

2005 GIANTS DESPAIR HILLCLIMB: DÉJÀ VU...ONLY BETTER

“This season’s events just get better and better.” That’s what I said last year in the report on the 2004 Giants and that observation is even more appropriate this year!

Eighty-seven drivers (sixteen more than last year) competing in forty-one classes set thirteen class records during nine timed runs over the weekend with no major incidents or lengthy delays.

The untiring efforts of Tim Royer, the Danko clan, and the event officials and workers made the ninety-ninth anniversary of Giants Despair a great success- this driver can’t wait for the hundredth in 2006!

The expanded camping and pit areas filled fast on Friday, and the crowded Registration indicated that it was going to be a busy and exciting event!

Saturday dawned sunny and clear and, after the Driver’s meeting, familiarization runs began, to be followed by timed runs. Unfortunately, into each life a little rain must fall, and the Group Two drivers were the unfortunate recipients of the brief but heavy showers that occurred during the days’ timed runs. To my recollection, two out of the three runs that Group Two made were marred by rain. Fortunately for Group One, however, the showers had passed and the course had dried when they started their runs.

Saturday night’s party at the Fire Company gave ample opportunity to eat, drink, and tell “war stories” to your fellow enthusiasts about your car and your driving prowess.

Sunday made up for the rains of Saturday by being a beautiful, sunny day! While warm, the day seemed to be less humid, which was a great relief after the torrid weather of the two previous events. Drivers were given an opportunity to make six timed runs, again with no major delays or incidents. The day ended with the recognition of the workers and the trophy presentations, bringing to a close the fourth event in this years fantastic TIME TRIALS Series.

The following class records were set over the course of the event: in ASP, Stephen Sincavage set a class record of 48.904 in his Corvette; in DSP, Greg Kasprzyk at 55.669 in his BMW; in HP, Mike Ancas in a Honda at 61.481 and in SSC in a Neon at 58.913; in CSR, Skip Levengood at 51.177 in a Toyota; in DSR, Joe Rausa in a Cheetah at 48.207; in GT3, Paul Behofist in a VW at 52.785; in GTL, Bob Oswald, Sr. at 53.613 in his VW; in HIST1, Rich Rock in a TVR at 55.918; in HIST3, Darryl Danko at 51.658 in a Guernsey Eagle; in ITE, Gordon Wise in a Mazda at 47.261; in RALLY, Al Corazza at 52.233 in a Subaru; and in STMOD2, Jeff Fazio in a Toyota.

FTD was set by Darryl Danko in a FORM ATL at 43.559.

The following are some observations of the weekend... Morg Wilson takes a great picture- wet or dry. Mike Ancas had another double, only this time in different cars. This series is rife with family competition...daughters against fathers- Adrienne Vrabel vs. her father George; grandpops and granddaughters- Don and Crystal; husbands and wives- John and Jane, Keith and Grace; brother against brother- the Maloneys and the Oswalds; father vs. son- the Pitmans... a “shrink” would have a field day! Leonard Picton’s beautiful Turner brought back memories of racing in the sixties. Butch King kept his promise and brought some genuine maple syrup so JoAnne made pancakes...they were tasty! Rob Cassaday and Steve Tumolo are pushing each other to faster times. Paul Behofist drives a very strong and pretty car. Darryl Danko reportedly stopped on the hill in his

Guernsey Eagle and still turned a 51! The folks at “turn around” make waiting at the top a welcome interlude.

Thanks again to all that helped to make Giants Despair the fourth in a series of successful TIME TRIALS events for 2005.

Rose Valley Hillclimb is next! See you on the hill!
Joe Foering, #37

2005 Rose Valley Hillclimb:

Wolves And Bears And Snakes, Oh My!

The Rose Valley Hillclimb is the fifth in the PHA/SCCA TIME TRIALS Series for 2005, and, like the preceding ones, it proved to be a really great event! An idyllic location, nestled in a scenic valley surrounded by green mountains, Rose Valley offers competitors both a challenging course and breathtaking scenery.

