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MAGAZINE



*The
Transportation
Issue*



Before



Before



After



Before



After



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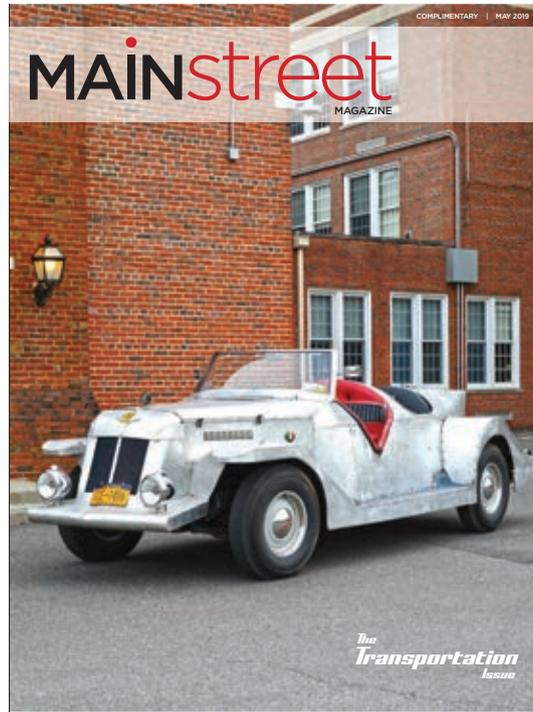
This marks our fifth “Transportation”-themed issue. We have had this theme for so many years because our readers love it! We really enjoy it too – researching, interviewing, and writing about all things transportation-related. Now, I do get that we have a car on the cover – albeit not your average car! But transportation is not limited to vehicles. We do have the old saying of “trains, planes, and automobiles” – yes – but also included in the definition of transportation are things like bicycles, your own two feet – even horses. (We don’t have horses in this issue, but we’ve had some in the past).

In this issue we’ve got quite the assortment of transportation-themed stories for you. First off, you’ll notice that just for this issue, we changed up our Friendly Faces, which features six cars instead of people. I had to change the layout to accommodate images of cars, too. But Ashley, who handles our Friendly Faces, got a little creative with the cars’ owners that are featured this month. Some of them have major ties to the area, others have unique stories, and one car has quite the comedic owner! We hope that you have as much fun with this month’s Friendly Faces as we did.

Christine focuses her real estate monthly feature on how transportation has affected real estate values. And you wouldn’t think it, but transportation through the ages has affected so many things in our lives. With that in mind, John dove into the world of the railroad and gives us a glimpse at what it once was and how it’s changed over the years, bringing us to today with the Harlem Valley Rail Trail. Regina has a fun piece about former President Franklin D. Roosevelt and his prized car that is on display at his museum in Hyde Park. Dominique on the other hand takes us onto the Hudson River and has interviewed a boat captain who has a fleet of boats on the Hudson, including the ferry boat that goes between Hudson and Athens. If you’re up for more adventure and transportation, Melissa traveled to Australia and has quite the story to share there!

Griffin Cooper is a new addition to our team and he’s penned not one but three stories for you this month. He not only brings you three stories about transportation (local drive-ins, hiking spots, and fishing spots), but they’re great pieces for things to do and places to go. So if you’re up for an adventure, small or large, our region has a bounty of things to do – especially with the changing weather! So hit the road, the trail, the train tracks, the river, or even the air this month and have some fun!

– *Thorunn Kristjansdottir*



MAY 2019

This is the only “Straightley” in existence and was previously owned by Hugh Hefner and Steve McQueen. It was custom built in the early 1970s by John Levingston for a movie titled “The Daughter of Bonnie and Clyde.” To learn more about this unique and historic car, call Dominick Calabro at Factory Lane Auto Repair in Pine Plains, NY.

Cover photo by
Olivia Valentine Markonic

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PUBLISHER, EDITOR, ADVERTISING, WRITING, PHOTOGRAPHY, & OTHER DUTIES

Thorunn Kristjansdottir Publisher, Editor-in-Chief, Designer. **Pom Shillingford** Assistant proof-reader.

Ashley Kristjansson Director of Advertising.

Contributing Writers: **Betsy Maury** | **CB Wismar** | **Christine Bates** | **Dominique De Vito** | **Griffin Cooper** | **Ian Strever** | **Jessie Sheehan** | **John Torsiello** | **Joseph Montebello** | **Mary B. O’Neill** | **Regina Molaro**

Contributing Photographers: **Lazlo Gyorsok** & **Olivia Markonic**

ADVERTISING

Ashley Kristjansson Call 518 592 1135 or email info@mainstreetmag.com

CONTACT

Office 52 Main Street, Millerton, NY 12546 • **Mailing address** PO Box 165, Ancramdale, NY 12503
Phone 518 592 1135 • **Email** info@mainstreetmag.com • **Website** www.mainstreetmag.com

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By CB Wismar
 arts@mainstreetmag.com

“Keeps me out of jail”

— ISTVAN BANYAI

First impressions often do not lie. Meeting Istvan Banyai, a celebrated artist, animator, and designer who has chosen to live in the bucolic setting of Lakeville, CT, one is immediately impressed with the fact that in a very elegant “European” way, Istvan is a gentleman.

There is a grace about his movement, a softness in his voice when he speaks, and a spark in his eye that is hypnotic. When he makes a comment, answers a question, overlays a studied opinion on a conversation, there is not even a wisp of anything less than an engaging courtliness that underscores the sense that what he is saying ... what he is doing ... is important.

Lifetime journeys

And, so it should be. From childhood in Hungary and his graduation from Moholy-Nagy University of Art and Design through a transit that took him to Paris and the influences of the French modernist illustrators and artists to Hollywood, where his illustration style caught the imagination of the film industry and solidified a significant career, Istvan Banyai has neatly blended an incisive world view with artistic brilliance.

The list of credits and global awards stretches across his website (www.Ist-One.com) punctuated with opportunities to move tangentially into the worlds of *The Atlantic Monthly*, *The Los Angeles Times*, *The Boston Globe*, *Rolling Stone*, *Fortune*, *The Wall Street Journal*, *Playboy*, *Mother Jones*, *The New York Times*, *The Washington Post*, and *The New Yorker*.

Banyai’s *The New Yorker* covers present an elegance, a subtlety, and an unrelenting focus that cannot be ignored. “Tis The Season,” the cover of the December 9, 2013 magazine pulls us onto the streets of New York and the sidewalk in front of McSorley’s Old Ale House where a lone figure huddles in the corner, playing his muted trumpet. From the presumed warmth of the ale house, a young lady looks out onto the street. A string of lights and a draped “Merry Christmas” sign adorn the front of the building, a fixture on 7th Street for over 150 years.

But there – next to the trash can on the street – is a present wrapped in white with a red bow intact. For whom? Why? Was it lost, dropped by mistake, or left by design? Will the trumpeter finish his song, step inside, and offer the present to the

young lady? Banyai requires that the viewer decide while, as the artist, he moves away from the scene, letting it stare back from newsstands and the collected daily mail to engage and haunt.

Humor, with an edge

It is the sense of humor, wrapped in such startling talent that makes Banyai’s work both timeless and timely. A Banyai illustration for *The Atlantic* in June of 2009 presents “Mother Earth,” not as a remote object but as the silhouette of a young woman, pregnant with the globe. Elegance and an edge – that is a Banyai signature view.

Delaying the personality and the perspective of the artist is not a simple task. Nestled on his website is a description of his work, which should carry a warning that it is not for the faint of heart. “My work is an organic combination of turn-of-the-century Viennese Retro, inter absurdity added for flavor, served on a cartoon-style color palette ... But absolutely no social realism added.”

A second or third reading will do little to untangle the Gordian Knot he has presented. It is only when viewing his body of work that one can appreciate the complexity of the creative spirit and the razor-sharp

insight and wit that permeates most every piece. “Inflation,” another piece done for *The Atlantic* in 2005 ties all of the disparate components together in one succinct view of how the simple postage stamp reflects culture and commerce.

Not always what they seem

When, in 2013, The Norman Rockwell Museum invited Banyai to participate in their “Distinguished Illustrator Series,” chief curator for the museum, Stephanie Plunkett summed up the invitation asserting that Istvan’s work “conveys an air of quiet mystery, and his absorbing illustrations inspire more questions than answers, a reminder that things are not always what they seem.”

In what may be its most consumable iteration of Istvan’s assertion that things are not always what they seem, four children’s books have come from the imagination and skill of the storyteller/illustrator. Beginning in 1995 with *Zoom*, which begins with a detailed image and continues, page on page, to move further and further back until the viewer stands at the edge of the universe with a view of the world, Banyai has created four books that entertain, inform, challenge, amuse, and cry out for frequent visits. *Re-Zoom* followed, as did *The Other Side*, and *R.E.M.*

So visually intriguing are these books and so richly illustrated that animating them, which played so

beautifully into Banyai’s career as an animator, became imperative. The cable outlet Nickelodeon, long a favorite of children and their parents who have enjoyed the challenges and stimulation of the programming, incorporated the animations of Banyai’s work in their regular broadcast rotation.

Again the notes from his appearance at The Norman Rockwell Museum captured the importance and impact of his books, by affirming their “unexpected perspectives have made him one of the most original and iconoclastic illustrators today.”

The vision goes on

Although his career has stretched over continents and decades, Istvan Banyai is far from finished in his artistic pursuits. Things catch his eye. Human moments pique his interest and he responds in the way a true artist mirrors life – in a drawing, a sketch, a graphic moment that captures the truth, and the irony of life. In his own self-evaluation, Banyai affirms that his curiosity and imaginative response “works as therapy and keeps me out of jail!”

Incarceration is a highly unlikely response to Banyai’s work, which can be acquired in many forms, not the least of which is through high quality reprints of his *The New Yorker* covers. His children’s books are easily available on the ever-present Amazon website and viewing the animations of his books on YouTube is a fine way of engaging with each piece and understanding the delicate illustrative presentations that take the viewer on flights of fantasy.

In reflection, Istvan Banyai has been rightfully called many things based on his capacity to express in spare, but engaging work the world around him. One term that stands out, however, appears in the author description for one of his children’s books. He is identified as artist and illustrator, but also “provocateur.”

Too simple a definition of the term is “one who provokes.” It is only digging deeper into the expansion of the Merriam-Webster definition that more insightful words appear, each of which could



be comfortably applied to the rich body of work already created by Istvan Banyai. “Agitator ... exciter ... firebrand ... kindler ... instigator.”

It was the end of summer edition of *The New Yorker* – August 31, 2009. The image on the cover, was, at first glance, a romantic farewell to the season. An athletic male carries his wiling partner into the water toward a perfect moon. A midnight swim? Impending laughter, splashing, and bidding farewell to the beach as vacation is about to end?

All conjectures seem so logical until Banyai draws our attention to the hastily prepared sign, stuck into the sand near a grassy dune. “No Trespassing!” And, suddenly, there is much more than meets the eye. ●

Exploring Istvan Banyai’s website will open up several windows and doors that lead down hallways and alleys that each is worth exploring. www.ist-one.com.

