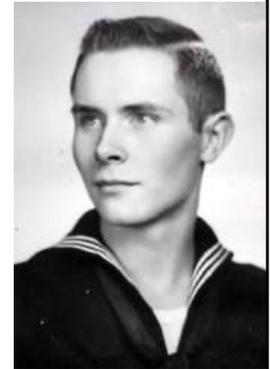
- Gordon was a US Navy Veteran
- He first taught art for 6 years in the Oak Park IL school system
- In 1966, he became an Assistant Professor of Art at Shippensburg University
- In 1969, he moved back to Central PA, teaching at Millersville University
- Gordon remained at Millersville University until his retirement in 1997 as Professor Emeritus
- He was chair of Millersville's Art Department,

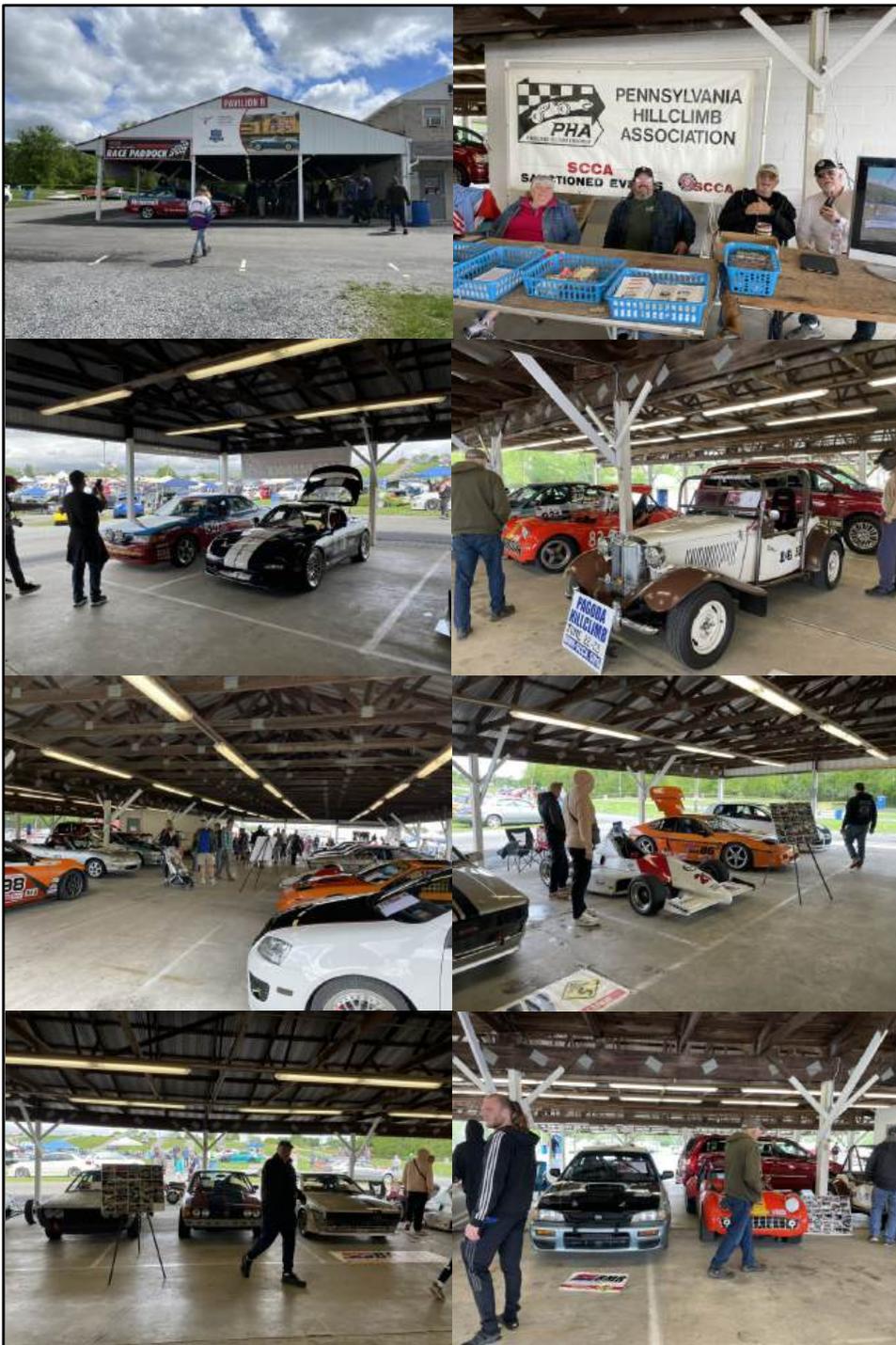


and the program grew to over 300 majors in four undergraduate and graduate art degree programs under his leadership

- He also simultaneously taught from 1973-1997 as adjunct professor at Lebanon Valley College
- His art is housed in more than 30 public and private collections.
- Prior to joining the PHA, he completed as a driver in a wide variety of competition venues, including autocrossing, rallying and ice racing.

Gordon and I bonded over VWs, and then sharing a tuning shop as well as Paul's shop, and many other things. He was a good friend and I miss him.





PHA Race Car Paddock at the 2024 Carlisle Import and Performance Show

Photo Credits: Grace Huntzinger



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CARLISLE AUCTIONS Lakeland Winter Collector Car Auction SUN 'N FUN EXPO CAMPUS, LAKELAND, FL	FEB. 7-8
SPRING CARLISLE <i>DRIVEN BY HEMMINGS</i> CARLISLE PA FAIRGROUNDS	APRIL 23-27
CARLISLE AUCTIONS Spring Carlisle Collector Car Auction CARLISLE EXPO CENTER	APRIL 24-25
CARLISLE IMPORT & PERFORMANCE NATIONALS CARLISLE PA FAIRGROUNDS	MAY 16-17
CARLISLE FORD NATIONALS CARLISLE PA FAIRGROUNDS	JUNE 6-8
CARLISLE GM NATIONALS CARLISLE PA FAIRGROUNDS	JUNE 20-21
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CARLISLE TRUCK NATIONALS CARLISLE PA FAIRGROUNDS	AUG. 1-3
CORVETTES AT CARLISLE CARLISLE PA FAIRGROUNDS	AUG. 21-23
FALL CARLISLE <i>DRIVEN BY HEMMINGS</i> CARLISLE PA FAIRGROUNDS	OCT. 1-5