The Trout Run Volunteer Fire Company is the organizer of the hillclimb, and they are gracious and friendly hosts who go out of their way to make everyone welcome. The officials and workers joined with the Fire Company to further ensure a successful and enjoyable event for both competitors and spectators alike.

Fifty-eight drivers (including sixteen novices) competing in thirty classes set nineteen class records during twelve timed runs over the weekend with no major delays or incidents! Registration and Tech. Inspection on Friday night at the Trout Run Fire Co. went smoothly, allowing competitors time to get set up in the paddock area and enjoy the sylvan surroundings.

Saturday dawned clear and sunny, and, after the novice tour of the course and the driver’s meeting, touring runs began followed by timed runs with a brief break for lunch. Competitors were able to take five timed runs (with no real problems) until the course was closed for the day.

The party Saturday evening was an excellent time to eat well, enjoy a liquid libation, and share the day’s happenings with fellow enthusiasts.

Sunday was just as nice as Saturday. Following a brief driver’s meeting, the course was opened for timed runs and competitors had the chance to take seven timed runs, again with a break for lunch, before the hill was shut down. There were no serious problems or delays during the runs.

Trophy presentation was held shortly after the course was closed, bringing to a close a truly enjoyable event.

The following are some observations on the weekend: you know you’re at a special event when you are greeted by wolves at turnaround, bears saunter through the fields adjoining the paddock, and there is the occasional snake underfoot. The creek was better than any motel pool. Does anyone ever put the lid down in the porta-potties? Mike Ancas did another double. The worker packets were neat, but don’t take them on an airplane. Steve Hirschtritt and Brian Yoder had a great battle in FP. Mark Childs was caught on camera sideways and on two wheels entering turn 6. The Pitmans are still at it - score one for dad; to be joined by the Finks - this time the son won. Rich Rose drove a rare and beautiful GINETTA, and Dave Watson competed in an awesome Cadillac-powered ALLARD J2X. It’s good to see Larry Long competing again. Jim Kuzo in a Cougar left his “mark” on the course.

Thanks to the folks of the Trout Run Fire Co. and all involved in the running of the hill for a great event. Duryea Hillclimb is next. See you on the hill! Joe Foering, #37

ASCC and the HILL CLIMB CARS on the HERSHEY STADIUM SPEEDWAY

By Henry Brillinger

Hershey Stadium was specifically designed for auto racing. Its gates first opened for the races in May of 1939 and it operated very successfully through the 1941 season but closed when World War II began.

In the spring of 1967, Hershey Stadium's quarter mile asphalt track once again opened for racing. George Marshman, ex driver, ex track owner and promoter became Executive Producer for Auto Racing at Hershey Stadium. Bill Parks, a local, sometime track promoter, publicist, and midget and stock car owner and driver was appointed Director of Racing at Hershey.

The 1967 the Hershey Stadium schedule included midgets on Saturday evenings and semi late model stocks and super modifieds on Wednesday evenings. The midgets were sanctioned by the ARDC (American Racing Drivers Club). The semi-late model stocks and the super modifieds were sanctioned by PROS (Professional Racing on Speedways). George Marshman had owned and promoted Hatfield Speedway, located near Philadelphia, since the mid 50's and sold it just before coming to produce the races at Hershey. He brought the Hatfield PROS sanctioning body along with him to run at Hershey.

Through to first season the midgets put on a good show but the PROS semi late model and super modified fields were spotty. Marshman and Parks decided to introduce a new class of racing and form a new sanctioning body for 1968.

In the fall of 1967, Hershey Race Director Bill Parks attended an Appalachian Sports Car Club (ASCC) meeting and announced that he was considering establishing an Imported Sedan division to run at the Hershey Speedway for the 1968 season and asked if there was club interest in participating. The ASCC had been running its sports car hillclimb on the back road to Hotel Hershey for ten years at that point and Bill thought the hill climbers might be interested in running at the stadium. We sent letters out to the members of the Pennsylvania Hillclimb Association to let them know about Bill's proposal. The response was good and work began on a rulebook and publicity. That winter we put together a rudimentary rulebook. Let me illustrate rudimentary.