Are you an artist and interested in being featured in Main Street Magazine? Send a brief bio, artist’s statement, and a link to your work to arts@mainstreetmag.com.



Opposite page: A few of Istvan Banyai’s *New Yorker* covers. This page, top to bottom: “Inflation,” a piece done for *The Atlantic* in 2005. Istvan Banyai. Photo by Lazlo Gyorsok. The “Mother Earth” illustration was done in June 2009 for *The Atlantic*. All images of Banyai’s work are courtesy of Istvan Banyai.



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Originally this 2011 GMC Sierra 2500hd crew cab was purchased new from Ruge's GMC, and when it came back in for trade, Eric Grau couldn't resist. With obviously no need for restoration, Eric has only made a few modifications over the last four years. "I installed an aftermarket exhaust, cold air intake system, a back rack assembly, a tonneau cover, warning lights for fire and rescue, and a pink Fisher XV2 snow plow for breast cancer awareness. "I use this truck every day and have put a ton of miles on it, but she's never left me stranded." Eric has named his ride **Duramater**, due to his own personality and the engine that powers this beauty. Duramater is always clean ... unless she finds some mud or has to travel in that nasty four-lettered word: snow.



Eric Clark is the third owner of his **1969 Plymouth Hemi Roadrunner**. A four-speed that's been dubbed "The Bird," this local car has always been owned within the area. This Roadrunner was originally sold new in Hudson, NY, and is documented as the last '69 Hemi Roadrunner built. Adding to its mystique, the car is one of 200, as well as one of one with the options it has. The car's first owner drag raced the vehicle at Lebanon Valley Speedway, and this same owner actually outran the state police in the car, which resulted in it being impounded the next day! The Roadrunner remains unrestored, with the exception of one repaint in the 1980s. Still, it is a 66,000-mile car that runs excellently to this day. Overall, the vehicle has a rich history with strong roots in the region. Because of this, according to Eric, "the car is a local legend."



This eye catching, **1969 Chevy Camaro** was purchased by Bill and Heidi House eleven years ago. Although it is unknown how many owners the car has had since '69, we do know back in its day that it was a base Camaro with a V8 350 CI engine, with a brown paint job, and automatic transmission. Since then the car hasn't been "frame off restored" but close. It's now Huger Orange, 454 CI, with a Moser poi's rear end. "A lot of fun to drive now," says Bill. Heidi added, "We refer to it as 'The Kubota' due to the color." Bill and Heidi have entered the car in many local car shows and agree it's fun to ride in, too.



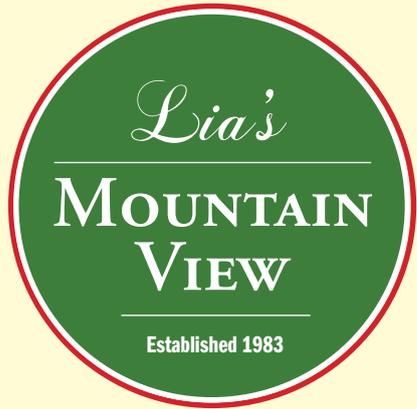
A simple newspaper ad with all the right words that read, "**'69' Mustang** – big block car," caught Robert Spadaccini's eye. Robert has always liked Mustangs and knew as soon as he saw the car in Mahwah, NJ, that he had to have it – even though it needed a total restoration – something he had never done before. With the help of Shawn Sullivan, Rick Jamieson, and Bob Crine, this rare Mach 1 was brought back to life and is a 428 SCJ drag pack, four-speed car. "Not only is she a lot fun to drive, but she catches a lot of attention, and has even been featured in a 2015 and 2019 calendar, both by Dan Lyons." Robert loves Mustangs so much that he's working on restoring another one.



Ladies and gentlemen, it's time to start your engines! When the flag waves green, this 2017 **Manimal Chassis** dirt car pro stock only knows how to go fast, and always tries to find its way to the front of the pack by the time the checkered flag is out. Driver Jason Meltz races regularly at Lebanon Valley and Albany Saratoga raceways. Jeff Meltz says of the Meltz team's Manimal Chassis car, "We're a multi-time feature winner at Lebanon Valley Speedway and 2018 Best Appearing Car at Super Dirt Week in Oswego. We have a great crew taking care of the car at all times, starting with our crew chief, Mike Eichsted." Jason is hoping to have another great race season and is looking forward to hearing the fans cheer him on!



This is **Willy Breakdown**. He is a 1974 MG – MGB. "I like to think of him as a 45-year-old British hypochondriac. Over the years he has suffered from every known problem a car can have. Willy entered my life in desperate need of a heart transplant. We found a donor, who happened to be a 1969 MGB-GT." Says owner Dominick Calabro, "A few Benjamins and few hours later Willy had a new lease on life. Last summer while driving he said to me, 'My dear chap, I do believe my rear differential is failing.' So Willy is currently on the donor list for a rear-end job." Anyone with a good rear differential with factory wire wheels should contact Dominick at Factory Lane Auto. Willy thanks you in advance!



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RUGE'S AUTOMOTIVE IN RHINEBECK & MILLBROOK, NY

Growing a Family business

By Christine Bates

christine@mainstreetmag.com

Monday afternoons are a quiet time to test drive a car or talk to the head of a multi-brand auto dealership. Kristin Ruge, the President of Ruge Automotive talked to Main Street about her unconventional path from restaurant owner to managing the operations of a family business.

Ruge's Automotive is a well-known Hudson Valley brand. Can you tell me about the backstory?

In 1935, my grandfather, Joseph Ruge, opened a General Motors Oldsmobile dealership in the center of Rhinebeck, NY. He and his brother shipped cars from the city via railway, and my grandfather unloaded them from the boxcars himself at the Rhinecliff Train Station! By 1938, he moved from his location directly across from the Beekman Arms just a quarter mile up Route 9 to our current Subaru location at 6444 Montgomery Street. And although customers initially said he'd gone "much too far out of town," which is really funny to think about given today's global economy, it was clearly a great move because we still operate there today.

My dad Lewis was born in December of that same year, and he went on to become a partner with my grandfather after serving our country as an officer in the United States Air Force.

In 1972 my Dad saw the market for a smaller economy car and brought Subaru into the mix – a timely decision in light of the gas shortage. Subaru had just entered the US with 4WD vehicles; today it's one of our most popular brands.

What was it like for you to grow up in a family business?

It shaped me in many positive ways, and I'm really grateful for the unique childhood I enjoyed. Not only did I get to grow up in a small town where there was always a sense of place, but I got unique hands-on learning experiences that helped me understand business from a young age. Both of my



Above: The Ruge business started in 1935 as an Oldsmobile dealership in Rhinebeck. Photo courtesy of Ruge Auto.

parents worked there, and every day after school I'd report to the office, where I was given tasks to complete.

I had the chance to see my parents taking care of local employees and customers, and watched as they volunteered time and made contributions to community initiatives as well. I also witnessed their decisions to grow and expand when the right opportunities came along: my father bought the Chrysler Dodge Jeep Ram dealership just outside the village of Rhinebeck in the 1980s. And, in 2016, we added the Audia Motors Chevrolet Dealership in Mabbettsville, just outside of Millbrook, to our group.

What is your background?

Tell me about your journey to becoming President of Ruge's Automotive.

Our entire family has always worked in the business. After college, however, I took a different route from the automotive category, opening Blondie's Restaurant where Pete's in Rhinebeck is now. In addition, I owned and operated a concession stand at the Dutchess County Fairgrounds. Both were rewarding experiences, especially Blondie's, which became a very popular gathering place. It had a comic strip theme, and when I'd go to work there, I was always reminded that food brings people together and, simply put, makes them happy. It was

very hard work, but I met wonderful people and created many great memories.

As a working mom, though, I decided after ten years that it was time to shift gears; I knew I wanted a career, but needed a schedule more in line with my kids' needs. So, I made my way back to the family business, enrolling in a one-year program at the Car Dealer Academy outside of Washington.

The education I received there gave me everything I needed to feel confident as a car dealer. We learned about effective management, financials, and all one could possibly want to know about new cars, used cars, marketing ... everything. After I finished the program, I worked in all of the dealerships, and in 2015, I became President and the Dealer Principal approved by each manufacturer for the business my grandfather had started so many years ago. It's very gratifying work; we have loyal customers, dedicated employees, and I love being a businessperson in the Hudson Valley.

Are some of your family members still involved in the business?

Yes. It's pretty unique to come to work each day and see your family, and I'm lucky for that. My husband Scott is our controller, my father continues as vice president, my mom and sister

work supporting business operations, and our son Tanner is one of the sales managers. Both of our younger sons are now studying business – it will be exciting to see where their roads lead.

Tell me about your team and workplace

Collectively, our three dealerships employ a total of 105 people. Because our staff tend to share our values/guiding principles, which is why they apply, most stay for many years. We believe strongly in providing ongoing professional development opportunities, and we're committed to ensuring that ours is a positive atmosphere that maximizes the strengths of each member of the team. We all spend so much time at work – we want everyone to enjoy being here each day – to be healthy, happy, and to feel valued.

What is it like to be a woman in the automotive business?

It's not easy! This has long been a male-dominated industry – but I think that progress is being made for women across the board, and I'm proud to see what's happening in this space. GM has created the Women's Retail Network of Women Owners.

While there are only 260 of us out

Continued on next page ...

of literally thousands of GM dealers, which is very telling, the goal is to connect and support female leaders and create a more diverse dealership base. It's great to be a part of the evolution, even though there's still a long way to go.

And the truth is, women tend to do very well in this business; I wish more women would apply for sales and service jobs. You just need to believe in yourself and use your natural skill-set as a platform to shine. Like anything, it's all about feeling confident that you've got exactly what it takes to get the job done. I want to see more women develop that confidence so that they can enjoy the incredible opportunities that exist in this business.

There's also an advantage if you officially become a Woman Owned Business Enterprise in New York State, which qualifies your dealership to compete for minority spend on large contracts. We are in the process of gaining this designation.

You entered this business just as the economic downturn began, was that difficult?

With challenges come opportunities. We did what all businesses have to do during tough times; we stayed strong and maintained our focus on the future. Our relationships with our customers and the broader community have always sustained us, and, in times of economic prosperity, catapulted us to success – so even when tough times come along, we know that those connections will keep us solid.

What aspects of the business are you most involved in?

Well I don't know how to repair a car, but I can tell if a mechanic knows what they're doing! And I really spend

most of my time making sure that my team has what they need to create a stress-free, easy-to-navigate experience for our customers, and that our customers walk away feeling very happy about their decision to work with Ruge's. Beyond that, of course, I'm collaborating with my team in an ongoing way to plan for future business development.

What's the biggest change you have seen in the industry?

The internet has changed everything, except for the desire to visit a dealership and test drive a real car. Most people have shopped online before coming into one of our dealerships. The internet provides access to comprehensive information on performance, features, pricing, trade-in values – everything. By the time a customer heads to our dealership, they are pretty clear about what they want to buy.

They also know a great deal about the Ruge's name and what we represent; our commitment to paying it forward, the expertise of our staff, and the signature 'small-town feel with big-brand appeal' experience we deliver. So the internet allows them to make very deliberate decisions, not only about what they'll choose to test-drive, but the kind of company with whom they want to forge a relationship.