CARLISLE AUCTIONS Fall Carlisle Collector Car Auction CARLISLE EXPO CENTER	OCT. 2-3

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Philadelphia Region SCCA

congratulates PHA
on a terrific 2024 season.

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

Best Wishes for 2025!



Congratulations to PHA on another
great year!

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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.

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2024 Season in Review

By Grace Huntzinger

The 2024 PHA racing season is behind us, and what a great season it was! From a personal perspective, Jefferson was really tough for me to return to after my incident there in 2023, and I was actually questioning my decision to resume racing. I'm pleased to report that once I made it to Spring Weatherly and left the start line to take my first run, I rediscovered my love of hillclimbing all over again. While I wasn't particularly fast at that event or any other, I had so much fun both on and off the race course that I can't wait until next season. But enough about me...



Photo Credit: Grace Huntzinger

Our first event was the **Carlisle Import and Performance** show, and we had a great display of 17 cars. John Pitman, Gordon Wise, Charlie and Bill Norton, Mike Axarlis and many others worked tirelessly to greet our visitors, answer questions, and hand out literature. The show itself had a record number of cars this year, and it was really fun to walk around and see them all!

Jefferson TA was the first event in the seven event PHA Championship series. We had 66 entries and 14 class records were set. It was a bit hot and humid, but perfect for racing and the track stayed dry the entire weekend. At one point on Sunday, the top 6 cars were separated by only .7 seconds. Bill Feist had to work hard, but took FTD in his S1 2006 Stohr WF1 with a 72.292. Michael Company was only .113 seconds behind in his P2 2008 Stohr with a 72.405.