The rules specified that:

- a) The engine, body, chassis and driveline combination must have been manufactured and sold as a unit except that an updated version of an engine may be used. An engine does not qualify as updated if the location of the camshaft has been changed. (Note: I added this last provision to avoid arguments about whether an MG Twin Cam engine was an update for a Nash Metropolitan or whether a Porsche Four Cam Carrera engine was an update for a Volkswagen.)
- b) The engine as manufactured may not exceeded 2000cc
- b) A flywheel shield is compulsory if failure of the clutch or flywheel could cause injury to the driver.
- d) No superchargers allowed.
- e) Any engine modifications may be made.

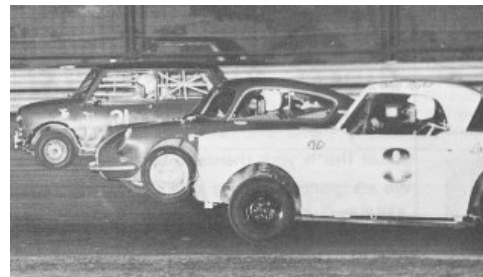
The rules were carefully constructed so that we wouldn't have to hear protests or conduct tear down's.

The "Imports" generally ran two qualifying heats, a consolation race and a feature on Wednesday evenings for a total purse of \$920. The feature paid \$150 to win, \$100 for second, \$75 for third and on down to \$5 for sixteenth through twenty-fourth. The heats and the consolation paid \$20, \$15, \$10 and \$5

for first through fourth places. Saab Corporation paid \$25 for the first Saab each night and \$100 for a Saab win.



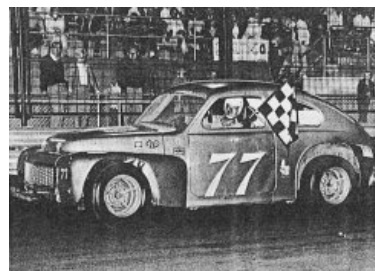
Entries included Austin Mini, Ford Anglia, Goliath, MG 1100, Peugeot, Nash Metropolitan, Renault Alpine, Saab, Volkswagen and Volvo.



A number of Appalachian Sports Car Club members ran at Hershey.



Tom Hartman ran an MG 1100. Somehow George Marshman got the idea that he should introduce Tom over the PA system as "The very popular Tom Hartman", much to Tom's continuing embarrassment. No one ever determined how George got the idea to say that.



Ray Heisey ran a Volvo P544. Ray did well and won a number of heats and a feature. He finished fifth in the 1968 points standings in a field of 41 cars.

(Continued on next page)



Ron Light drove a Nash Metropolitan to a fourth spot in the points standings. The Nash was ugly but it was cheap, light, had the required hard top and used an MG (Austin) engine that was a well-known commodity at the time. Ron also got the chance to run a Ken Brenn Offy midget one evening. He may not have gotten over it yet.

The "Import" races were sanctioned by the newly formed Hershey Auto Racing Club (HARC).

HARC membership cost \$6.00 a year for either a social or active membership and a rulebook cost \$1.00. Membership benefits included a membership card with case, decals, ID card, future mailings of club activity and news bulletins as well as a subscription to HARC's rather nicely done "Pit Stop", a 12 page newspaper. While Pit Stop was scheduled to be issued nine times a year, it only appeared six times for each of the two years it was in published.



2005 DURYEA HILLCLIMB

LEVEL FOUR TIME TRIALS AT ITS' BEST

The 2005 Duryea Hillclimb shows just how popular TIME TRIALS (formerly SOLO I) has become in its' first year as part of SCCA's CLUB RACING. One hundred and twenty drivers (thirty-three of them novices) competing in forty-four classes set eleven class records during five timed runs over the course of the event! This is by far the most competitors in any of the events held so far this year, and certainly bodes well for the future of this level of automotive sport.

Blue Mountain Region- the event organizer, the officials, corner workers, competitors and all who contributed to the running of the event are to be commended for their hard work and effort in making it a successful weekend. Considering the potential for problems with such a large number of cars racing up the hill, it was through the combined effort of everyone that delays caused by "mishaps" to the cars or "glitches" in timing were kept to a relative minimum. Well done to all!

