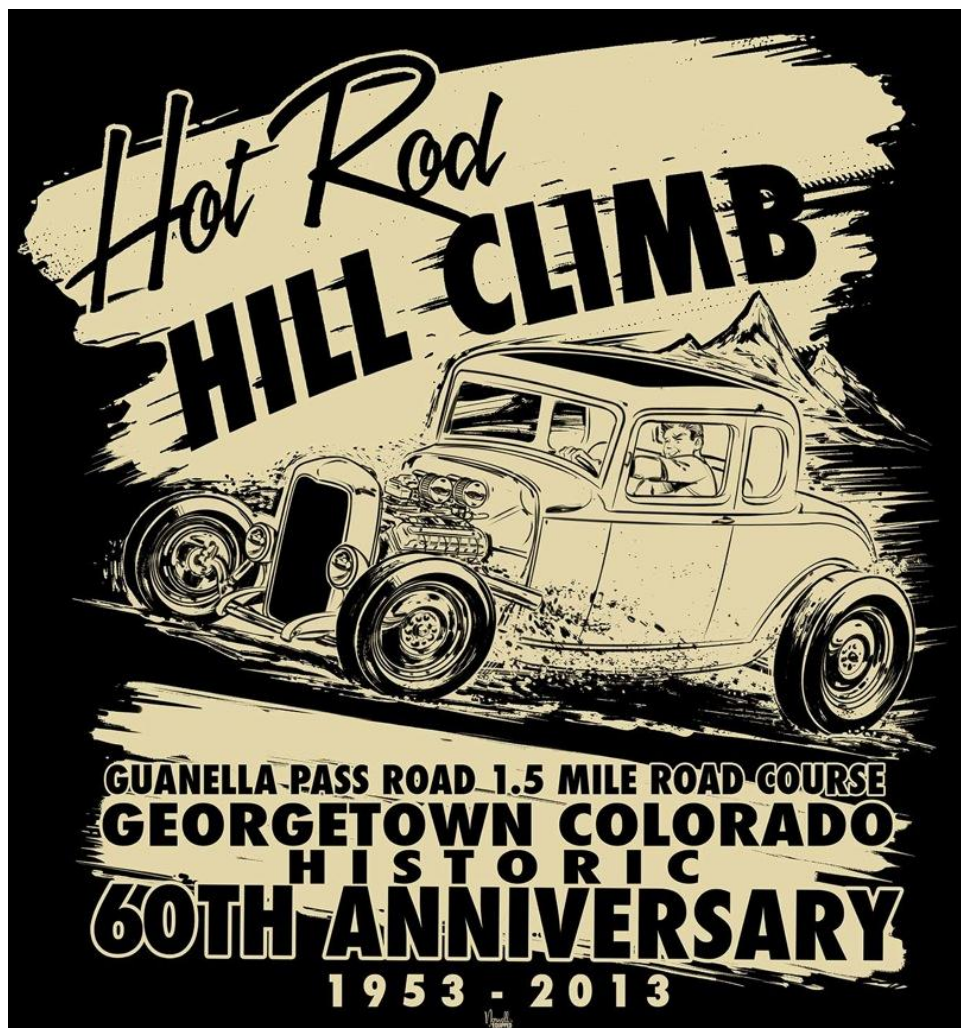


September 14th
2013

Historic 60th Anniversary

GEORGETOWN HOT ROD HILL CLIMB



***Presented By
Nicks' Garage***

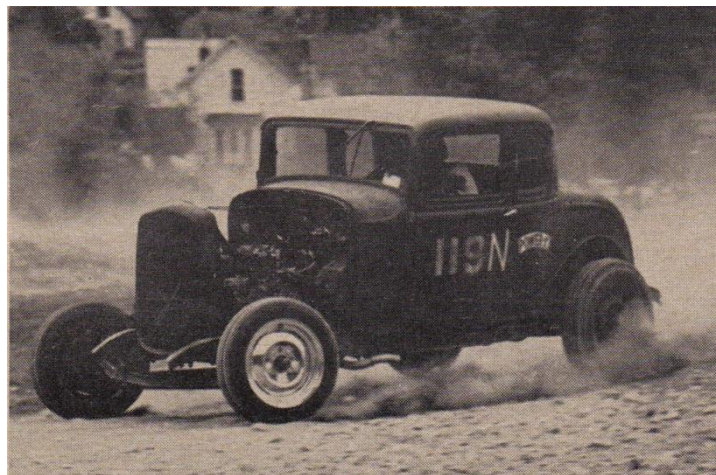
1953 – 2013

T's to T-Birds

Old Ford Parts

Jim Nielsen

Englewood, CO



THE 1953 CLIMB

On August 16, 1953, the Strippers Hot Rod Club of Denver staged their first annual Hot Rod Hill Climb at Georgetown, Colo.

This was the first event of this type ever promoted in the Rocky Mountain area, and, considering this, the meet met with great success. Over thirty cars from eight Colorado Timing Association clubs showed up for the event.

Each car was thoroughly inspected by a special technical committee before being allowed to try the course. As a result of this precautionary measure, the meet went off with no serious accidents occurring; a tribute to the fine manner in which these hot rods were built.

All entries were separated into two major divisions, Open Class and Closed Class. The former section embraced roadster, rail jobs, and convertibles; while coupes and sedans ran in the latter. These two groups were further segregated by figuring the car's displacement into its own weight. This gave three open and four closed classes.

The fastest time of the meet, 2 minutes, 45.50 seconds, was registered by Jim Babcock of the Dolphins club in his much modified Ford T-V8 roadster. The trophy for second fastest time and first in "B" Open Class went to Jack Richards of the Denver Timing Association with a rapid 2:49.31. Del Wilson's red 1932 Plymouth roadster took first in "C" Open with a time of 3:12.15.

In the Closed Class, the Weaver-King entry was tips in "A" with 2:56.93 In "B", it was the Rexrode-Nielson coupe which took home the trophy with a time of 2:55.92.

Frank Liston of the Strippers drove his neat '34 Ford pickup to victory in "C" class with a 3:05.40, and in "D" Clyde Madison's Buick sedan turned 3:17.82.

Besides all this, a total of six hot-rods cracked the record of the sports car meet which was run on the same hill a year before.