Bill Feist — Photo Credit: Bob Helton



Justin Reed — Photo Credit: Ben Burkhart

At **Spring Weatherly HC**, we had 85 entries, but only 2 records were set despite the ideal racing conditions. It stayed dry all weekend and the temperatures were in the mid 70's both days. Justin Reed ran with us for the first time at this event — he is from SC and some of us know him from running the Appalachian Hillclimb Series

event — and took FTD in his S2 DFKitar Goblin with a 49.701. Mark Aubuele, who has joined the "dark side" this year by running an open wheel car, finished second in his S2 Wolf GB08. He was only .435 seconds behind Justin with a 50.136.



Pagoda HC was next, and while it remained dry, it was very hot all weekend, with the temperatures reaching over 100 F on Saturday. In fact, it was so hot that this is the only event that we didn't build a camp fire in the pits at night.

Mark Aubele took FTD in his S2 2012 Wolf GB08 with a 76.211. Prior to Mark's fastest run, he and Mike Robinson were separated by only .2 seconds. But then Mark dropped 3 seconds and Mike (reasonably) backed off. Mark's fast time was a 76.211.



Mark Aubele — Photo Credit: Eric Santiago



Mike Robinson — Photo Credit: Eric Santiago

Mike has just gotten his Camaro back out to the hills after last running it in 2019 (although it did make a brief appearance in 2021 before the engine blew), and was more interested in dialing in the car. Mike still managed to come in 2nd overall in his SMX 199 Camaro with a 79.660.

Event number 4 was **Giants Despair HC**, and while it was really hot and the weather was unsettled the whole weekend, the course remained mostly dry with an occasional rain shower. We had 104 timed entries and 6 course records were set.

The battle for FTD was insane. It was between Heikki Rinta-Koski, Ron Moreck, Justin Reed and Mark Aubele, all running the same class (S2). In the end, just over a second separated them, but Heikki took the win with a 39.695. Ron was in 2nd (with a 40.054), followed by Justin (with a 40.384), and then Mark (with a 40.709). This was Heikki and Justin's first time at Giants Despair, and I hope we see more of them next year.



Heikki Rinta-Koski — Photo Credit: Brian Murray

Polish Mountain HC should have been next, but unfortunately it has been cancelled indefinitely after losing most of the support from the local infrastructure. I not only miss the event, but miss the wonderful group of people in the Western MD chapter of DC region who organized it. They had a reunion on the start line this year on what would have been the date of the event, but I live too far away to attend it.



Duryea HC was the fifth event in our seven event series. We had 83 entries and 2 class records were set. The weather forecast was dismal for this event, although I've learned to take the forecast with a grain of salt, as it seems that the rain showers forecasted often miss the hill. Unfortunately, the forecast was accurate for Saturday, and it rained off and on. Every time the course looked promising, another shower would pop up.

By the end of the day Saturday, Heikki Rinta-Koski, Mike Robinson and Jason Fraley were in the top 3 overall, and the only ones to go under 2 minutes.

It was predicted to be a washout on Sunday, so many people left at the end of the day on Saturday, including Ron Moreck. But on Sunday morning, we woke up to better road conditions than we had all weekend, and times were dropping fast. There was a brief shower after lunch and the road never completely dried out, but many went on to improve their times. The weekend ended with Heikki in first place.

Congratulations also to Aaron Yeager and Jason Fraley who joined the under 2 minute club this year.

Another thing that happened at Duryea was a cat rescue. Loud meowing was

heard near the start line, and the start line workers found that a cat had somehow become trapped in the storm drain. While the cat was likely grateful for the rescue, it chose not to stick around.

Cats, man!



Heikki Rinta-Koski — Photo Credit: Eric Santiago



Aaron Yeager — Photo Credit: Eric Santiago



Jason Fraley — Photo Credit: Eric Santiago



Shenadoah TS was the sixth event, and we had 69 entries with 10 class records set. The track remained dry all weekend, although the weather forecast for Sunday was threatening enough that several people left Saturday, including, yes you guessed it, Ron Moreck.