With preregistration of over one hundred entries, Friday night's Registration and Tech. Inspection was a very busy place!

Saturday proved to be bright and sunny- if a little humid, and, after the driver's meeting, touring runs began. Due to the large number of competitors and some minor "mishaps" (no real injuries other than to one's pride), competitors were able to make two timed runs before the course was closed for the day.

Saturday night's party at the Liederkrantz was well-attended, and gave everyone a chance to eat and drink their fill and rehash the days' happenings as well as plan for Sunday.

Sunday's weather was as nice as Saturday's- even a little less humid, and timed runs began after a brief driver's meeting. The logistics of moving two groups of approx. sixty cars up and down the course combined with a certain number of not-to-serious "incidents" and some timing problems in the afternoon resulted in competitors having a total of three timed runs for the day. When one considers the large number of competitors (120), five timed runs per driver up a 2.3 mile course for a total of five hundred and sixty runs over a two day event is quite an accomplishment! Again, well done to all!

Eleven class records were set by the following competitors: in AS, Randall Grammes in a Mustang at 126.435; in ITA, Chris Woolard at 136.677 in a Honda; in ITE, Bill Miller in an Audi S4 at 120.006; in DSP, Greg Kasprzyk at 134.202 in a BMW; in GT-LITE, Bob Oswald, Sr. in a VW at 130.874; in STMOD 2, Jeff Fazio in a MR2 at 124.778; in SPEC MIATA, Don Newcomer at 139.820; inT1, Bill Koff in a Lotus Elise at 130.402; in VINT1, John Hamilton at 134.795 in a Volvo; in SOLO V, Bob Oswald, Jr. at 123.502 in his Viper; and in FSV, Ted Klaus at 121.344 in a Wheeler.

FTD was set by Dan Rutan in a Scirocco at 111.207.

The winners of the TOYO Tire Contingency Awards, courtesy of CJ's Tire, were: John Silvers, Joe Foering, and Bill Silvers.

What follows are some observations on happenings at the hill... The New England contingent always brings fast cars to events- just look at the Rutan's AWD Scirocco that took FTD. The S-10 Blazer of Chuck King is no slouch either. Don McLaughlin drove Sue Salsburg's Mini- quite a step for a true Francophile. Gordon Wise's attempt to reclaim his class record ended at turn 1. Merlin Miller's Tiger scares people when he launches off the line. The Oswalds continue to set class records. John Pitman will replace his son, Thor, in the team competition- hurry back Thor. Bill Koff set a class record in his beautiful Lotus Elise...can I drive it? HIST 1 had the largest number of entries with eight followed by ITB with seven. Garth Knorr had a little "accident" with father Tom's car. Both of Chuck Christ's Saabs ran the weekend without mishap- ring-a-ding-ding! Good to see John Hamilton and Randall Grammes again. John Moran's Z28 Camaro and Dave Watson's Allard J2X are beautiful cars. Rob Campbell and Bill Rutan were separated by .086 sec.!

One hundred and twenty competitors took five hundred and sixty runs over the course of the two day event with no major problems...what an accomplishment! Well done and great fun!

Next event is the Fall Jefferson; see you at the races!

Joe Foering, #37

Don't forget the PHA meeting at 3:00 PM before the PHA Banquet on November 19.

2005 Spring Jefferson Time Trials

This year's Spring Jefferson proved to be as enjoyable and competitive an event as it has been in the past with some notable changes. The event is now part of SCCA's CLUB RACING under it's Time Trials division (formerly SOLO I), it is a LEVEL 3 event (Hillclimbs are a LEVEL 4), and there were 68 competitors, including approx. 20 novices!

Last year's event had 48 competitors. If this year's turnout at Jeff. is any indicator, we're in for a great season! Once again, Tim Royer and the Dankos put on a super event! The food was delicious (and plentiful), the weather for the most part was good, and there were no major incidents to mar what has become an eagerly anticipated series opener.

