

Burke II  
August 27-27, 2006  
KSCC Event

### **News Flash!**

Charles Holt Golf breaks a power wire; Charles gets DNF! (Yes this is news; despite its age the golf has gotten Charles to the top of the mountains very reliably.) John Hiltz won U3.

Michael Wilson wins a 3rd hillclimb in 2006 with 3 runs in the 2:05 range, including one on Sunday, also taking King of the Hill for 2006. A nice way to finish what may be his last Burke, what with the new 2007+ rules.

Burke 2 had excellent weather Saturday with 5 runs offered to all competitors; most took them. Sunday was predicted to have rain; the question was when. It turned out to be another dry group A and damp group B. For some reason the V8 slick group goes for group B even in these conditions, and it costs them. There were 3 runs on Sunday but only about 7 drivers, all group A, elected to do the 3rd run. There were 35 entries, 5 of whom were newcomers. 2 autocrossers sharing a car, who heard about it from some rallyists, a rally driver who seemed to have discovered us at Okemo but may be a friend of Sarah Grenier's, Bob Blackwell the one-armed man (with a 6-speed) who I believe has a place locally, and Arlo's son in the ex-Hayes rabbit, aka thunderbunny.

There were several personal bests for the weekend. Sherman Baumann in the Mod Lite dwarf did a 2:07 for a personal best, 2nd fastest man for the weekend. Sherman drove group A on Sunday with a 2:08 to take second overall in the competition. Arlo Cota, also a group A driver in a Subaru STI, did a 2:12 both days, 4 seconds slower than last year, and was 3rd overall. Jimi Heyder and the Quad4 Calais did a 2:23 in group A on putting him 4th, up from 10th on Saturday.

Bill Hudson and his S1 Camaro moved up by a similar margin with a time of 2:24, again driving in group A. Don Taylor in the FL Eclipse did a 2:13 on Saturday for a personal best by a large margin and 5th overall. Since Don runs group B as wrecker crew, this turned into a 2:24 and 6th overall, the fastest of the group B drivers. Steven Turgeon in the Don Peaslee way-way-ex-Bill Rutan Rabbit did a 2:25 for what I believe to be a personal best and 7th overall. Mike Sureau in the "other" STI worked group A on Sunday so did a damp 2:26, the same as his Saturday best and showing big improvements over his previous Burke hillclimbs. Bob Josephson in the older Corvette used his starting position to be well into the top half of the field.

Gerry Driscoll did a 2:10 which is his fastest for the short course (only his second weekend on the short course) for 3rd fastest for the weekend, but chose group B on Sunday, and then decided not to do a timed run in the damp. Kevin Gale overcame an off to do a 2:14 on Saturday but broke a steering universal, fortunately in the pits, finishing his weekend. John Marsha had a clutch failure on his second run Saturday, also ending his weekend. Greg Haley broke the transmission mount bracket off the chassis but took one run on Sunday anyway. Don Silloway had a myriad of small problems that he elected to fix at home rather than at Burke. Bob D'Amore brought a McKee F5000

car, which pulled well with a change in spark plugs but had low oil pressure in right turns. Bob decided not to risk the motor and did not attempt to run Sunday.

But oh that 5th Saturday run. I decided not to go down with group A, but stay on the top and look at the view from the observation tower. First I hear Earl Hayes drive up in the now-reliable 914. Then silence. More silence. And more silence. Not good. Denver Webb dropped fluids and then ran out of gas, but John Reed was the big news and noise. A bit too much speed through turn 16, a moderate right between check 3 and check 4 that is very interesting in a big-power car, and he took a wild ride over some rocks, glanced off a tree, and started skiing down the ski slope. Fortunately the brakes worked well enough to stop the car. John was OK, and the car is probably fixable. A few minutes later, the last car, Ralph Cota in the Peugeot, runs wide at finish taking out the sign, and then sliding off the other side into the ditch. You expect damage? Dream on, this is a Peugeot. Mountains reject Peugeots for some reason (except 405s, which may be too much Volvo or Renault or whoever was the associate manufacturer to have real immunity). The Peugeot extraction was simple, but the Dodge Modified extraction was very interesting to watch. And no I would not let them tie off the Dodge to my car.

Another fine Dennis (mostly Brian) production with the assistance of a lot of others.

Other comments welcome, especially about the other drivers or a workers perspective.

On to Philo in October, or for the slow or caged, Ascutney in September.

Michael Wilson #6