An excerpt from the 1954 program
GEORGETOWN HOT ROD HILL CLIMB



Nicks' Garage

Period Hot Rods & Customs

40's 50's, 60's

Mike Nicholas
Englewood, CO

THE 2013 CLIMB

On September, 14th 2013, Nicks' Garage of Englewood brings you the Historic 60th Anniversary of the Hot Rod Hill Climb at Georgetown, Colo.

This will also be the first event of this type ever promoted in the Rocky Mountain area, and considering this, we expect the meet to be met with great success too. Over fifty 1954 and earlier early 50's period Hot Rods from all over the nation are pre-registered to show up for this event.

This event is a celebration of the pioneers of Hot Rodding in Colorado, specifically those that were involved with the original 1953 Hot Rod Hill Climb. These men and women worked with Wally Parks and brought the Drag Safari to Denver's Lowery Air Force Base in 1955 and 1956. They were crew and drivers for Bill Kenz and Roy Leslie's 777 stream liner. The Colorado hot rodding culture we enjoy today is a direct result of the passion these Legends led with.

The first wave of Cars and Drivers to top the course will be led by the Legends, those that were there in 1953 or 1954, Cal Kennedy in his 1934 Chevrolet Roadster, Jim Nielsen in his 1932 Ford Roadster, Steve Schwalb with Larry Bell in the Bell Roadster, Don Joy in his 1932 Ford Victoria, Vern Holmes in his 1932 Ford 3w Coupe, Scott McCann in Dale Young's 1932 Ford Roadster, Forney Museum will take their 1932 PB Roadster in honor of Del Wilson, Dave Scroggs in his 1932 Ford 3w Coupe will start the rumble up the canyon at 10am. I'm sure too we will have seats for Pete Garramone, Jackie Richards Obannan, Paul Spindon, Bob Marchese, Bud Irons.

From Kansas, the Vagabonds will bring Chris Marshall's 1926 V8 T Roadster, Jay Sweet's 1931 A-V8 coupe, Jason 'Bugsy' and his 1926 A-Banger T Roadster, Mike Panos with in his 1934 Chevrolet Pickup, and crew Blacktop Bill. From Arizona we welcome Scott Walter in his B-Banger 1932 Ford Roadster that was on the beach in NJ last year for the Race of Gentlemen. From Michagan comes Larry Filipczak with the 29 roadster that rids on the original Bell Roadster Chassis. Bruce Woodward is driving his 1932 Ford Coupe from Sacramento, CA for a chance to take on Leavenworth Mountain.

I'm honored to have so much support and create an avenue for so many young and old to live in a moment of time, in a town that is so true to its original roots. This my friends is living history.
Hold on for the ride!

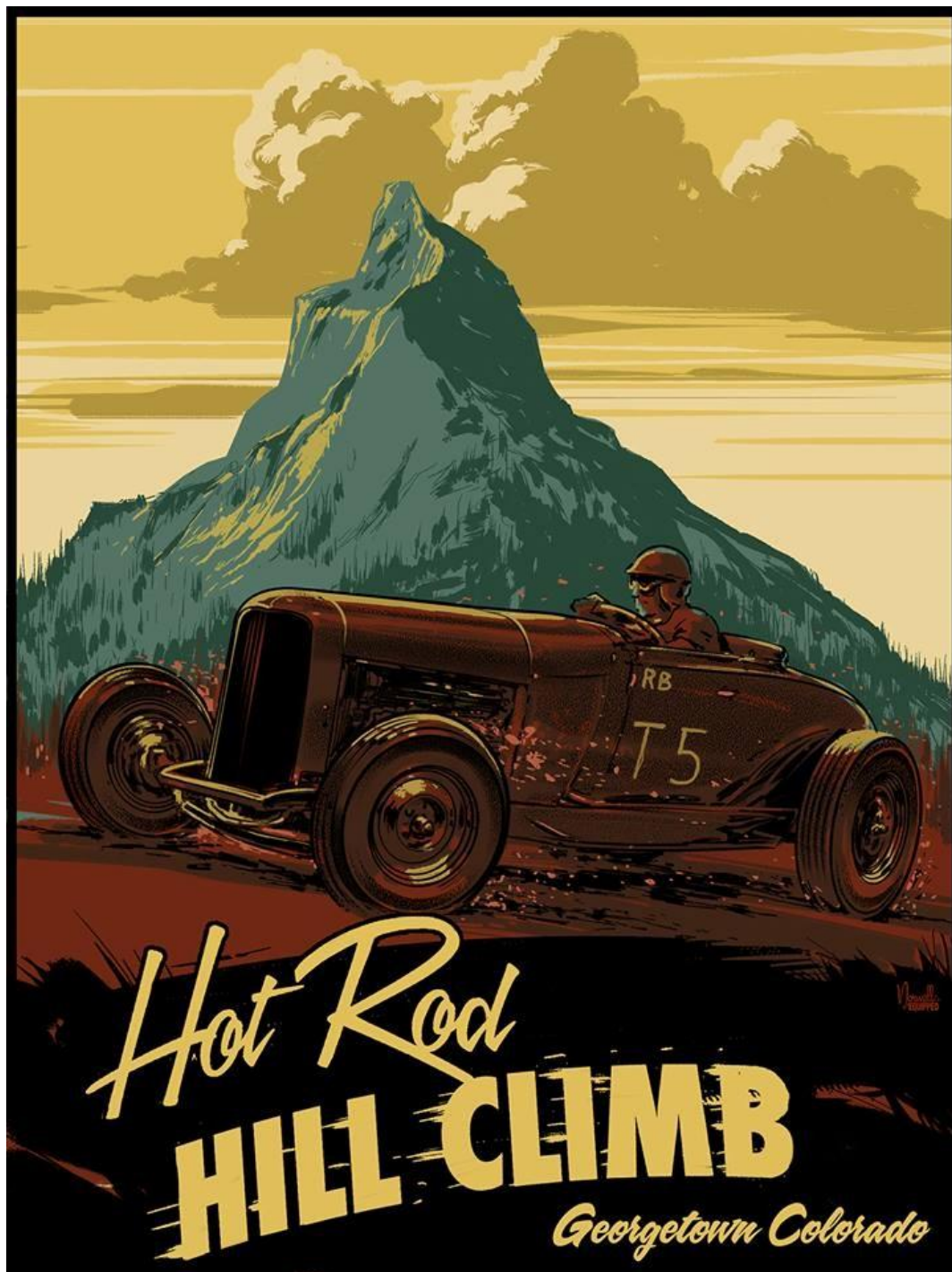
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was at the 1953 event and again in 2013



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In 1953 Larry Bell was 9 years old, he remembers the smell of pancakes on the griddle, it was an early morning. The town scattered with stripped down and hopped up 1930s American cars. The quiet and stillness that you find in the Rocky Mountains surrounded the men and machines. It was this combination that was preparing to wreak havoc on the dirt wagon trail etched in to the side of Leavenworth Mountain.