The battle for FTD was between Mark Aubele and Bill Feist. They were trading it back and forth pretty much all weekend, but Bill dropped more than a second on his last run, and he got the win. Bill's time was 84.967 in his S1 2006 Stohr WF1. Mark was .586 seconds behind him with an 85.553.



Bill Feist — Photo Credit: Eric Santiago

Due to the rising costs of track rental at Summit Point Motorsports Park, this event almost didn't happen. While 69 entries was not bad (and some of them were two car drivers), it wasn't enough for the event to break even. However, thanks to generous donations from the following individuals, associations and regions, BMR was able to hold this event:

George Bowland, Gibby Bozicevich & Kris Reid, Darryl Danko, Kurt Eikenberg, Bill Feist, Giants Despair Hillclimb Association, Keith Gerhard, Grace Huntzinger, Patty Johnson, Nancy Lewis, Ron Moreck, Phill Region SCCA, Michael Robinson, James Swift.

Thank you everyone!

Weatherly HC was the seventh and final event in the PHA Championship Series. We had 109 entries and 5 class records were set. The weather was perfect and the course stayed dry.

Ron Moreck had FTD for most of the weekend. He ran 48.866 on his first run in his S1 Norma M20. Unfortunately, Ron had car issues all weekend, and was only able to take one more timed run.

I was pitted next to him and was very amused by his T-Shirt after all the roasting he's been getting about leaving early due to rain.



Ron Moreck — Photo Credit: Grace Huntzinger

Ron was almost able to keep his FTD status until Mark Aubele dropped almost a second on his last run. I'm not sure where he pulled it from, but Mark ran a 48.632 in his S1 Wolf GB08 — .234 seconds faster than Ron. Mark's time was good for FTD and a new S1 class record. He certainly had to work for it, and congratulations are in order!



Mark Aubele — Photo Credit: Eric Santiago

In addition to class championship awards, we have three overall awards — Lloyd Geib, Overall, and Molt Miglia.

The **Lloyd Geib Award** is based on position in class and on how many participated in that class. 10 points are awarded for yourself, plus 10 more for each driver that you beat in class. This award is intended to showcase drivers who are winning against other similarly prepared cars.

This year's Lloyd Geib Award goes to Eric Johnson who had a total of 490 points. Eric runs a 1979 Ford Mustang in SMR. Michele Aubele came in second with 450 points, also running in SMR with her 2012 BMW 135i.



Eric Johnson — Photo Credit: Eric Santiago



Michele Aubele — Photo Credit: Eric Santiago

The **Overall Award** is based on overall finishing position. 100 points are awarded to the driver who finished first, 99 to the second, etc. This award is intended to honor drivers who are consistently fast regardless of what class their car falls into.

This year's Overall Award goes to Michael Robinson who had a total of 651 points. Mike started out the season running his wife Donna's Corvette in SSM, but as mentioned earlier, he was finally able to bring his Camaro back out starting with Pagoda. In second place was Dave Cutchins, with a total of 649 points. Dave runs a Stohr F1000 FS.



Mike Roginson — Photo Credit: Eric Santiago



Dave Cutchins — Photo Credit: Eric Santiago

The **Molt Miglia Award**, commonly known as the **Mileage Award**, goes to the driver who has driven the most miles in competition. This award is intended to honor drivers who will race under any conditions (and also run a car reliable enough to take many runs).

This year's Overall Award goes to me, Grace Huntzinger, in my GT3 VW Scirocco 16V. I took every run offered at every event except for the last 2 laps at Jefferson, and ran 95.85 miles. Emily Oswald was second in her ITB VW Rabbit, with 90.15 miles.



Grace Huntzinger — Photo Credit: Eric Santiago



Emily Oswald — Photo Credit: Eric Santiago

What I love most about PHA events is the people. The racing is really fun, but the camaraderie is what keeps me coming back. So this article can't be complete without a campfire picture!

Have a good off season everyone, and see you in 2025!



Photo Credit: Grace Huntzinger





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