What's most rewarding about your work?

I'm a people person; this is the perfect business for people who like people. In addition to the fact that I love developing long-term relationships with our customers, and I really enjoy our employees. Their security and well-being is very much tied to their work, and I take that very seriously



Above, top to bottom: The Corvette ZR1 and the Jeep Wrangler are two popular cars. Photos: Chevrolet and Jeep, with Ruge's permission. Below, left: The whole Ruge family is active in the business. L-R: Lewis, Charlotte, Kristin, Erica, and Gretchen. Photo courtesy of Ruge family.

and enjoy being a part of their lives.

I also really value the connections our business has forged with our community. It's fulfilling to be a part of various volunteer efforts that enhance quality of life for others; I serve on the Boards of Northern Dutchess Hospital, The Rhinebeck Area Chamber of Commerce, and the Millbrook Business Association. We sponsor the Play for Pink Golf and Tennis Tournament, Meals on Wheels, and a number of nonprofit organizations who are doing great work to support locals. Seeing convertibles and Jeeps as part of parade lineups also makes me feel good. There's a great sense of community, and I'm fortunate to be in a role that ties me to so many people and causes.

What do you think of ratings in Consumer Reports magazine?

I feel that customers do their own research based on what's important to them. Is it price, safety, power, prestige? Most people have an intuitive sense of what they most need and want for themselves and their families; their instinct is far more meaningful than any ratings supplied by publications.

What sorts of industry gatherings do you attend?

On an annual basis, I attend the National Auto Dealers Association, NADA, gathering, which is held in a different location each year. It gives us the opportunity to explore new products, learn from inspiring keynote speakers, and network with industry

colleagues.

Subaru also hosts a gathering, which is much smaller as there are only 650 Subaru dealers nationwide.

Is this region a good place to sell cars?

To truly enjoy the roads of our beautiful Hudson Valley region, you've got to have the right vehicle. It's a great place to be in this business; it's rewarding to figure out what each customer needs and get them a set of keys to something they'll love. Whether we're helping a family find the right 4WD option for their skiing and canoeing excursions or upfitting a Chassis Cab for a contractor, it's great to offer lines that have everything a Hudson Valley resident could possibly want or need!

What car do you drive?

At the moment, I'm driving a Chevy Tahoe, but I'm always trying out new models!

What do you do for fun?

I love to travel, and I play tennis whenever, wherever I can! Typically I'll spend my free time on the courts in Saugerties, Kingston, or Poughkeepsie. I love every moment out there. And I'm really pleased to see more and more businesspeople paying greater attention to their health; I think it's very important to balance hard work with healthy, relaxing activities. We're all at our best when we've given ourselves that free time ... we have much more to give to others. ●

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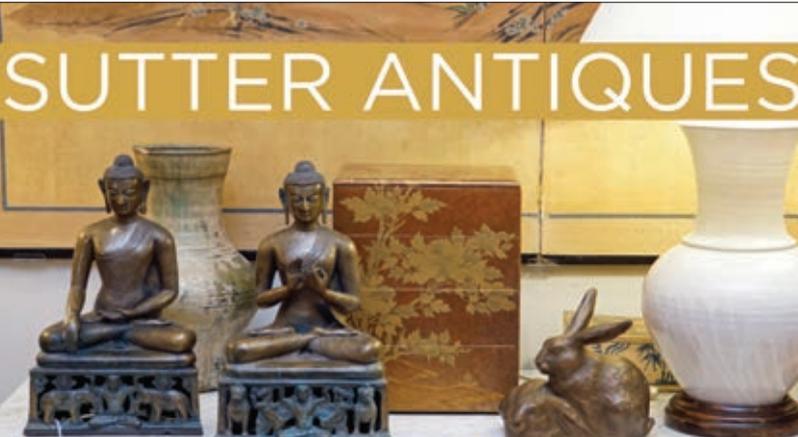


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Raspberry RUGELACH

By Jessie Sheehan
info@mainstreetmag.com

Rugelach, for the uninitiated, are extremely buttery little cookies, with a bit of tang, and an awful lot of flakiness, from a cream cheese-enriched dough. They are filled with any number of delicious fillings, such as, chocolate coffee, strawberry pistachio, and cinnamon fig. But my favorite are made with a simple store-bought jam, of my most beloved flavor, raspberry. And these are the ones I am sharing with you here, just in time for your springtime cookie-eating pleasure.

When making raspberry rugelach, cookie dough is rolled out into a circle, spread with said jam, and then sliced into triangles, like a pizza. Each triangle is then rolled up into the most adorable of little shapes, leaving each cookie to resemble a tiny, extremely cute, cousin of the croissant. An even simpler way to make rugelach, however, is to roll the dough into a rectangle, spread it with filling, and then roll the rectangle into a tight cylinder, as you would when making cinnamon buns. You then slice the cylinder into pieces, and place them on your cookie sheet to bake, with the lovely swirly side facing up.

To go rogue or not to go rogue? 'Tis the question!

I won't lie: I am partial to rugelach shaped like croissants, and so I have included directions for making those in the recipe. But by all means go rogue on me, if you'd prefer a round little cookie. You could even prepare half the dough one way, and half the other, if you're really feeling frisky.

And you can use any flavor jam of your choosing for the filling. I make currant jam every summer, and am

looking forward to trying that. Just make sure that whatever jam you do use, is nice and thick and spreadable, so it doesn't melt while baking.

Truth be told, while baking, you will notice melted butter leaking from the rugelach and on to your cookie sheet. Do not worry. These rugelach have copious amounts of butter in the dough, as that is just how I roll – pun intended – and that is why the cookies are so wonderfully rich and flavorful.

Two tips

But do not skip the freezing pre-baking step, as the freezing step helps the rugelach maintain their shape and keeps the leaking butter to a minimum.

Finally, the recipe yields a lot of cookies and I encourage you after shaping them to bake off only as many as you want to eat in the moment, and to freeze the rest. Then at a moment's notice, in the weeks that follow, or months if you are very disciplined (or forget), you can have rugelach at the ready whenever the craving hits for a tender, buttery, fruity, and very spring-y cookie.

Yield: 64 small rugelach

For the dough:

2 cups all-purpose flour
1 1/4 teaspoon table salt
2 tsp baking powder
8 oz cream cheese, cold, cut into pieces
1 1/2 cups or 3 sticks, unsalted butter, cold, cut into pieces
1 egg yolk
1 tsp pure-vanilla extract

Raspberry filling:

1 cup raspberry jam



Egg wash:

1 large egg
1/4 tsp table salt

Turbinado sugar for sprinkling

And here's what you'll do:

Place dry ingredients in a food processor and process until combined. Add the rest of the ingredients and process until the dough just comes together. Do not over process.

Divide the dough in four, kneading it a bit if the ingredients need additional incorporating, and wrap each piece in plastic wrap and place in the refrigerator for two hours or overnight.

Line two baking sheets with parchment paper.

Roll out one piece of dough at a time on a lightly floured work surface into an 11-inch round circle. Spread with a quarter cup of the filling.

Using a pizza-cutter, or small paring knife, cut the circle into 16 triangles, like a pizza. Roll each piece up from the larger end, tucking the smaller end underneath the cookie and placing on the prepared baking

sheets. Repeat with the remaining pieces of dough and place in the freezer for an hour.

Preheat the oven to 350-degrees. Combine the egg and salt for the wash in a small bowl.

Brush all cookies with the egg wash and sprinkle with the Turbinado sugar. Bake off 16 cookies at a time for 20 to 25 minutes, rotating the pan at the halfway point, until golden brown.

Cool to room temperature before serving. Rugelach will keep tightly wrapped on the counter for up to three days. •

Jessie is a baker and cookbook author; you can learn more about her through her website jessiesheebanbakes.com.



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OFF THE BEATEN PATH *The evolution of transportation*

By Christine Bates
christine@mainstreetmag.com

You've heard of the "three L's" of real estate "location, location, location." How long, how expensive, how comfortable the trip to a location has always influenced real estate values. A twenty first century transportation revolution is coming that may launch driverless cars and even personal aircraft. For this transportation issue we are looking back, way back, and consider how quickly and dramatically changes in transportation affected our region and what we might expect in the future.

Paths, horses, post roads, oxen

The first roads in North America were narrow paths tamped down through the forest by deer, and American Indians. One of the most popular was the Paugusset Path connecting the Berkshires to the Long Island Sound, which is CT Route 7 today.

Starting as soon as the late 1680s "Post" roads wide enough for horse drawn coaches were created to carry mail and goods between major population centers. As early as the 1740s colonists were travelling along the Catskill Road which linked Springfield, MA, to Catskill, NY, and the Hudson River. But travel was slow – in 1772 it took one week to travel from Boston to New York by horse-drawn coach. There are still signs of

these roads like the marble marker in front of the Salisbury Town Hall, which states: "Boston 165 miles." In our thinly settled Tri-state area, rough early roads were developed to permit oxen to pull cannons used in the Revolutionary War from the iron district to rebel forts and pig iron to armories.

The first toll roads

In 1794 the first broad, paved highway, the Philadelphia Lancaster Turnpike, opened for business with tolls collected before every barrier of sharp spikes, which would be turned or opened when you paid. For the next twenty years there was a turnpike building boom. Many roads today follow the routes of those early turnpikes or the "shunpikes" that passed around the toll gates.

The Columbia Turnpike, which linked Massachusetts to Hudson along what is now Route 23, operated until 1907 with the east and west toll booths still standing. Travellers benefited from these new roads, and commerce and inns sprung up along the way. Properties close to the route became more valuable. Between 1795 and 1853 the State of Connecticut alone registered over 120 turnpike corporations, privately owned and funded, but chartered by the state. Most of these ventures were unprofitable; however, everyone benefited from the trade, business and real estate opportunities these roads opened up.

The Canal Era

The Canal Era began with the opening of the Erie Canal in 1825, connecting New York harbor via the Hudson River to the Great Lakes. It was a transportation revolution that transformed the country, and established New York City as the commercial and financial center of the new country.

While the canals brought prosperity to the Hudson and Mohawk Valleys, the impact on our region was to make



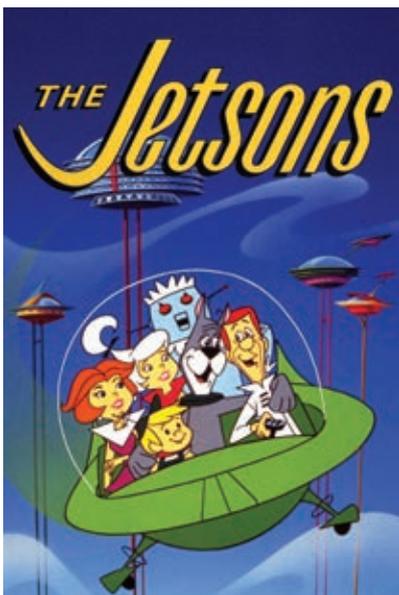
it easier for New England farmers to migrate to the rich soil of the west and to send grain and other products east.