Larry was in Georgetown Colorado for the first annual Hot Rod Hill Climb. He was with his dad and Bill O'Connor, Bill drove a 1932 Ford roadster that sported the Bell family business' colors. Orange with a wild scallop painted in cream, the masking tape number on the door was T75, T signified the Denver Timing Association (DTA) established in 1948.

This Roadster was purchased by Harold Griboski in the mid 60's, Larry remembers the heartache he had as it left the garage with Harold. There is something special about old cars and memories with your father.

Larry will be reunited with the Bell Roadster at the 2013 Hot Rod Hill Climb during the Pancake breakfast.



He has not seen it since that day it was trailered off. The old roadster has taken on a new look as evolution would have it. See the Roadster in the Hamill House courtyard.

What is a Hot Rod

What is a Hot Rod? You may know as well as we do, or you may have a pretty good idea, but there are many persons who point to a fenderless jalopy or a sedan decked out in the latest chrome do-dads, and say "hot-rod".

The fallacy in reasoning that any car sans fenders is a hot rod is that modern hot rods can be found with or without fenders. As far as a fox tail and bar hubs are concerned, it takes more than that to make a hot rod--it takes a mechanical perfection. So how do you identify a hot rod?

There was a time when identifying a hot rod was easy. They were nearly all early model roadsters and could be segregated from the jalopies by the fact that they were built, not merely stripped down. That is no longer true.

Hot rods have been constructed with sedan, coupe, convertible, and pick-up truck bodies. Roadsters were at one time the most popular type, but the spreading of the hot-rod movement to areas forces to endure inclement weather at times has brought about the use of other body styles for hot rods. One sure way to detect a hot rod today is to lift the hood and take a good long look.

If the engine glistens with mechanical improvements and is built for faster acceleration, higher speed and even greater economy, then that car is a hot rod. The body may or may not be modified, depending on the owner's whims and specifications, but will be safely built. The cars you see participating in the hill climb are reflections of the owner's personality.

An excerpt from the 1954 program
GEORGETOWN HOT ROD HILL CLIMB

Special thanks to
Georgetown Loop Railroad
and
Clear Creek Fire Authority

for the Friday night
Fireworks and
Beer and Bratwurst Train

OFFICIAL

* = Legend

OHV= Over Head Valve

Coupes, Sedans and Pickup

Name of Entrant	Car No.	Motor	Type	Origin	Autograph
RJ Barnes	132	V8	3w Cpe	Parker,CO	
Vern Holmes *	C-6	V8	3w Cpe	Franktown,CO	
Dave Scroggs *	98d	OHV	3w Cpe	Arvada,CO	
Tom Hardy	5	V8	Cpe	Aurora,CO	
Troy Hastings	42	I6	Cpe	Broomfield,CO	
Duane Helms *	77	Banger	Cpe	Wheat Ridge,CO	
George King	K-48	Hemi	Cpe	Parker,CO	
Nicks' Garage	60th	V8	Cpe	Englewood,CO	
Bud Orr *	88	OHV-Banger	Cpe	Aurora,CO	
Pete Stringer	96	OHV	Cpe	Parker,CO	
Jay Sweet	K-36	V8	Cpe	Abilene,KS	
Kurt Weber	109	V8	Cpe	Cheyenne,WY	
Tom Wentworth	19	V8	Cpe	Lakewood,CO	
Bruce Woodward	CA-32	OHV	Cpe	Sacramento,CA	
Mike Nelson	1	V8	PU	Windsor,CO	
Mike Panos	K-34	OHV-V8	PU	Lawrence,KS	
Don Joy *	S-31	V8	Vicky	Littleton,CO	
Tom Nielsen	49	V8 Blown	Cpe	Denver,CO	
Mike Jacobs	427	OHV	Sedan	Golden,CO	
Willy Snyder	113	OHV	Cpe	Henderson, CO	
Speedsters					
Bob Beers	12	Banger	Spdstr	Fort Collins,CO	
Steve Darrow	29	Banger	Spdstr	Kiowa,CO	
Art Jennings	7	OHV-Banger	Spdstr	Franktown,CO	

Entries

* = Legend

OHV= Over Head Valve

Roadsters

Name of Entrant	Car No.	Motor	Type	Origin	Autograph
Dennis Pierce	3	OHV-Banger	Mod	Durango,CO	
Forney *	F6	I6	Rdstr	Denver,CO	
Robert Ball	727	V8	Rdstr	Widsor,CO	
David Bennett	11	OHV-Banger	Rdstr	Niwot,CO	
Mark Briggs	11b	V8	Rdstr	Watkins,CO	
Larry Christensen	32	Hemi	Rdstr	Arvada,CO	
Larry Filipczak *	T-75	V8	Rdstr	Detroit,MI	
Ed Gallagher	99	V8	Rdstr	Parker,CO	
Kris Gordon	47B	OHV	Rdstr	Denver,CO	
Gary Hansen	40	V8	Rdstr	Parker,CO	
Troy Hastings	37	V8	Rdstr	Broomfield,CO	
Cal Kennedy *	T-33	I6	Rdstr	Arvada,CO	
Chris Marshall	63	V8	Rdstr	Overbrook,KS	
Bryan McCann	8m	V8	Rdstr	Denver,CO	
Mark McCann	4	OHV-Banger	Rdstr	Brighton,CO	
Scott McCann *	570c	V8	Rdstr	Westminister,CO	
Jeff Nichols	17	OHV-V8	Rdstr	Loveland,CO	
Jim Nielsen *	8	V8	Rdstr	Englewood,CO	
Dave Overholt	31	I6	Rdstr	Berthod,CO	
Daryl Roberts *	39	Hemi	Rdstr	Colorado Springs,CO	
Sandy Rufenacht	33R	V8	Rdstr	Highlands Ranch,CO	
Tracy Rufenacht	38	V8	Rdstr	Monument,CO	
Dick Rush	324	OHV	Rdstr	Broomfield,CO	
Janice Sayles	49	V8	Rdstr	Denver,CO	
Steve Schwalb *	T-75	OHV	Rdstr	Lakewood,CO	
Scott Walter	113	OHV-Banger	Rdstr	Fountain Hills,AZ	
DJ Big Mike Wanas	55	Banger	Rdstr	Wheat Ridge,CO	
Jason "Bugsy" Wolcott	K-6	Banger	Rdstr	Manhattan,KS	
Mike Finley	28	V8	Rdstr-Tub	Westminister,CO	
Paul Dozoretz	13	V8	RPU	Layfayette,CO	
Willy Wilcox	9	V8	RPU	Vail,CO	



