

New England Hillclimb Association (NEHA)
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Mt. Okemo I Summary (2005)
Killington Sports Car Club (KSSC)

Okemo I, July 09 & 10 2005, as presented by KSSC and chaired by Richard and Eric Fenton. No Dan Rutan (he said he would be there) so no new hill record. From conversations with him, he may not appear for the rest of the season. This left FTD to Michael Wilson in the 911 turbo. Arlo Cota appeared with a stock WRX and discovered that braking for 11 is required in some cars, and ran a 2:24 for second. He also made some remark about my checking that the course was clear before he was the first car down. I had forgotten that he had a leading role in the incident that causes me to always ask for a phone at Okemo holding. This was the first time in competition with the car, so FTDs may ensue. Arlo, I believe, is a member of the win-and-crash group (at Philo), so an FTD would not be his first.

Maros Zelina in his new EVO was slightly faster than last year (unlike Burke where he was a second or two slower), and 1/2 second back. Philo may be interesting.

John Reed continues to win P1 if he appears and it is dry. Some of us are hoping that John Reed, along with Smokey (the 2004 Bolton Valley winner) will get back to the speeds that they had when they were regular FTD winners and King of the Hill. What is needed is another oval track tire war, so the hillclimb freebie tires will be stickier.

Sherman put a stock motor in the dwarf, and ran fast enough for 5th and second in P1. If he gets a motor back together, we have another FTD contender.

David Dennis got his new ride together. The first run was a bit wild, and the first run on Sunday did not get off the start line (clutch fluid) but otherwise a successful day.

Victor Parotto blew the motor on Saturday; fortunately he does not live far away, and he got a new motor in his RX-7 by midnight and got all his runs in on Sunday. He was only 6 seconds off of first in class, but a tight class meant only 4th and last for all the effort.

Without Arlo Cota, the Peugeots started to fail. The one Ralph Cota brought got stuck in 2 gears during the FAM run on Saturday. It made one run I think on Sunday but the transmission broke. This left 3 drivers and only one car; not clear to me who drove what when but Dushan Dubrovodski was left the Peugeot winner despite only one run on Sunday.

Smokey & Robbie both had other commitments for the weekend so only drove Sunday. Robbie arrived late and just kept driving up and down; Smokey left early for yet another thing. Wrecker only rolled twice, once for a Peugeot stuck in 2 gears at once and once at the end of Sunday for wrecker driver Rick Young who did another stellar midday parking job in the woods - far off the road but very little damage (just unable to get any more runs).

Every driver got a run under 3 minutes; a new first I believe.

Very late start on Saturday due to insufficient volunteer crew setting up the hill and the weather. 2 runs, with lunch handed out on the mountain after the first FAM run. The second run was starting to rain for all with variable conditions.

Sunday clear, start before 9 AM, 5 runs, lunch again served on the hill.

34 cars meant that the time for descending was significant compared to the time for ascending (normally the 7 minutes for descending is not noticeable when it takes an hour per heat to ascend). This is why it would be hard to get 6 runs with 34 entries even with 3 cars on the hill. The view from the top was good as usual. There is a new roof on the observation tower, and there was a Ham radio guy talking to friends.

Other comments from other people welcome; forward and reprint as you like. Like last year, after 3 hillclimbs we have 3 different overall winners.

Michael Wilson