Railroads

The first transportation revolution to really transform our own region arrived in the mid nineteenth century when railroad lines appeared in the four counties. Industry and agriculture grew at the same time. Farmers could ship agricultural products easily, economically, and quickly. For example, dairy farmers could ship their milk to the growing market of New York City overnight. With railroad connections, factories could economically receive raw materials, ship finished goods all over the country, and attract immigrants as rail workers and laborers. The local high quality iron ore was also made into train wheels.

Railroads created new population centers along their routes where none had existed before, like Millbrook and Millerton, and brought travellers and tourists to hotels in stops in Lakeville, Twin Lakes, Amenia, Hillsdale – to name just a few.

Above: A 19th century "Iron Horse" chassy over the Twin Lakes trestle. Photo taken by Christine Bates from the book *Salisbury Historical Impressions*. Below, left: *The Jetsons* was a cartoon that took place in the future, where everyone had flying cars. Image source: IMDb.



Continued on next page ...

Highways

With the emergence of cars – Henry Ford introduced the Model T in 1908 – roads became necessary. In 1916 Congress passed the Federal-Aid Road Act which gave funding to states to improve roads. By 1921 the Federal Highway Act was the first step toward an interstate highway system. Gradually rail companies went out of business. Cars replaced passenger trains, and semi-truck trailers replaced freight trains. Once again our region was left in the middle between the Mass turnpike and I-95, the Taconic and I-91.

What will the new Transportation Revolution bring?

Today’s youth in urban cities are finding they can move around without privately owned vehicles. The rise of Uber and Lyft, the success of light rail, the increase in pedestrian-and-bike-friendly areas and the crumbling of our infrastructure are all pointing to a new future.

Ease of transportation, according to the National Real Estate Investor, is a major deciding factor for those making a location decision. Real estate values in areas lacking in public transportation will suffer.

Three recent transportation revolutions – electrification, vehicle sharing, and autonomous vehicle (AV) – will transform our entire transportation system and may become the single most important force on all real estate over the next 50 years. Combined with shared mobility services, the need for an estimated 40 million parking spaces could be eliminated. This could help solve parking in small towns like Millerton and Rhinebeck in New York, and attract more commerce without additional parking. Repurposing of suburban parking lots could slow down suburban sprawl.

AV cars would help alleviate traffic and also make roads safer – no more drunk or distracted drivers. But in our area with the many winding and narrow roads, and even unpaved streets, will driverless cars be possible? Workers could live further from their jobs as commuting would be easier and more productive. Cars could even be turned into small mobile offices. Seniors could stay in their homes while robots delivered groceries and prescriptions. Many currently two car families would find that one car would be sufficient.

Wharton Real Estate professor, Gilles Duranton, wrote, “History tells us that making money with transportation is hard. (Think turnpikes.) Instead money often is made with the land. What was possibly the first suburb of America, the Main Line of Philadelphia, was developed by rail entrepreneurs who realized that developing suburbs was much more profitable than operating railways.”

In the air, Boeing is already testing autonomous passenger air vehicle (PAV) in controlled takeoffs, hovering, and landing. This fully electric vertical takeoff and landing (eVTOL) aircraft combined with ride sharing could whisk you from your Wall Street office to your front yard in Salisbury, CT, with no commute to the airport and no pilot’s license.

Even with early warning signs the shift to e-commerce and its rapid rate of adoption caught most retailers by surprise. The coming disruptive transportation revolution will be another transformative change.



Above: Still standing on Route 82 is Suydam’s Hotel which operated from 1798 until 1849. Photo by Christine Bates. Below, left, L-R: Manhattan Subway Rent Map from 2015 helped apartment seekers decide where to look based on the subway system. Courtesy New York City Transit Museum.

“Our view is that the Transportation Revolution is the single biggest game changer for real estate since the arrival of the auto itself,” said Green Street Advisors Managing Director Dave Bragg at the Urban Land Institute Fall conference in Dallas, TX.

In 2000 the extension of Metro North to Wassaic reportedly increased real estate prices in the near corners of New York, Connecticut, and Massachusetts. Will the proposed Berkshire Flyer affect real estate in Chatham and Pittsfield? Would a revival of passenger trains between New York City and the Berkshires with stops in Kent, Cornwall Bridge, North Canaan, Sheffield, and Great Barrington impact the economy and the housing market? What impact would a high speed train between NYC and Wassaic have which could make Sharon a commuter town? (Note that on the high speed TGV trains in France it takes only one hour to travel 137 miles between Paris and Lille to the north). Or would a Hamptons type jitney like the Line now offering luxury bus service in the Catskills bring tourists back to explore our region? Will 5G networks be installed to enable driverless cars or will rural areas once again be left behind? •

Christine Bates writes about real estate and business topics for the magazine. She is a registered real estate agent with Best & Cavallaro in New York and Connecticut.

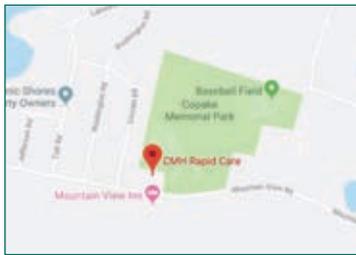


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A slice of Americana

By Griffin Cooper
info@mainstreetmag.com

For most Americans, drive-in movie theaters are thought to be a thing of the past. Relics of the Great Depression when, in 1933, Richard Hollingshead opened the very first drive-in in New Jersey as a solution to stuffy indoor movie theater seating. Later, the drive-in would earn its most well known reputation during the 50s and 60s as a place for teens and greasers to come together, show off their cars, and bring their significant others as an affordable date night option.

Today, the drive-in experience hardly enters our minds when we plan our summertime excursions. They provide little more than a shot of nostalgia when we are driving down the road and suddenly come upon an open clearing in the countryside and are confronted with a gigantic screen nestled in the corner in front of the tree line. Drive-ins have become more roadside attraction than a movie-going experience, but they are what the modern age sometimes lacks, experiences.

In a time when the idea of sitting down to watch a movie has become less of an event, and with the advent of streaming services, even the traditional indoor movie theater is feeling the economic squeeze. Yet through the decades the American drive-in has maintained a distinctiveness between movie watching, and movie outing.

New York remains one of three states that have the most drive-ins still in operation with nearly thirty located in and around the area. In the Hudson Valley, drive-ins still encourage the uniqueness of experience with added attractions like double features and themed evenings, proving that sometimes a little American nostalgia is a good thing.

The Four Brothers Drive In:

Located off of State Route 22 and at the heart of the lovably modest town of Amenia, NY, is a thoroughly retro drive-in that stands defiant in the face of modern movie-going trends. The Four Brothers Drive In exists as part of the Greek restaurant chain that has become a fixture in the local area.

Being recently minted as “the newest drive-in theatre in America” The Four Brothers Drive In prides itself on “making something old new again.” The outdoor cinema takes on a truly democratic stance when it comes to the drive-in movie experience, adopting a focus on the American lifestyle when it comes to services, amenities, and even locally sourced dining options.

One could make a compelling argument that the Four Brothers Drive In offers a boutique like experience and atmosphere rather than simply a parking lot decorated with a movie screen. Soon the drive-in will offer the sort of attractions that will make it a local destination spot for travelers looking for a fun niche experience with the additions of a mini golf course and even a personalized Airstream trailer for potential guests looking to immerse themselves in the culture of America’s bygone era.

Hyde Park Drive-In Theatre:

Steeped in tradition since 1950 and located off of Route 9 in Hyde Park directly across from the famed FDR estate sits the Hyde Park Drive-In Theatre. With an uncompromising devotion to the traditions that have made the drive-in such a unique American experience for nearly a century, Hyde Park Drive-In has been family-owned and operated for just about seventy years.

The drive-in has maintained its dedication to honest tradition so



Image: istockphoto.com contributor Kirikiris

much so that it only recently converted to digital projection in 2014 with impetus from the film industry. Still, the drive-in keeps the spirit of the nostalgia alive by offering a straightforward experience with two screens on twelve acres of land perfect for the endearing picnic-like atmosphere for families to experience a summer evening in front of the screen and under the stars.

Greenville Drive In:

Finally, there exists a drive-in in the Hudson Valley, camped alongside the Catskill Mountain Range, that has taken the concept and transformed it entirely.

Indeed the Greenville Drive In in Greenville has embraced the niche factor that has become part of the fabric of venturing out to see a drive-in movie. Instead of grabbing a large popcorn and soda and sitting down to the latest blockbuster with the only difference being that you are in your own vehicle, Greenville Drive In caters itself toward the more ardent film buff by showing classic and independent films, a feature that has no doubt created an underground cult

following to this hip, out of the way local hotspot.

Instead of big budgeted CGI smashes, moviegoers can grab a snack, or a beer at the Projectionists Club Beer Garden, and enjoy classic films like *North by Northwest* or on the wildly popular themed nights *The Rocky Horror Picture Show*.

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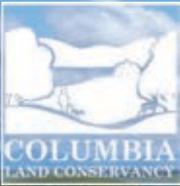
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Then and now: LIFE ON THE RAIL ROADS

By John Torsiello
info@mainstreetmag.com

Railroads were once vital links from agrarian Dutchess County to New York City and beyond, hauling produce and products from the many farms that once dotted the landscape. The rail lines that ran across the local landscape like metal spider webs also carried passengers to and from the small towns of the area to near and far away places.

Gone are most of those man-made beats that regularly rumbled across the countryside, but remnants of a magical and important past can be found everywhere. From former train stations that now house businesses to abandoned rail lines transformed into trails that now take residents on much shorter excursions to enjoy nature and work up a sweat.

The Harlem Valley Rail Trail

Snaking from the Metro North Station in Wassaic northward to Millerton on former rail lines now runs the Harlem Valley Rail Trail, overseen lovingly and attentively by the Harlem Valley Rail Trail Association (HVRTA), a non-profit organization that continues to work tirelessly to complete the trail to its proposed upper terminal in the town of Chatham.

The effort to turn abandoned rail lines into a paved route for bicyclists, joggers, walkers, and anyone else who wishes to move the old fashioned way from one place to another was begun in the mid-1980s when local citizens began to work towards federal, county, and private funding for their dream. As of last year, over half of the proposed 46-plus mile trail has been built or funded. Recently, an ambitious project to link Millerton to Under Mountain Road, where a section of trail between Orphan Farm Meadow to the south ends, began in earnest. The trail also has a completed section running from Black Grocery Road north to Hillsdale. There are plans to eventually link all the various unfinished sections.

The Millerton to Under Mountain

Road section is due for completion in the fall of 2020. It's projected cost, \$14.7 million, which is being funded through federal agencies as well as Dutchess and Columbia counties. The costly price tag is mainly due to the exacting work and long stretches of boardwalk that must be built through protected wetlands and the care that must be taken by the builders so as to not disturb the fragile environment. A ground-breaking for the section of the trail was held in April.

"This is a very difficult project," explained Dick Hermans, chairman of the Harlem Valley Rail Trail Association. "The trail is going through Class 1, 2 and 3 wetlands and they are heavily protected. In some stretches trucks will actually have to back into the work areas, and we have some clearance from nearby property owners because we don't want to build a construction access road and disturb the wetlands. The workers have to very careful go about what trees they take down and building the boardwalks is no easy feat. But we are all very excited about the extension, it first was said to be 'imminent' in 2005. So it has taken a lot of time and meetings." The extension will connect the trail from Wassaic to Copake Falls, about 25 miles.