The Course

The road used for the climb winds up wooded Leavenworth Mountain, site of several abandoned mines in the area.

The course begins right in town near the old fire tower, continues on up a street flanked on either side by quaint houses, on onto a 90-degree turn, then into a series of six switchbacks, two short straightways, around another sharp bend, and across the finish line. The road rises almost 1,000 feet and is 2 1/8 miles from start to finish.

Flagmen, equipped with fire extinguishers and shovels, are positioned at each curve in case of accident or emergency.

The cars are clocked for elapsed time from start to finish with stopwatches located at the summit.

A printer was selected to print the programs at a cost of \$225.00, and it might be said here that the only source of income to pay these bills is from the sale of the programs and the entry fee paid by the drivers of the hill climb cars. The entry fee is \$2.50 for each car except for a higher fee charged for post-entries.

Other miscellaneous, also includes posters, reservations, arrangements for meals and last but not least, purchase of \$150.00 worth of trophies and plaques were taken care of.

The total cost then for this meet is approximately 5800.00. It takes a lot of money and a lot of cooperation among clubs to successfully put on an event of this kind. But everyone concerned wants everyone else to have a good time and look forward to this hill climb as much as the participants do.

An excerpt from the 1954 program

GEORGETOWN HOT ROD HILL CLIMB

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George Weidler, Marshal

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Clear Creek County

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The Historic 60th Anniversary, 2013 Hot Rod Hill Climb Line-Up

The Legends

#T33 Cal Kennedy

Cal is a regular member of the Thursday morning coffee clutch that seems to be a core of DTA members. He drives from west Denver to east Aurora to bring his long time friend Bud Irons to breakfast, they are quite the pair. Cal and his friend Don Scroggs met at the telephone company where they worked, they bonded over the Chevy bowtie. They went on through the early 50's racing a six cylinder Chevy. The car started as a 1936 Chevy pickup and later got a 1934 Chevy roadster body. This was there entry for the Hill Climbs both years. In 1954 they had a super rare Wayne 12-port motor in the car, Vern Holmes said, "you could hear that thing coming from Denver", describing the car at the 1954 event.

Car: Cal will be driving his smooth black 1934 Chevrolet Roadster on 15" red wire wheels.

#C6 Vern Holmes

Participated in 1954 Hill Climb as the road block and control at the top of the climb.

Car: 1932 Ford 3 window survivor. Equipped with a 1951 8ba flathead Ford motor. An original barn find with 56K miles. Last driven in 1956. Purchased and made road worthy in 2002.

Car Club(s): Denver Timing Association, Denver Roadsters, High Country Early Ford V8 Club

#S31 Don Joy

Owned and built many cars, classics, antiques, hot rods, sports cars for years as a hobby and job. He has participated in hill climbs, drags and sports car track races. "Presently 79 years young and still going.

Car: Ford Victoria. It has a built '73 Dodge 360 engine with 727 auto trans, 8" Ford rear end, Heidts IFS with disc brakes and coil over shocks, front and rear. Don has owned the car since 1951 and finished it in 2005. He is the 2nd owner. It is all original except the bumpers and running boards. Don did all the work himself except the machine work, upholstery and painting. He boxed the frame, built the X member, installed a power driver's seat, air conditioning, tilt-telescopic steering column, stereo/radio, and disc brakes. He has owned car for 62 years!

Car Club(s): High Country Early Ford V8 Club

#8 Jim Nielsen

Sells old Ford parts to all the young whiper-snappers in town, and some old ones too. Like clockwork Jim can be found at Mike's Café on South Federal about 11:45 weekdays. Jim drove the Netherly coupe with Ken Rexrodes hopped up Flatty to the fastest time in 1953, great team work. In 1954 Jim drove a 1940 sedan that is currently owned by one of his Friends in California.

Car: Jim will drive his 1932 Ford Roadster that he bought in 1954 off of a used car lot for \$495. With a few speed items and a rumble seat, it is a fine machine.

Legends brought to you by the following Sponsors

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Mark Graybill - Georgetown Rail Adventures - Georgetown Loop Railroad - 888-456-6777

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#T75 Steve Schwalb, Lakewood, CO

Drag racer from 1986-2008.

Car: 1932 Ford Roadster with 1963 327 Chevy engine. This car was raced in the hill climb in '53 and '54. It was owned by Bell Plumbing. The car was purchased in the late '60's by Harold Griboski. The frame was traded out for a frame with the corvette 327 and the transformation stated with a fendered street car.

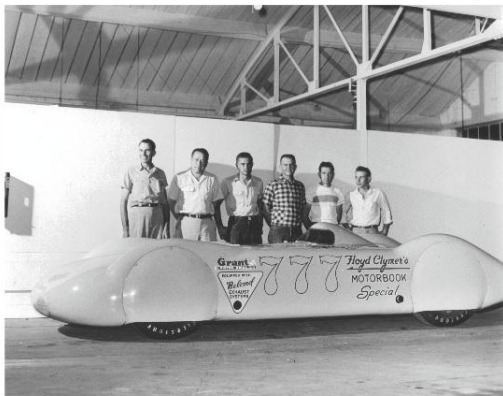
During the '70's and early '80's Harold enlisted the help of various shops and people such as Dave Krause and Bill DeWiese. The car sat uncompleted for many years until Steve and Amber Schwalb were chosen to be the new owners and the car was re-done and finished in the general vision that Harold Griboski had started with 50 years before. The body is the original Bell Plumbing body with the exception of the rear quarters and part of the cowl. The engine is a high compression 327 Chevy out of a '63 Corvette.