Sixty-eight drivers competed in thirty-one classes setting eight class records over the clockwise course. The large number of pre-registrations gave some indication of the anticipated turnout, and the paddock area filled rapidly with racers and their vehicles on Friday evening. Saturday morning dawned clear, and, after the Driver's meeting, familiarization laps began and continued until the lunch break where the Dankos provided a delectable repast. We were treated to the one rain shower of the weekend following lunch, but the rains passed quickly and the decision was made to start timed runs on the rapidly drying track. All competitors had the opportunity to take 3 timed laps before the track was closed for the day.

Saturday night's party was a gustatorial delight, with a variety of tasty entrees, followed by dessert. The evening was spent in the company of fellow enthusiasts recounting the day's events and the promise of Sunday's further challenges.

Sunday proved to be a beautiful day, and, after a brief Driver's meeting, timed runs began at 9:15! With over 65 drivers competing, everyone was able to have one set of timed runs before the midday break. Lunch was both tasty and bountiful, thanks again to the Dankos.

Times runs continued through the afternoon, with no major incidents, and competitors were able to attempt at least five additional timed laps before the track was closed. The following drivers set class records in their respective classes: in ITA, Matt Rowe set a new record of 62.541; in ITE, Gordon Wise set a new record of 57.935; in GT-LITE (formerly GT 4 & 5), Bob Oswald, Sr. set a record at 61.658; in SOLO V, Bob Oswald, Jr. set a new record at 58.604; in CSR, Paul Taschner set a new record at 55.147; in HIST 1, Rich Rock set a new record of 62.906; in VINT 3, Tom Hartman set a new record at 74.512; and in SPEC MIATA, Don Newcomer set a new record of 63.417.

What follows are some observations on the weekend. The NEPA Worker Series appears to be a success and should eliminate the worker shortage that sometime occurs and will give the workers recognition for the essential role that they play in the successful undertaking of an event. Crystal Whisler, driving her grandfather Don DeHartís RX7 is a third generation competitor. Chris Mower has gotten serious - he put a stick shift in his Chevette. John Champion was in heaven in his BSI Scirocco. Tim Stephens is having entirely too much fun in his wickedly fast MR2. Steve Hirschtritt got a little "hot" under the bonnet. The Spechts are at it again with son Matt loudly accusing his dad, Joe, of "cheating" - just because the car broke while dad was driving. Thor Pitman was no better as he beat his dad, John, by over a second. While it's often a wise idea to pack a lunch, it's not a good idea to forget to unpack your trunk before timed laps.

Rick Kase walking was painful to watch. Don McLaughlin has a new car in the works. Darryl Danko set FTD at 52.621, and there were 20 new faces which gives hope for a great TIME TRIAL Series.

Thanks again to the Dankos, Tim Royer, the NEPA Series workers, the Kases and all the people, including the competitors, for a super event!

See you at Weatherly!
Joe Foering #37



Well, this was the picture of the day (season), capturing Mark Childs doing a Joey Chitwood around turn 5! As Mark mentioned to me afterwards, the right-rear rim is almost on the asphalt. As soon as the truck got up on two wheels, Nick from the fire company jumped up and we thought he was going to run out and push it down! Maybe Mark is letting me get a good picture of the American flag on his bed cover!



We were visited by Bryan Cohn from the SCCA Club Racing Department. He co-drove Don Newcomer's Spec Miata at the 2005 Pagoda Hillclimb.

(The above 2 pictures are courtesy of Tim Updegrave. He attends and takes pictures of a number of events. His pictures may be seen at <http://www.enter.net/~tdu/Places/Hillclimb/index.html>)

From the Editor

Wow, what a year!! Entries were up at all of the events in 2005. We had a total of 614 entries at all events, which is an increase of a little over 18 percent. The increase in entries at each event are as follows: Spring Jefferson – 41 %, Spring Weatherly – 9 %, Pagoda – 25%, Giants – 21%, Rose Valley – 7%, Duryea – 15 %, Fall Jefferson – 9 % and Fall Weatherly – 44 %.

The increase in entries means we had an increase in novices and even with all of the new drivers we had very few incidents on the hills and the incidents that we did have were minor. (Although to the drivers that they happened to probably don't think they were minor). I think that this shows that our novice orientation at the events is working and that the novices are listening.