From the southern Trail Head at the Wassaic Metro North Station through the eastern side of Dutchess County the Trail heads north into Columbia County then west and north, there are currently 10.7 miles of completed, paved trail. There is an additional 5 miles of completed trail from Under Mountain Road in Ancram to Orphan Farm Road in Copake.

Hermans believes the rail trail has been a boon to Millerton and other communities it runs through or past. "We estimate that some 50,000 people a year use the trail. I know some people come up on the Metro North Train, get off with their bicycles in Wassaic and come north. Adding



Photo: istockphoto.com contributor Thomas Marx

the new stretch will make that an even more attractive activity for bicyclists."

And those bicyclists can only mean positive things for the local economy, as they may stop for a meal or do a little shopping on their way back to Wassaic or elsewhere. Hermans said, "I don't think there is any doubt the rail trail has opened a lot of people's eyes to what a charming little town we have in Millerton. People may bike here and then say they want to come back by car to shop and eat. And it's a quality of life thing for our residents and a recreational venue for all ages."

The New York & Harlem Railroad

According to the HVRTA's website and with due deference to historians Heyward Cohen, Jack Shufelt, and Lou Grogan (*The Coming of the New York and Harlem Railroad*, Pawling, NY: Louis V. Grogan, 1989), in 1852, the New York & Harlem Railroad was built north to Chatham. This completed an extension of the railroad more than 125 miles northward from its origins in Manhattan. Products were transported by rail directly to New York City rather than depending on river transport via Poughkeepsie. The extended line also provided a rail route for people and commerce northward to Albany, Boston, and towns in Vermont and Canada.

The historians said the New York & Harlem Railroad originated in the

1830s as an early commuter railroad linking lower Manhattan (New York City) with the affluent new "suburb" of Harlem in northern Manhattan. In the early 1840s, businessmen pushed for an extension of the railroad much farther north after Boston was connected to Albany via the new Western Railroad of Massachusetts. Albany was the terminus for both the Erie Canal to the west and the newly constructed Buffalo-to-Albany New York Central Railroad. New York City businessmen worried that Boston would have a competitive advantage over New York City for the expanding "western trade."

"By the early 1840s, the New York & Harlem Railroad had been extended northward into Westchester County," according to the website report. "In 1845, the New York State Legislature authorized a further extension northward to create a connection with Albany. An inland route up what later became known as the Harlem Valley was chosen. The valley route was easier and less costly to construct than a route following the Hudson River. However, business interests in important cities along the Hudson River such as Poughkeepsie soon raised the capital to construct a second railroad line, the Hudson River

Continued on next page ...

Railroad. This competing project was completed to Albany at almost the same time as the New York & Harlem Railroad and wound up becoming a rail primary route.

Both railroad lines were acquired by Commodore Vanderbilt in the 1870s and became part of the “rail baron’s empire,” stretching from New York City to Chicago and St. Louis. The northern portion of the New York & Harlem Railroad became the Harlem Division of the New York Central & Hudson River Railroad, later shortened to New York Central Railroad. In 1968, the Harlem Division became the Upper Harlem Line of the new Penn Central Railroad. The series of swamps, floodplains, and valleys from Brewster to Hillsdale later became known as the Harlem Valley because of the New York & Harlem Railroad. According to the report, the upper portion of the New York & Harlem Railroad became a secondary line (the Harlem Division) in the Vanderbilt New York Central Railroad empire. “Nonetheless, it remained important to the transportation needs and commercial activity of eastern New York State and western New England for over 100 years.”

Big changes

According to the report, the 1960s, new highways, turnpikes, interstates, a changing economy, and new lifestyles caused a decline in traffic and revenues on the Harlem Division. This

led to service cutbacks and deferred maintenance, which then caused further loss of business, both freight and passenger.

In 1968, the New York Central Railroad merged with its former archrival, the Pennsylvania Railroad, to form a “mega-railroad,” the Penn Central Corporation. The historians said, “This new railroad was an operational and financial disaster and was soon bankrupt. Its management then embarked on drastic cost-cutting measures and sought to abandon thousands of miles of low-profit branch and secondary lines including the Upper Harlem Line (Penn Central’s term for the Harlem Division) between Millerton and Chatham.”

The report stated that this was vigorously opposed by Millerton’s Lettie G. Carson and a citizens group known as the Harlem Valley Transportation Association. Despite some successful court victories, a new federal plan to re-organize the Penn Central into a ‘down-sized’ Conrail System eliminated the Harlem Line north of Millerton in 1976. Subsequent ‘down-sizing’ cut it back even further south, to Wassaic, in 1980. Eventually, service was cut back farther to Dover Plains. New York State’s Metropolitan Transportation Authority (MTA) assumed responsibility for commuter services in 1972.

The service district was extended in 2000 back to Wassaic from Dover Plains. MTA’s Metro-North has upgraded the Upper Harlem Line and constructed new facilities located just north and outside of the hamlet of Wassaic. Although the Upper Harlem Line was abandoned and the track removed between Wassaic and Millerton and on northward to Chatham by 1981, the Harlem Valley Rail Trail began preservation of a linear corridor for alternative public use.

Railroad legacies

Beyond the ever-expanding rail trail, the railroad’s legacy in Dutchess County and beyond can still be seen everywhere. Two former train stations in Millerton are now occupied by business, Steed Real Estate and Country Gardeners Florist, the buildings’ charming exteriors and interiors preserved for all to enjoy.



Above, top to bottom, L-R: Millerton’s first railroad station is now home to Country Gardeners Florist. Millerton’s second rail station is now home to Steed Real Estate. Canaan, CT’s railroad station today. Below, left: The Harlem Valley Rail Trail.



A number of Dutchess County individuals took it upon themselves to save an area station from the wrecking ball, one that once served travelers in Pleasant Valley. After several moves from its original location near a present-day CVS store in Pleasant Valley, the station now resides at the Dutchess County Fairgrounds off Spring Brook Avenue in Rhinebeck. It serves as an educational venue, informing young and old alike of the powerful hold trains once held on the region and country.

The Coleman Station National Historic District is located around the former New York Central Railroad’s Coleman station in the Town of North East, a short distance south of Millerton. It is a rural area including several large farms in the southeastern corner of the town. At almost three square miles, it is the largest historic district entirely within Dutchess County and the second largest in the county.

The Canaan Union Depot, also known as the Union Depot, in North Canaan, CT, underwent a million and a half dollar restoration that brought the historic landmark a new luster and purpose. In addition to Great Falls Brewing Company, which occupies a significant portion of the building, there is meeting and office space and a railroad museum.

The station was built in 1872 and includes a three-story tower, at the

top of which at one time worked a telegraph operator. In its heyday, the building housed two railroad operations, as well as a large restaurant. Regular service to the station ended in 1974, and it eventually became a retail location with the restaurant. The station was added to the National Register of Historic Places in 1972. More than half of the station was lost to arson in October of 2001.

The Connecticut Railroad Historical Association purchased what was left of the building in 2003, and the organization began to restore it. Part of the building’s shell and the tower were restored, but work then stalled for more than a decade due to lengthy negotiations to obtain grant money and other issues. The project finally picked up steam in 2014. The restored Depot’s exterior features interesting architecture, and the work has brought the Depot back to as close to its original design and appearance as possible.

While the rumble of train wheels over metal rail lines may be gone from the small towns along the tracks, the railroad and the land it crossed and stations where it picked up and dropped off passengers has transitioned into new uses and continues to have a lasting legacy that will hopefully carry well into future generations. •



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When the water is the way to go

By *Dominique DeVito*
info@mainstreetmag.com

If you're going to go from here to there, enjoy the ride. If your Point A is Hudson (in Columbia County) and your Point B is Athens (in Green County) – or vice versa – and the Hudson River stands between you, the best way to enjoy the ride is to take the ferry! Yes, the ferry! There is no more enjoyable method of transportation in the summertime than a boat, and the Hudson-Athens ferry is your ticket to pure pleasure.

Get on the Lil Spirit

If this sounds too good to be true, it's not! The ferry is called the Lil Spirit, and she's operated by Captain Guy Falkenheimer. Guy and his partner, Noor Rahaman, own Hudson Cruises, which operates from the docks at the Henry Hudson Riverfront Park at the bottom of Warren Street in Hudson (close to the Amtrak station). The Lil Spirit is a super-cute, 33-foot-long pontoon boat that seats 15. She makes her trips on Fridays and Saturdays between Memorial Day weekend and Labor Day weekend, running a continuous loop between 5 and 10:30 pm. "The trip takes about ten minutes from one side to the other," according to Captain Guy, so the wait on either end is never long. Her last run is out of Athens at 10:30 pm. Buy a ticket at the dock (\$15 round-trip), settle aboard, and enjoy the river and the views.

The Lil Spirit is one of three boats that Captain Guy operates out of Hudson. Guy is a retired firefighter with a love of boats and the water. "I've been running boats for about 20 years now," he told me. "I've worked on tug boats and tour



boats, including a stint with Dutch Apple Cruises out of Albany. My wife, Maria, and I moved to Valatie about 18 years ago," he continued, "and I noticed that there weren't any pleasure boats out of Hudson. I thought I could get something going."

Captain Guy got it right

He started with more traditional leisure cruises for parties and sightseeing. "When Crossroads Brewery opened up in Athens," he said, "that was a big incentive to take people to and from Hudson to that town. Everyone knows the food scene in Hudson," he said, adding with a laugh, "You could eat yourself into a coma here."

But Athens now has a lot going for it, too. "The Stewart House was recently renovated," Guy said, "and they have bands playing by the river every Friday night in the summer." Crossroads Brewery is a consistent attraction, and there's also the Rive Gauche Bistro, a French restaurant, and Bonfiglio Bakers, a transplant from Hudson that also has a following."

The fact that these funky towns are a ten-minute ferry ride apart makes them the perfect complement to each other. "It's a win-win for the businesses," Guy remarked. "I get people in the summer who come right off the train and take the Lil Spirit over to Athens," he said. "The ferry has its own following now. Some people don't even get off, just go back and forth enjoying a summer night, taking in a sunset and the lighthouse on the river. The great views."

Natural beauty on the river

"It's definitely an added feature that the ferry goes by the lighthouse," Captain Guy noted. "There are sometimes seals that sit on the rocks there," he said. "And the river constantly surprises us. There's an island between Hudson and Athens called the Middle Ground Flats, and there's a family of eagles that we see all the time. I named the large female Spirit, which is also the



Above, top to bottom: One of Hudson Cruises' vessels. Captain Guy. Photos courtesy of Hudson Cruises.

Continued on next page ...

name of my sightseeing boat,” Guy said. “There are Peregrine falcons that live on the bridges and fly over the river. You’ll see osprey and blue herons. It’s common to see sturgeon jumping in and out of the water. I’ve seen deer swimming across the river, and I even saw a bear swimming across the river north of Hudson once.” You won’t experience any of this from the seat of a car!