Car Club(s): Denver Roadsters

#98D Dave Scroggs, Arvada, CO

Is the 54 year old son of Don Scroggs, former hill climb class winner. Dave is a former go kart, minisprint and midget racer who works at Bandimere Speedway in the Race Ops Department.

Car: 1932 Ford 3 window Coupe with a 292 Chevy engine. Brookville body, louvers, 4 pc hood, ASC rails, '32 Ford axle, wishbones, suspension parts, QC rear with original Ford bells, T5 trans, 1957 283 Chevy bored TD 292 ci, 350 HP cam, power pack engine, 3X2 Rochester carbs, bomber seats, original style period gauges, open exhaust.



Streamliner and crew ready for Bonneville 1953.

From left to right: Bill Kenz, Roy Leslie, Cal Kennedy, Frank Liston, Howard "Pete" Parrish, Lou Klam.

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10 a.m. – 6 p.m.

Participants

#88 Bud Orr

Bud is a long time Ford hot rod enthusiast who does as much of the work himself on his cars as possible. He started his hobby life with a 1947 Ford Convertible bought from his uncle at age 14 for \$20.00 and has owned numerous Fords since. Bud grew up in Idaho Springs, Colorado--graduated from Idaho Springs High School and was living there when the first hill climbs were run in Georgetown in the 50's.

Car: 1932 Ford 5 window fender-less hiboy Coupe with Model B CRAGAR engine. Paint is flat hot rod black. Wheels are Kelsey Hayes replicas with CRAGAR simulated knock-off caps. Suspension is traditional Ford buggy springs with radius rods and a dropped axle. Transmission is a T5 5-speed. Engine is a 1932 Ford Model B four cylinder that is converted to full oil pressure. The engine has a 1930's CRAGAR overhead valve head. The engine was built by old time Denver engine builder--the late Tom Barton. The history of the body is that it was welded together from parts of 5 different five window coupe bodies.

#727 Robert (Bob) Ball, Windsor, CO

He is 55 years old and has been a police officer in Windsor for 23 years. Born and raised in Denver, Colorado and is a 3rd generation Colorado native on both sides of his family.

Car: Driving 1931 Ford Roadster with flathead V8 engine. Flathead from 1950 Ford stroked to about 282 CI. Offy heads and an original Edmunds dual intake. Pair of Stromberg repop carburetors. Ford 9" rear end with turbo 350 trans. Steelies on all four drum rear and disc front brakes. These fifties styled hot rod began as a pile of rusty parts that my father and I purchased in 2006 out in Sterling, Colorado. Originally it was built with an SBC but always was intended to pay tribute to my father's hot rod days after returning from the Korean War. We obtained the '50 Ford in 2009 and took the engine and stuck it in the roadster. We began racing with the Vintage Drag Racing Assoc in 2011 and finished 2nd at the national event at Bandimere's that June. My father raced a '34 Ford sedan and last ran in 1957, the year I was born, and took a first in the Pueblo Drags that year. He was a member of The Ridge Runners of Denver. His club member's mostly straight race, however, they had an unsanctioned hill climb up Lookout Mountain, west of Golden. A rival club member would ride along with a stopwatch to Sam's Club on top. The roadster has brought things full circle and has out done all my expectations for fun and enjoyment. "My father and John Bandimere were re-united after 50 plus years. They knew each other well back when."

#132B R.J. Barnes, Parker, CO

Started building model cars and this hobby has grown into building cars. He enjoys old hot rods and traditional cars--building and driving both.

Car: 1932 Ford 3 window Coupe with a Ford flathead V8 engine. Has 4" merc crank, offy heads, Isky cam, dual Stromberg 97 carbs on Thickstun highrise manifold. Transmission is a '39 Ford 3-speed connected to a '40 Ford banjo rear via torque tube. '40 Ford 16" wheels with Buick big finned drums on front stock '40 Ford drums on rear.

#12 Bob Beers, Fort Collins, CO

grew up around cars. Began racing go-karts. Raced dirt track, asphalt and drag racing. Now participates in vintage car rallys. Completed 2013 Great Race (St. Paul to Mobile, AL) in June.

Car: 1929 Ford Model A Speedster with a Model B flathead engine. '35 Ford 3-speed transmission behind a Model B motor that produced 105HP on an engine dyno. Counter balanced crank shaft. Thomas racing components, Winfield 3/4 grind cam, '35 Ford wire wheels. The boat tail is fabricated from a 1947 Chevy hood.

#11 David Bennett, Niwot, CO

He is 41 years old, British by birth, American by choice!

Car: 1928 Ford Roadster with a Miller Banger engine. Original frame, NOS B block Miller OHV conversion, twin Stromberg 81's, full oil sysen??, tubular headers, B transmission, V8 clutch, original Halibrand 101 model A quick change, '40 Ford brakes, original steel body, Stuart Warner curved gauges, Kelsey Hayes wheels. Magneto--nothing newer than 1968.

#11B Mark Briggs, Watkins, CO

Car: 1929 Ford Roadster with a 59 A flathead engine. Original roadster body on original '32 frame, 59 A with Sharp heads, Thickstun intakes, '39 trans, early Halibrand quick change rear, '40 Ford brakes and wheels.

#32 Larry Christensen, Arvada, CO

Car: 1932 Ford Roadster with a 392 Chrysler hemi engine with hot heads aluminum heads and Hilborn fuel injection, mechanical converted to electric Winters quick change rear, trans 5-speed manual trans, wheels on and off kidney bean style Halibrand with Ecelsior tires, disc brakes front with '57 Buick drum covers, Aircraft bomber style.

#29 Steve Darrow, Kiowa, CO

Has been a participant in motor sports for the last 45 years....starting with motorcycle trials riding, motorcycle road racing, formula Ford road racing, and Model 'A' hill climbs.