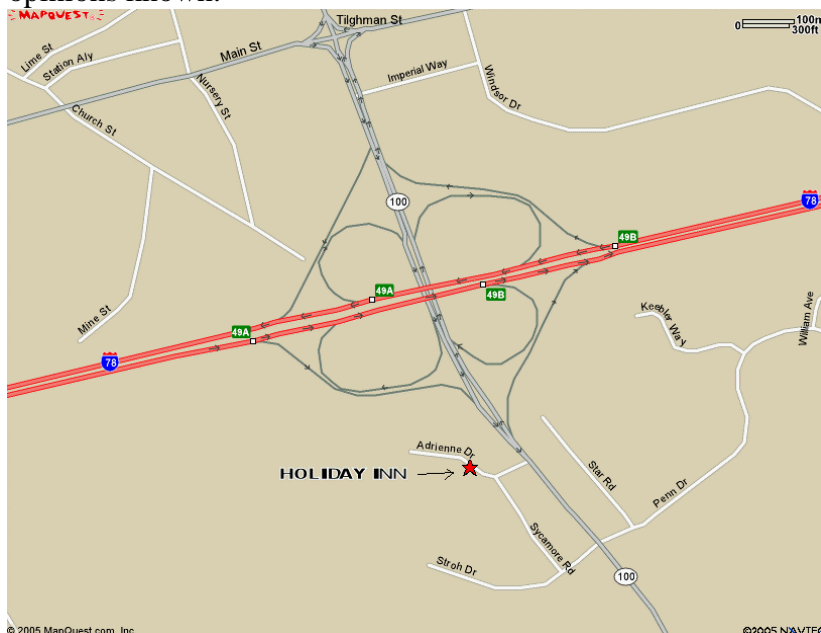
The only problem with all of these entries is a big proliferation of classes. As an organizer the number of classes are a pain. As a former competitor the number of classes are great. We have a class for anyone who wants to run just about any car (as long as they meet the safety requirements). Which is what brings in all of the new competitors. Every so often someone brings up a plan to decrease the number of classes, none of which could be agreed on by all of the organizers. Maybe one day someone will come up with a viable plan that everyone can live with. Until then we will have to stay with the one we have now (and we know works).

Right now I'm playing with an online registration system to try and make registration a little more user friendly. I can't guarantee that it will be used at all of the events or even any of the events but we will see what happens. If you want to take a look at online registration, go to www.myautoevents.com. Click on "Search Other Event Types...". Under "Event Type", use the drop down menu to select "Testing/Experimentation". Then select "BMR Test Registration". This is a free service for everyone involved but you will have to create an account, which is just picking a login name and a password. After you do this you can enter all of your information and when you register for an event the information is automatically entered.

I set up this test event for two reasons: 1. to see how you, the competitors like it and 2. to see how I as registrar like it. So far it is looking good. Try it out and register for this test event and let me know what you think. We can also set it up so that you can pay online. The only problem is to pay online there is a charge of \$1.50 plus 3% of the entry fee. (for a \$135 entry fee the charge would be \$5.51). As most events are run on a shoestring budget this fee would most likely be passed on to anyone who uses the pay online option. Registering online and paying by mail would still cost nothing.

Enough of that. On **November 19th** the **Annual PHA Awards Banquet** will be held at the **Holiday Inn** on route 100 at the junction of I-78. Take a look at the reservation form on the next page for details. Please note that the reservation postmark deadline is **November 4th**. There will be no reservations at the door. There are also a limited number of rooms available at a reduced rate.

Also on that day at the same location will be a PHA meeting starting at **3:00 P.M.** The PHA is a member driven organization. The members make all of the decisions by vote. So show up and make your opinions known.



To the left is a map of where the Holiday Inn is, I hope that it is readable.

If you are coming south on Rt. 100, you can turn right on Adrienne Drive (there is a Holiday Inn sign there) and follow the street around.

If you are coming north on Rt. 100, you will have to turn left on Penn Drive and then turn right on to Sycamore Road.

I hope to see a lot of you there.

Nelson

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