“Everyone has a good time,” Captain Guy said, adding that he welcomes people to bring their well-behaved dogs or their bicycles on board with them. “The whole idea,” he shared, “is to give the community pleasurable offerings. This area is beautiful, and I think even more so from the water.”

But wait, there’s more!

Captain Guy’s fleet includes a luxury yacht called the Marika that holds up to 140 guests. Companies rent it out for private cruises, and it’s a great summertime wedding venue. There’s a double-decker sightseeing boat called the Spirit that can accommodate 49 people. This is the boat that does the sightseeing cruises – for private and group excursions. These cruises are

typically 45 to 90 minutes long. There are also murder mystery cruises, themed outings, and of course lots of great sightseeing, including fall foliage tours that are always a huge hit.

Exploring the Hudson Athens Lighthouse

One of the most popular features of this part of the Hudson River is the Hudson Athens Lighthouse. It’s a very popular attraction, with architectural and historical appeal. And it’s only accessible by boat.

The lighthouse was built in 1873-74 and opened in November of 1874. It was needed to help ships navigate around the Middle Ground Flats which, during low tide, became a giant mud flat that grounded many ships.

You can read a fascinating and extensive history of the lighthouse on the website maintained by the Hudson Athens Lighthouse Preservation Society at www.hudsonathenslighthouse.org.

Special cruises offered by Hudson Cruises but with Preservation Society guides go out to the lighthouse on the second Saturday of July, August, September, and October



from both Hudson and Athens.

The lighthouse is a tiny structure, and it’s hard to imagine that whole families lived there between 1874 and 1966 – including the Best family, which operated it for over 40 years – and the Brunner family, who were there from 1930 to 1949.

Space is limited on these excursions, and they fill up fast. It’s no wonder the Hudson Athens Lighthouse Tour is the #1 tour out of Hudson on TripAdvisor, with a glowing 5-star rating.

Hudson Cruises’s customer reviews give real insight into the experience that Captain Guy and his crew (which numbers over 15 during peak season) provides for visitors from around the state, the country, and the world. “Absolutely fantastic;” “Great Cruise;” “We Loved Capt Stan;” “Terrific Time.”

In a world where it’s easy to feel like getting there has to happen in an instant, it’s nice to get out on a leisurely sightseeing cruise, or a friendly ferry ride. It’s great to jump on the Lil Spirit in Hudson or Athens, enjoy a night on the (opposite) town, then be transported back relaxed, revitalized and with the sound and feel of the water in your veins. That’s what summer’s all about. ●



Above, top to bottom: A tour of the Hudson Athens Lighthouse. Captain Maria at the helm, she’s of pirate descent. (Joking). Below, left: The view from the river is pretty amazing! Photos courtesy of Hudson Cruises.

Contact Captain Guy, Maria, and the Hudson Cruises crew at www.hudsoncruises.com. You can learn more about the cruises and book them on the website, or you can call (888) 764-1844 to discuss public cruises, or (518) 822-1014 for private charters.



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Country escapes

PRESIDENT FRANKLIN D. ROOSEVELT & HIS 1936 FORD PHAETON

By Regina Molaro
info@mainstreetmag.com

The Hudson Valley countryside is an ideal locale for taking long, leisurely drives. Winding country roads, rolling hills, and spectacular river views entice drivers and their passengers. In the warm weather, the countryside is filled with colorful blooms and verdant grasses. Come autumn, it's the splendor of the season – the vibrant oranges, blazing reds, and sunny yellow hues of the foliage that beckon drivers to meander down these enchanting roads.

The weather is finally warming up and spring marks an ideal time for both locals and day trippers to get out and explore the vistas of the Hudson Valley – the same picturesque drives that President Franklin D. Roosevelt (FDR) enjoyed on leisurely rides with his family, friends, and esteemed guests. He also took his beloved dog Fala along for many of these joy rides through the countryside.

1936 Ford Phaeton

One of FDR's favorite cars was his shiny blue 1936 Ford Phaeton. In April 1936, President Roosevelt purchased the Phaeton from Keyes Motor Sales, Inc. – a Ford dealer located in Poughkeepsie. Frederick Relyea was the Keyes Motor Sales mechanic who built and installed special hand controls in the car. This personalized feature enabled FDR to drive even after he was paralyzed by polio in 1921.

After being stricken with polio, FDR could only “walk” with the support of cumbersome metal leg braces. He also needed the assistance of another person. He was able to move about only while holding onto someone's arm while using the support of a cane.

The car was of special significance to FDR because it granted him the freedom to drive despite his disability. The hand controls enabled him to work the accelerator, brakes, and clutch without the use of his legs. The Phaeton also had a clever 1930s gadget that dispensed lit cigarettes, which FDR chain smoked while using

a cigarette holder clenched between his teeth. The gadget allowed him to smoke using only one hand.

“Being able to drive again even though he couldn't walk, gave FDR hope, and confidence,” says a spokesperson for the Franklin D. Roosevelt Presidential Library and Museum. The arrangement enabled him to do everything with his arms, which were strong and muscular.

From 1936 until 1945, the President drove the Phaeton during his many visits to the Hyde Park estate. He used it to visit friends and neighbors, inspect operations on his estate, and for pleasure drives around the countryside. He enjoyed driving the car along little known paths in the woods near his home.

FDR enjoyed riding around the countryside with his wife Eleanor and their children. FDR's mother Sara Delano Roosevelt often accompanied the family on these escapes. One of their favorite activities was spending time in the great outdoors – putting the convertible top down and driving around. They would stop along the way to engage in conversation with others they encountered. They often used the car for outings in which they would dine alfresco.

Several videos capture scenes of FDR driving the Phaeton. Videos and other images are available at the Museum and via the website (fdrlibraryvirtualtour.org/page11-01.asp). Some historic scenes include footage of President Roosevelt smiling while behind the wheel of the Phaeton, which is loaded up with his grandchildren and dog. Other videos depict Roosevelt driving over snow-covered grounds.

The Phaeton's legacy

Throughout the years, President Roosevelt also took many notable visitors on drives. Beyond family, the list of esteemed guests includes the Crown Prince of Norway, King George VI and Queen Elizabeth of England, and British Prime Minister Winston



Above: FDR driving his Ford Phaeton in the woods at Hyde Park with Nelson Brown, February 26, 1944. Right: The car as it sits today in the museum. Photos courtesy of Franklin D. Roosevelt Presidential Library and Museum.



Churchill, as well as Frances Perkins, whom FDR appointed Secretary of Labor.

In June 1942, FDR took Winston Churchill on a drive around Hyde Park. “He welcomed me with the greatest cordiality, and, driving the car himself, took me to the majestic bluffs over the Hudson River on which Hyde Park, his family home, stands. The President drove me all over the estate, showing me its splendid views,” said Winston Churchill.

Eleanor Roosevelt was quoted as she remembered FDR's escape from the Secret Service. “They had a terrible time over the country roads, following. Sometimes they got stuck and I can remember on one occasion, when he led them through his tree plantations in the lower woods. They appeared at the house and said, ‘Where is the President?’ And I said, ‘I don't know, he hasn't come back,’” said Eleanor Roosevelt.

After his death, Eleanor used the car for a short time. In 1946, she donated the 1936 Ford Phaeton to the Franklin D. Roosevelt Presidential Library and Museum where it remains

on permanent display. The Phaeton was driven a total of 19,143 miles.

The Museum's 1936 Ford Phaeton display includes an interactive exhibit. Located in the Museum's lower floor galleries, it includes comments from a few others who rode along with Roosevelt while visiting Hyde Park.

“Our visitors are fascinated by the fact that FDR had a car specially adapted so that he could drive it without the use of his legs,” says a spokesperson for the Museum. An interactive touchscreen located near the Phaeton enables visitors to learn the specific features that made this possible. Visitors can also see the Saint Christopher medal that FDR had affixed to the car's dashboard. The Patron Saint of Travelers certainly watched over FDR as he roared throughout the countryside smiling and engaging with neighbors, friends, family, and guests. ●

To learn more about Franklin D. Roosevelt, his Phaeton, and the museum, visit the website at <https://fdrlibrary.org>.

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Walking with history

LOCAL NATURE AND
SCENIC HIKING HAUNTS

By Griffin Cooper
info@mainstreetmag.com

When world renowned poet, naturalist, and Hudson Valley resident John Burroughs pondered about his time spent walking through the natural beauty of the area and observing its every nuance he remarked, “I go to nature to be soothed and healed, and to have my senses put in order.”

Famous literary contemporaries like Herman Melville, Washington Irving, and Walt Whitman shared his sentiment and were similarly inspired by both the subtleness and sublimity of the natural landscapes that caress the valleys and hillsides along the Hudson River.

Though the famous bustle of New York City with its vast urban environment has earned its namesake as “the greatest city on earth” and thus has defined the very identity of the rest of the state for many Americans, traveling up one of the most famous waterways in the country and hiking the vast network of trails the Hudson River Valley has to offer, one may discover what both artists and locals have come to know for generations. The true spirit of what New York has meant to so many for so long lies within its lush and effervescent natural world. Here are ten spots to hike and explore as you walk in the footsteps of heritage and history.

Mohonk Preserve

Just a few towns from where Burroughs himself spent most of his life in Esopus and about four miles from the town of New Paltz sits the Mohonk Preserve. Located along the idyllic Shawangunk Ridge and partially adjoined by the Minnewaska State Park Preserve, Mohonk provides hikers with over 8,000 acres of natural wonders to explore.

Much of the preserve is made up of well kept carriage roads dating back to the 19th century that allow the casual hiker near panoramic views of Ulster and Dutchess counties. When wandering down one of the many historic trailways one cannot help but look up at the rocky cliffs that contain networks of caverns and wildlife.

It's also hard to miss the many rock climbers dotting the cliff sides as Mohonk remains one of the most popular destinations for experienced climbers in the area.

Indian Head Wilderness

One would be remiss when discussing hiking in the Hudson Valley without mention of its most esteemed natural icon, the Catskill Mountain Range. Indeed there are a plethora of options for hikers of all levels of experience when it comes to hiking in the Catskills, but one stands out for both its variety of trails and its utter wildness in character.

Indian Head Wilderness wraps its bucolic arms around a number of towns that lay on the eastern escarpment of the Catskill Mountains. This 11,500 acre hiking destination finds its uniqueness within its mountain peaks, hikers are challenged to traverse uneven low level terrain as well as rugged mountain topography in order to receive a king's ransom in the form of awe-inspiring views from the peaks of the Plattekill, Indian Head, Twin, Sugarloaf, and Plateau mountains.

Greenport Conservation Area

Hikers and nature seekers do not have to travel far to experience the quiet



Photo: istockphoto.com contributor Ultima_Gaina

romance of local nature, Columbia County offers many trails, preserves, and conservation areas for observing the resting beauty of what lies just outside our everyday lives. The Greenport Conservation Area is a 736-acre piece of land purchased in 1992 by the Columbia Land Conservancy.

For the hiker looking for a more scenic experience it doesn't get much better than the five miles of trails offered plus the two mile Stockport-Greenport trail. The trails themselves present less of a challenge and more of an opportunity to picnic and observe the same scenery artists and painters like Thomas Cole were inspired to recreate while establishing the famous Hudson River School during the 19th century.