Car: This 1929 Ford Speedster with a 4 cylinder Model 'A' engine was built years ago back east. The rear bobtail is made from two pick-up truck hoods welded together. The wheels are from 1935 Fords and are wire wheels. The car has a 'Mitchell' overdrive, 6 forward gears.

Car Club(s): Rocky Mountain "A's"

#13 Paul Dozoretz, Lafayette, CO

Participating in honor of Bob Janowski--currently in assisted living in Pleasanton, CA

Car: 1930 Ford Model A Roadster Pick-up with a flathead V8 Merc engine. Built in 2004-2006 with all Ford parts. 6 volt, '50 Merc full house, '39 3-speed trans, Offy heads and intake, 97's, Isky cam, bored 265", Ford steelies (big & little), chopped and channeled.

Car Club(s): Denver Timing Association

#28 Mike Finley, Westminster, CO

50 year old car guy, raised by a car guy.

Car: 1928 Ford 2 door tub with a 48-53 flathead engine. Jack Richard's frame rails and steering wheel, Bob Janowski's transmission and rear end, and Jeff Andrean's motor with 2 carbs, heads, cam, headers. '39 3-speed, '39 rear, '56 Ford front truck brakes, 3' drop axle. Body is from four different cars, cut down sedan back half, 2 doors narrowed, roadster stanchions.

#99 Ed Gallagher, Parker, CO

Enjoys vintage hot rods and has built several including his '28 Roadster, a '32 Roadster, a '29 Roadster pick-up and has a '64 Falcon.

Car: 1928 Ford Model A Roadster with a Ford flathead engine. Body is half Ford, half Brookville. Original Model A frame, rebuilt 8BA flathead with an Isky Max 1 cam, dual Stromberg 97 carbs, Offenhauser intake, '39 Ford transmission, Ford bando rear end, 16" solid Ford steel wheels, dropped Model A axle, '40 Ford brakes.

Car Club(s): A-V8ers

#47B Kris Gordon, Denver, CO

Is a 38 year old, 2nd generation hot rodder and mechanic.

Car: 1930 Ford Roadster with a 358 CID engine on deuce rails. Small block Chevy with aluminum heads, super T-10 4-speed trans, Lincoln front brakes with Buick drums, '40 Ford steel wheels with Firestone bias ply's.

#40 Gary Hansen, Parker, CO

A Denver native, South High School graduate, Metro State College graduate, served 4 years in the Navy, 10 years at Continental Air Lines, self-employed last 35 years with Parker Automotive in Parker, Colorado.

Car: 1932 Ford Roadster with a flathead engine. Preferred Auto Body did the paint, engine French Ford, dual carbs, offy heads, Isky cam, C4 trans, '55 Pontiac rear end.

#05 Tom Hardy, Aurora, CO

He is car mechanic, drag racer, and stock car racer for 7 years. Tom builds everything himself.

Car: 1930 Ford Model A Coupe with a 1950 flathead engine. Bought in a backyard in Denver, the back was cut out for a pick-up. Engine is 8BA stock, T5 tranny 5-speed, brakes front '40 Ford, 4" drop axle.

#37 & #42 Troy Hastings, Broomfield, CO

The owner of Roosters Rodz, a company started to save and preserve the history of race cars built by the common man. He has two cars in the Hot Rod Hill Climb this year.

Car #37: 1929 Ford Roadster with a '37 Ford flathead engine, straight pipes, '39 Ford front and rear end, '39 Ford brakes, '39 Ford trans open drive line. First race was on the dry lakes of California.

Car #42: 1931 Dodge/Chevy 3 window Coupe with a 38 Chevy inline 6. 1931 Dodge body on a '38 Chevy frame, engine, trans, rear end and wheels. Right now it is all Chevy engine parts. Trying to have a Clifford intake on in time for the climb with split headers. Car was last raced in 1962 in Adrian, Oregon.

Car Club(s): Roosters Rodz

#7 Duane Helms, Wheatridge, CO

Was a drag racer in the '60's. Started hot rodding when he was 14, he's 70 years old.

Car: 1930 Ford Coupe with a 1932 Model B 4-cylinder with Winfield head, cam, 2 carb manifold and side cover. It has a lightened fly-wheel, adjustable lifters, bored .100 over size and ported. Car was built as a hot rod in the early '50's and was parked in 1962. Duane took possession in October of 2012.

Car Club(s): Denver Timing Association, Denver Roadsters

#711 Art Jennings, Franktown, CO

Has run Pichaco Peak in Tucson, Arizona, Leadville Hill Climb and Pikes Peak Hill Climb 2011 and 2013 and the Speedster Reunion in Lincoln, Nebraska.

Car: 1929 Ford Speedster with a '33 Model B Ford engine. Has reverse cam creiger on a Model B block built by Bill Kenz and driven by Louis Unser in Pikes Peak Hill Climb and many other events from 1933-1938.

#K-10 Chris Marshall, Overbrook, KS

Started building hot rods and race cars in his teens and is still at it 35 years later. Vintage hot rods are his passion, he owns several early '30's Fords.

Car: 1927 Ford T Roadster with a 276 ci flathead Ford engine. Chris built this car from scratch in the summer of 2007. It has a steel '27 T roadster body on a '28 A chassis. The flathead is 3 5/16" X 4" with minor porting and a L100 cam, '39 trans, '40 brakes, A rear end, dropped A front axle, '48 F1 steering. All riding on early Ford 16" wheels and bias tires.

Car Club(s): Vagabonds

#8m Bryan McCann, Denver, CO

Car: 1928 Ford Roadster with a 239 Flathead engine. Quick change.

Car Club(s): Deluxe Speed Shop

#4 Mark McCann, Brighton, CO

Car: 1928 Ford Model A Roadster with a Model A Banger engine. Riley over head, 2 port intake, dual Stromberg "81's" custom top fabricated by Bryan & Scott at Deluxe Speed Shop. '35 Ford wheels, mechanical brakes.

Car Club(s): Deluxe Speed Shop

#570 Scott McCann, Westminster, CO

Car: 1932 "Just an old Ford Roadster" with a '46 flathead engine. Raced Bonneville in 1952 (same paint and #) then raced local drag strips. No body modifications, original frame with '32 front and rear - '39 hydraulic brake system, 239 flathead, '39 trans.

Car Club(s): Deluxe Speed Shop

#1 Mike Nelson, Windsor, CO

Grew up with two older brothers who drag raced in the '50's and '60's--he was hooked and has been building, racing and showing hot rods since the early '80's.

Car: 1935 Ford Truck with a '53 Flathead 239 ci 8BA engine. 2005 bought 2 cabs and bed from salvage yard--took 2 cabs to make one good one. Two months later, Mike bought a '37 frame from the salvage yard. Took 4 years to build. Cab chopped 6", channeled 6" front of cab and 3" rear of cab for rack look. '37 frame was boxed and shortened 8" behind cab so bed could be shortened 8" front and 4" rear.

Car Club(s): N.C.C.C

#31 Dave Overholt, Berthoud, CO

Car: 1931 Chevy Roadster with a 292 Chevy engine. "Dick Bertolucci inspired baby!" 1931 Chevy Roadster that Dave bought in the early '90's from a restorer west of Boulder. The deal was just the body and frame and the story was the car was started down the hot rod path in the mid '60's by a gentlemen that lived in the Littleton area. It had the making of a power rumble seat and the suicide door treatment was already done. I converted it to a trunk car and installed a '33 Chevy grill shell (Voila! Dick's Roadster). The car runs a 292 Chevy with a milled 194 head up the compression to around 9.5 to 1. The head has lumps installed with SBC 1.94 intake and 1.6 exhaust valves with bowl work. Offenhauser 3X1 intake running all 3 Rochesters together topped with a 235 valve cover. TH350 transmission followed by a 9" posi with 4:56 gears. Buick drums with '40 Ford brakes up front.

#K-34 Mike Panos, Lawrence, KS

Car: 1934 Chevy Pick-up with a '57 283 Chevy engine. Stockish(?) 283 ci, 3 - 2G's on an Edelbrock intake, manual trans, '39 Ford rear converted to open drive, Fenton "Black Widow" manifolds, '27 "T" rear spring/crossmember, Firestone 6.00X16 / 7.50X16 on '36 Ford wide fives, SS nerf bars.

#3 Dennis Pierce, Durango, CO

A retired advertising agency owner. Started in the speed equipment industry in 1961. He is 72 years old.

Car: 1927 Ford Lakester with a 1931 A Banger engine. Crower cam, B-F head, headers, 2 - 97 carbs, Petronix distributor, counter weight crank, '39 transmission, Zephyr gears, 2nd zipper built and only banger powered.

Car Club(s): Piston Pounders

#39 Daryl Roberts, Colorado Springs, CO

Has been a local hot rodder since the early '70's. Still owns several hot rods and traditional cars.

Car: 1929 Ford A Roadster, 'Esmeralda' with a 270 Dodge Hemi engine. Originally built in early '50's, raced locally with flathead, then small block Chevy. Retired in about 1966. Daryl got it in parts in 2003, assembled with spare parts into a street rod--as you see now--has a Mopar rear end, misc Henry J and Mopar wheels, 2-2BBI intake.

Car Club(s): South Colorado Roadsters

#33R Sandy Rufenacht, CO

Owens 4 Deuces hot rod shop

Car: 1932 Ford Coupe 255 59AB Flathead, '39 top shift, Culver City quick change, 4 deuces, car was built by Sandy in 1992, he's owned it since 1982.

Car Club(s): Vintage Drag Racing

#33 Tracy Rufenacht, Monument, CO

Car: 1932 Ford Roadster, 59A flat, 276 built by 4 Dueces, 4 Strombergs, T5, QC Halibrand

Car Club(s): Denver Roadsters

#324 Richard (Dick) Rush, Broomfield, CO

Is a 72 year old native. Car nut and builder all his life and have a number of cars--early hot rods and race cars.

Car: 1929 Ford Roadster with 324 ci Olds engine. Built in 1956 then stored from 1966 to 1989. Dick bought it in 1989 from a man in Pasadena, California. It is an unrestored hot rod, '29 Roadster, '32 chassis, 324 Olds engine, '37 Buick trans, '40 Ford rear.

Car Club(s): Denver Timing Association

#49 Janice Sayles, Denver, CO

Is a retired administrative assistant. Started drag racing late in her 40's in the roadster her husband built. Excited to do the Hill Climb.

Car: 1927 Ford Roadster with a '49 Merc engine. '27 Ford steel Roadster, custom frame, dropped axle, 4 bar, Buick drums, '40 Ford brakes, 260 ci Merc, Offy heads and 2 carb intake, Isky 3/4 race cam, Mallory distributor, c-4 trans, 8" Ford rear, original windshield chopped 9", '38 Ford tail lights, leather interior, '32 grill and shell, red primer.

Car Club(s): Vintage Drag Racing Association?

#96 Pete Stringer, Foxfield, CO

Has raced Late Models Modifieds, and Sprint Cars for 25 years. Won 4 championship's at Englewood, a few at Lakewood and so many more across the country from CA to NY to FL and even Canada. Pete drives his car all over with his buddy Nick.

Car: 1934 Hiboy Traditional Ford Coupe with a OHV

#K-23 Jay D. Sweet, Abilene, KS

Is a structural engineer with his P.E., and children's book author, Grandpa's Hot Rod.

Car: 1930 Ford A with a 59L engine. The body was Jay's dad's friend's when he was a kid. Double A truck frame, shortened. Chopped 4". 59L factory relieved block, 4" mercury crank, ported and polished, Litero L-100 cam, 2 Stromberg 97s, Edelbrock super dual column shift Lincoln Zephyr trans with overdrive, stock '47 Ford banjo with juice brakes.

Car Club(s): Vagabonds

#113 Scott Walter, Fountain Hills, AZ

Is a 41 year old, life long hot-rodder who runs Coca-Cola for Arizona and New Mexico.

Car: 1932 Ford Roadster with a Miller Banger engine. An original '50's/'60's channeled Canadian show hot rod, sat in a museum for decades, unchanneled by Mel Stultz in NJ. All original Ford body and chassis, original Miller Schofield OHV conversion, 1939 Ford transmission, 60+ year old paint, Model A block, 1940 Ford brakes, 17" fronts, 18" rears, Thomas twin carb intake, 1936 Ford rear 4:11s.

#55 DJ Big Mike Wanas, Wheat Ridge, CO

Is a DJ who spins music from the 1920's to the 1950's and a builder of authentic 1940's Gow Jobs.