Kaaterskill Falls

One of the most unique aspects of hiking the Hudson Valley is discovering its myriad of one-of-a-kind waterfalls that dot the local landscape. Like hunting for a long lost and invaluable treasure, these famous local waterfalls are nature's estuaries for wildlife and vegetation and finding them is proof that nature's impact and influence are timeless.

Perhaps the most popular of these natural phenomena is located in Palenville, NY. Kaaterskill Falls has

long been an attraction for those looking for an easy escape from urbanity in favor of the magnificence of one of the highest waterfalls in New York and one of the Eastern United States' tallest waterfalls.

Divided into two drops this short hike is an easy and relaxing trek toward a 260-foot inspiring reward. These falls prove that there is an innate connection between the human condition and nature itself and have inspired many landscape paintings and poems including William Cullen Bryant's famous *Catterskill Falls*.

Bash Bish Falls

Ask any Columbia County native where the best nature experiences are in the county and you're almost guaranteed to receive a nearly unanimous answer.

Located right on the state line between Massachusetts and New York, hikers have the option of ascending or descending to see this local landmark. The ascent offers a less challenging trek up a well maintained trail that runs alongside the creek from where

Continued on next page ...



Photo: istockphoto.com contributor lightphoto

the falls emanate. From the Massachusetts side, hikers are a bit more challenged to traverse rugged terrain by following blue blazes and encountering steep declines and fallen trees before ultimately meeting with the ascending trail on the New York side.

Upon reaching the summit of the falls, hikers are treated to unobstructed views of both neighboring states. With its accommodating rock steps to the falls themselves and the opportunity to get up close and personal with clear natural spring water, Bash Bish is a must for any hiker looking to explore what Columbia County has to offer.

Monument Mountain

There's something mysteriously attractive about the area in between New York and Massachusetts. Hugged by the Berkshires and tucked within winding roads and rocky cliffs, it's easy for the hiker to become transfixed by the mountain air and feel compelled to escape above the treeline.

In Great Barrington, Monument Mountain provides adventurous nature lovers an opportunity to satisfy that escapist urge. Waiting atop the summit of this inspiring mountain top are memorable views of the southern Berkshires and the hidden gem of a waterway that is the Housatonic River. It isn't just the 1,642 foot summit of Squaw Peak that should inspire hikers to venture up this centuries old attraction, the numerous loop trails bring with them challenging uphill climbs along the pale quartzite

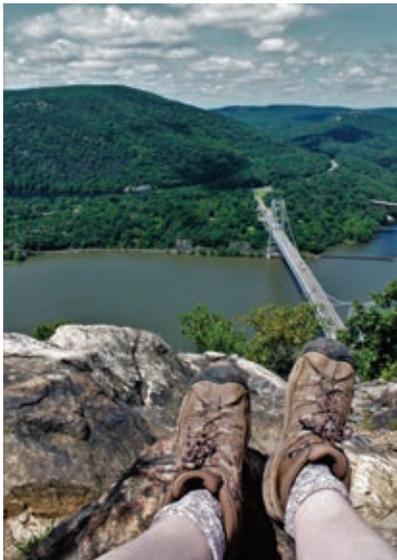


Photo: istockphoto.com contributor Kelly Colby



Photo: istockphoto.com contributor Taariq_Jacobs

mountain ridge that will make the mountain top views feel earned and appreciated.

Overlook Mountain

The famous town of Woodstock is known more for its pervasive bohemian culture than the vastness of the natural world that surrounds it. Despite its contributions to music and popular culture, the small hamlet remains a gateway to some of the most sublime vistas around.

A short ten-minute drive out of town eventually leads to the trailhead at Overlook Mountain. Though well kept, the trail itself is mostly gravel which may make the traditionalist hiker long for the usual earthen footpath. Still, the view at the summit of Mt. Overlook proves an immeasurable reward for those looking to be imbued with a sense of divine connection with nature's landscape. With relic attractions along the trail like a fire tower and the ruins of the Overlook Mountain House the mountain offers a pantheon of things to explore. Hikers should be forewarned however that parts of the trail run nearby a rattlesnake preserve so watch your step.

Beebe Hill State Forest

For hikers looking for a less popular spot and are willing to entertain an area for multiple uses, Beebe Hill State Forest in Austerlitz offers a truly personal experience. This 2,018 acre

state forest is used and managed in a variety of ways including for timber production as well as recreational activities.

Harvey Mountain, which shares acreage with Beebe Hill, boasts the highest elevation in Columbia County at 2,065 feet. Like Overlook, there is also a fire tower located on the forest's grounds, it is open to the public and offers camera-ready views year round. There are thirty miles of trails in and around Beebe Hill to make good use of, as well as two lean-tos to stop and rest or enjoy some picnicking.

High Falls Conservation Area

Modesty with an unexpected reward may be the perfect way to describe the hike along the well-worn trails in the High Falls Conservation Area located in the village of Philmont. The two trails, which differ in difficulty from easy to moderate, run through perfectly picturesque woods that are skirted by the Agawamuck Creek. Though the trails themselves may seem modest to the hiking fanatic, part of the allure is knowing just how integral the Agawamuck Creek and the falls themselves are to the history of the village.

Speaking of falls, High Falls, which can be viewed upon reaching the intersection of the two trails, is one of the more captivating natural wonders in Columbia County. The dam above the falls that is visible from the trail

was built in 1845 and, powered by the two aforementioned bodies of water, supplied enough hydropower to run the seventeen mills in the Philmont area.

Bear Mountain

Finally, for those in the Connecticut area who want to attain the sublime there is Bear Mountain in Salisbury, CT. Located only about twenty minutes from the eastern borders of Columbia County the trek isn't actually as far as one might think when they hear Connecticut.

Bear Mountain actually shares a physical connection with the area, as well as it is designated as part of the Taconic Mountain Range. It too boasts height as well as beauty, because Bear Mountain contains the highest peak in Connecticut at 2,316 feet.

There are several ways to reach the summit of Bear Mountain, but be warned every trail included in a summit hike is designated at a high level of difficulty. Whether by Undermountain Trail or Lion's Head, hikers have the opportunity to up the stakes and venture through thick woodlands and truly wild areas of the Appalachian Trail in an effort to satisfy the urges of their inner frontiersman. ●

All information collected from park websites and the Columbia Land Conservancy.

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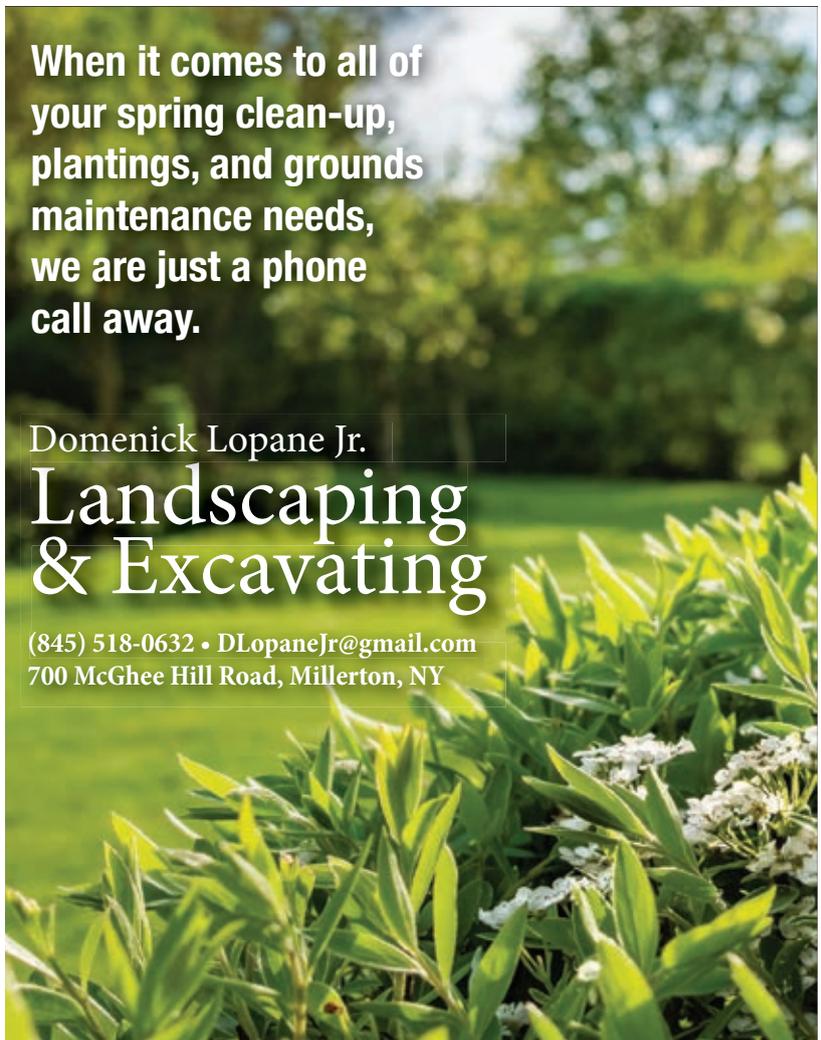
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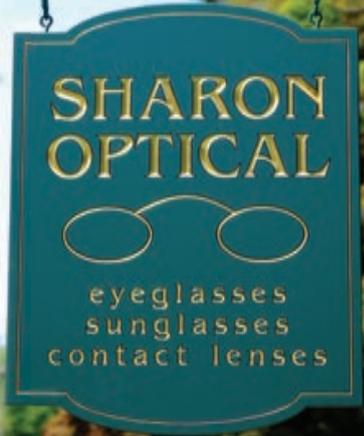
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ACCELERATE!

The revival & rebirth of Skip Barber Racing Schools

By CB Wismar
info@mainstreetmag.com

There's deep history, here.

When, in 1975, John "Skip" Barber III drew from his experience as an international Formula I race car driver and opened Skip Barber School of High Performance Driving, he did so with a vision, two borrowed cars, and four students.

From very humble beginnings, Skip struck a responsive chord in the American psyche. Auto racing, which had emerged after World War II as a national interest, had become a passion. People wanted to watch ... but they also wanted to drive ... to race. MGs, Austin-Healeys and Porsches were rolling off the docks from Europe. The Indianapolis 500 on Memorial Day drew the largest one-day sporting event crowd in the United States. NASCAR went from a southern phenomenon fueled by ex-moonshine drivers to a compelling spectator sport fueled by major corporate sponsorships and driven by fans who professed undying loyalty to their favorite drivers with T-shirts, car decals, and tattoos.

There were years of celebrated expansion for Skip Barber Racing Schools, complimented by the creation of an eponymous racing series that gave graduates a welcome outlet for their refined skills.

Hard left turn

Then there was the sale of the schools in 2002 and fifteen years of change, uncertainty, and eventual decline. The school retained Skip Barber's name, but the ownership and direction went far afield from his original vision. Things did not end well ... until ...

Forty-four years on, the legacy and heritage of Skip Barber Racing Schools is alive and well, thanks to



the re-invigoration of the original concept by former New York City Police Officer and one time NASCAR competitor Anthony DeMonte, CEO of DeMonte Motorsports. Already a trusted name in race driver schooling, DeMonte recognized the heritage value of the Skip Barber Racing School name and breathed new life into a once-trusted brand.