Car: 1929 original Ford Roadster with a 4 cylinder engine. 1940's Gow Job lowered 2" front by heating springs, laid back windshield, hot plugs, '39 Ford tail lights, '35 Ford wire wheels, Bias ply tires, 500X16 front, 700X16 rear. Car was built as close to the way they were done back in the day!!

Car Club(s): Denver Rod Knockers

#99 Tom Wentworth, Lakewood, CO

Car: 1932 Ford 5 window Coupe with a flathead engine. Original 1932 Ford found in Fallon, Nevada in 2004. Complete body off restoration through 2010. Fresh flathead engine with late Weiand heads, WCFB 4 barrel carburetor, Isky cam coupled to a '39 transmission and '34 rear axle with 3:54 gears.

#7 Willy Wilcox, Vail, CO

"White hair, white mustache, white sunglasses--2 daughters in their twenties, 4 cars in their eighties, I'm having a great time!"

Car: 1928 Ford A Roadster Pick-up with a '49 Mercury engine. Assembled 8 years ago from mostly accumulated and swap meet parts. Started with frame, bed, and tired? Ford flathead. Now: boxed "A" frame Zd frame width in back, 1949 mercury engine stock, '46 Ford banjo rear, 3.54 gears, S-10 5-speed for highway speed, 2" chopped windshield, Stewart-Warner gauges, hydraulic brakes ('46 front and rear),

tube shocks all around, dropped front axle, wide 5 '36 Ford wheels, Firestone WWW Bias ply tires 6.00-16 front, 7.00-16 rear, body work "as found".

#K-6 Jason "Bugsy" Wolcott, Manhattan, KS

Is 39 years old from Manhattan, Kansas. First time hill racer, long time car freak.

Car: 1927 Ford T/A with a 4 Banger "A" engine. Original 27 T Roadster body, 1930 Model A chassis. Body came from a farm in Western Kansas. Chassis was built one piece at a time. Hand built log manifold and single Holley 94 carb. Cast Winfield high compression head on split exhaust manifolds (Dual Point Mallery distributor or Wico mags. 1927 Whippet radiator and grill shell. Stock Model A rear end and mechanical brakes. 16" Ford spoke rims, ribbed bias Firestone up front. 17" bent spoke rims with knobbies in the rear. Chopped, stock windshield, stock Height suspension. Not lowered or channeled. All hand built and it shows!

Late Entries...

#427 Michael Jacobs

The most determined to run the hill in his hot rod

Car: 1929 Model A Coupe - has been a Hot Rod since the fifties, owned by some notable Colorado Hot Rodders, I've owned it for the last seven years and use it as my daily driver. It's looks mostly stock and it's pretty quiet.

#49 Tom Nielsen

Local Hot Rodder

Car: 1949 Ford Coupe with a blown flat head, merc crank, flipper caps

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Photo from Don Joy's Collection

Fifth st and Rose st Georgetown 1953

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Thanks!

Without our Hot Rod Hill Climb Legends we would not be here today. To the Men and Women that did this 60 years ago, I want to thank you for the dream to relive it! Just to name a few, the ones that I've met that kept me digging. Pete Garramone – Had the pictures that sparked the dig, an original program from 1954, stories of the Strippers Car Club and introductions that kept me coming back. Many of the photos on display were shot by Pete. Dave Scroggs – Let me copy his father's photos, his love for his dad was a continued inspiration to make this anniversary event happen. Cal Kennedy and his loyalty to his long-time friends, he is still tight with Bud Irons. Cal is a one of a kind, at 84 he's still wrenching on his 1935 Chevy. H and Don Scroggs had the coolest Hot Rod in Colorado. Vern Holmes – He's got 20/50 in his veins, smooth and cool, he's become a good friend and supporter of this event. Don Joy – This guy ran his car in 1953, took it apart in 1954 and finally realized his dream in 2006 when the car returned to the road in a bright red coat, his excitement to hit the Hill one more time is high octane, I can't wait to see him there. The Hot Rod Hill Climb Legends – I've met many and their families, I can't wait to share this with them – Jackie Richards Obannan, Paul Spindon, Frank Wallic, Dave Scroggs, Larry Bell, Connie Merrill, This ... is going to be fun! To all our Sponsors and advertisers, we could not have done this without you. Georgetown and Clear Creek County for entertaining and supporting this event, it has become a great partnership. Here's to next year!

Don Joy on Rose Street
and 5th August 16th, 1953.

Pictured here with his
beloved Vicky. He has
owned this car since 1951,
62 years. He has done
nearly all the work to the
car himself.

I am pleased he will get
the opportunity to return
to Georgetown for the Hot
Rod Hill Climb with the
same car.

**If you see him
Cheer him on LOUDLY!**



53rd Annual Georgetown Christmas Market

December 7, 8, 14 & 15 in historic downtown Georgetown

Featuring holiday shopping, roasted chestnuts, horse-drawn wagon rides,
Santa Lucia Children's procession,
appearances by St. Nicholas, holiday museum tours, high teas at Grace Hall,
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HistoricGeorgetown.org

Schedule of Events - Saturday September 14th

- 7:00 am —9:00 am Vendor Setup
- 8:00 am —10:00 am Pancake Breakfast
- 9:00 am Legends Celebration
- 9:00 am —5:00 pm Vendors and Live Music Downtown
The Pin Up Boys and Ethyl and the Regulars
DJ Big Mike Spinning Tunes and Announcing
- 9:00 am —5:00 pm Food in Strousse Park all day
- 10:00 am —2:00 pm Guanella Pass Road is Closed from Georgetown to Silver Dale
- 10:00 am —10:30 am First group of cars take on the hill—The Legends
- 10:30 pm —2:00 pm Hill Climb—Fifty Pre-1955 Early 50's hot rods take on the course
- 2:30 pm Guanella Pass Road is open for all traffic, take a drive to the top
- 3:00 pm Family friendly Costume and Pin-up Contest, Cute and Classy, all ages
- 2:30 pm —5:00 pm Valve Cover Races, presented by Colorado Springs Rod and Custom CC
- 5:00 pm —6:00 pm Closing Ceremonies
- 7:00 pm —10 pm Slide show of photos from the day (location tbd)

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