Out of the ashes

The newest iteration of Skip Barber Racing Schools was approached by the racing community with trepidation. Certainly, there were assurances of "new" and "first rate" and "true to its origins," but would they prove to be honest efforts or merely marketing mumbo-jumbo?

If no less of an authority than *Road & Track* would comment in 2018, after experiencing the full range of three Skip Barber Racing Schools offered at Lime Rock Park in Lakeville, CT, "eventually, and almost without realizing it, you're doing full-speed laps around this legendary circuit, utilizing the same skills that former Skip Barber students with last names like Hill and Andretti learned from the same curriculum years ago."

If the names Hill and Andretti mean little to a casual reader, then statistics may help illustrate the impact that the Skip Barber Racing School has had on the sport. Fully one third of all Indianapolis 500 drivers have completed the course of instruction. One quarter of current NASCAR competitors including many past champions are Skip Barber Racing School graduates. Graduates have won every major auto racing championship in the United States and several international competitions.

So, Skip Barber Racing School is back, and the magic continues.

One day, two day, three day, green flag

The "magic" is in the direct, well conceived and consistently delivered instruction that begins in a one-day school that might be, for some, a "bucket list" item. With the complete attention of the seasoned instructors, this school's participants not only learn the fundamentals



Above, top to bottom: Skip Barber Racing School Ford Mustangs on the racetrack. Skip Barber himself, driving a Formula I race car. Images courtesy of Skip Barber Racing School.

Continued on next page ...

of the automobile (something not taught in basic “learn-to-drive” schools), how it behaves and then eases the students into race-prepared GT Mustangs leading them onto the Lime Rock Track.

If the one day school ignites a spark, the next step to turn it into a flame is the three-day racing school that lets drivers get serious ... and treats them in the same fashion.

Instruction and improvement are not done by impersonal computer print outs of engine speeds, braking times, shifting patterns and the rest of the bouquet of complex actions that comprise a high-speed tour of a race track. Skip Barber Racing School instructors take to the corners, watching intently as the students navigate the turns, when and where they apply the brakes, how they handle the increased G-forces and what happens when they accelerate out of the corners onto the next straightaway.

Then, they talk about it.

The true instruction is done one-on-one. What the student is doing, how to do it better and what needs to be done to bridge the gap. Personalized instruction for three solid days and the self-assurance that is gained turns drivers into racers.

The final leg of the journey is a two-day “advanced” school that takes the intrigued (one day) to

the truly interested (three day) to the firmly committed. On successful completion of the two-day advanced course from the Skip Barber Racing School, the student is ready to apply for their competitive license from the Sports Car Club of America (SCCA). This is it. If you’re serious, the green flag is being waved. It’s time to start racing.

More than speed

For as much as the title affirms the intent – this is a “racing school” – there is a much broader application of the skills that can be experienced, appreciated, and applied by drivers young and old.

Throughout the year at Lime Rock Park, winter and summer, the school holds one-day driving schools, which are just that. Those who fully comprehend the risks they take when they get behind the wheel find great comfort in knowing that the deeply experienced racing instructors are available to teach how to be safe ... how to survive on the roads, especially during the complex conditions during the winter in New England.

Across the country, Skip Barber Racing Schools will also “power” 40 Hagerty Driving Academies, teaching the finer points of shifting, driving, and appreciating the capacity of the automobile.



Lime Rock ... and beyond

The Skip Barber Racing School and Skip, himself, have been associated with Lime Rock Park for decades. Long after he sold control of the school in 2002, Skip has maintained ownership of the iconic one-and-a-half-mile road racing circuit that continues to host all of the available Skip Barber Racing School curricula.

But, as Anthony DeMonte and his management team approached the revitalization of the Racing School, their vision was deeper. They adopted a “get it right, then roll it out” marketing philosophy which has taken them in two years beyond the hills of Litchfield County to New Jersey Motorsports Park, Road Atlanta in Georgia, Sebring International Raceway in Florida, Gateway Motorsports Park outside of St. Louis, MO, and Laguna Seca in California.

Crossing the border

A recent announcement that Skip Barber Racing Schools has taken over the instructional program at Mosport – Canadian Tire Motorsport Park – outside of Toronto, Canada not only brings an international dimension to the school’s offerings, it introduces an entirely new form of racing. The Mosport presentation of Skip Barber Racing School’s curriculum will be offered

using “open wheel” cars – single seat pure racing creations familiar to the most casual observer for their similarity to Indianapolis 500 and Formula I Grand Prix racing cars.

As spring returns...

With the month of May, activity at Lime Rock Park ramps up for the summer with a rich variety of public and private events as widely divergent as bicycle racing, Scottish Games, July 4 Fireworks, classic car automobile shows, professional road racing ... and Skip Barber Racing Schools. From the one-day driving academies to two-day advanced racing schools, the offerings are complete and the idyllic setting ready to welcome drivers of any interest ... every level. ●

The information about the complete offerings of Skip Barber Racing Schools can be found on their website at www.skipbarber.com. The complete Lime Rock Park calendar is available at www.limerock.com.



Above, top: A Mustang in front of the Lime Rock entrance. Above: Open wheel cars are being added to the school. Images courtesy of Skip Barber Racing School.

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May 12, 7:00 p.m.

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L to R: Alexander Hülshoff, Gospelfest image, *Greta* by Lindsay McCrum '75; Hotchkiss Orchestra.



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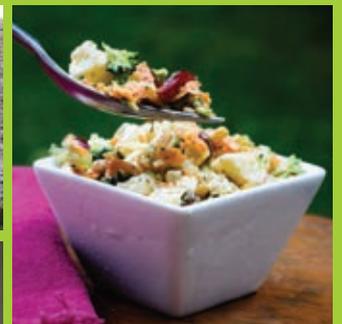


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Getting lost on purpose

By Thorunn Kristjansdottir
info@mainstreetmag.com

I like nothing more than driving around with the sunroof popped on a beautiful day on a nice, winding country road with the potential of new sights and sounds. In search of those leisurely cruises and sights, I've found myself getting lost on purpose a time or two. Fortunately for me, and for all of you, our region is pretty great because it has a bounty of these types of roads and adventures!

What do I mean by getting lost on purpose? Well, for starters, anyone who has a baby or toddler knows how all-important nap-time is. How many of you have found yourself with your sleeping child in the back seat and you need to make sure they sleep for *just* another 20 minutes? Because of that need, you find yourself taking the long way home, or just driving without a set destination – and getting lost on purpose. I personally find it pretty relaxing, and as a way to get just a little bit of “me” time, without any noise or outside influence, and in those moments I'm able to take a moment to ... breathe.

Back country roads in Columbia County

On one of my latest nap-time road trips with my daughter, I found myself driving north on Route 22 from Millerton and I took a left into Copake. Now, I've found quite a number of interesting back roads in the greater Copake area, like Snyder Pond Road, High Meadow Road, and Sky Farm Road. But this time I went through the heart of Copake and went up Farm Road to Twin Bridges Road. Talk about two relaxing and pretty roads with lots to see.

Twin Bridges Road brings you back to Center Hill Road, leading to Route 7 in Craryville. In Craryville I went straight through the stop sign onto Craryville Road, which is a half circle road with both

ends culminating on Route 23. But in the middle of it, you can turn onto West End Road or Rockledge Road. I took the later and spent a good half hour exploring the back country of North Hillsdale / Harlemville. I found many interesting houses and farms, along with some spectacular views.

A few other favorite roads of mine in Columbia County include the area around Beauty Highway and Copake Lake. Route 7 from Ancram to Copake through the less-traveled back roads towards Route 27 in the Churchtown area are really pretty as well. There's always something new to see in that area, including a conservation area or two.

From Columbia County to Dutchess County

Heading across the border from Columbia County to Dutchess County, going from the greater Ancram area towards Pine Plains on such roads as Half Hill Road, Silvernails Road, and Cottontail Road, you're going to find quite a few beautiful farms and rolling hills.

Heading west towards Red Hook and Rhinebeck, in the past year I've explored a few roads off of Route 199 and I'm always amazed at where these roads lead and what is to be found. But I will say that I have often found it just as fun to explore the streets of Rhinebeck, many of the houses there are very pretty and have quite interesting architecture. So don't think that I discriminate and am only looking for country escapes. I love little towns, too!

Across the border in Connecticut

Admittedly, I am a New Yorker and so I've explored more in “my neck of the woods,” but that's not to say that I haven't explored my fair share in the northwest corner of Con-



necticut, too. The Cornwalls are especially pretty, with the beautiful river and many waterways you find along the various roads. The Housatonic River is quite spectacular and deserves to be admired.

One of the things that I enjoy most about exploring roads in Connecticut are the houses; the architecture and history are so great in this region and I feel that I am reminded of that every time that I venture into Connecticut.

I have found that the Route 7 corridor is a great exploratory area. I'll tell you that I don't find great enjoyment in traveling to Kent vis-a-vis Route 22 in New York, it's just so much more enjoyable and pretty to travel to and from Kent using Route 7 in CT, and then jumping on Route 4 to wind your way back to Sharon.

When I first visited Falls Village I loved the romance of it; the train tracks, the sweet little road leading to the little village. And I've found that it doesn't matter which road I take to get there, I always feel a sense of romance.

Heading over to Mass

Following that Route 7 corridor, meandering through Sheffield, and reaching Great Barrington, you feel a distinct separation: you're in the Berkshires now. My favorite areas that I've discovered in that neck of the woods are all associated with the Housatonic River. And following the area around the river, heading towards and around the village of Housatonic is really picturesque. There are also some great finds along the way.

But no matter where you find yourself in our region, you are sure to find a pretty little road that will lead to somewhere you never knew even existed before – or, better yet – the road will lead you somewhere that you already knew but just never knew you could get there by going that way. So head out, turn the navigation off, turn the radio on, open the windows, and take the next right, then the next left, another left, then a right – and just see where the road takes you. Drive safe. ●

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By Griffin Cooper
info@mainstreetmag.com

There is a secret to happiness. A secret that cannot be discovered within the pages of dime store self-help books, a secret that lay quiet within the early dawn hours of spring. One that retains its exclusivity in nature – yet can be discovered by anybody looking to escape the modern humdrum of society.

Most of us pass by this secret every day, on our way to work, school, or any one of our all too familiar responsibilities, and see the lone figure wading by the shoreline, or the silent battalion of fishing boats in scattered formations atop Columbia County's many lakes and rivers.

Patiently they sit, and wait, like miniature forts guarding the unsheltered secret to happiness in simplicity.

The angler knows what others do not: that fishing is more than sport, it is the pastime of mankind's connection with the natural world. Fishing is more than the thrill of the fight or the size of the catch, its secret is its ability to remove the angler from every day life for a singular purpose. Fishing is the challenge of patience, the apprecia-

tion of nature's endurance, and the joy of holding one of the many species of fish the Columbia County's waters hide within their depths.

Grab a pole, for the sport doesn't discriminate, cast out your stress, and discover the secret for yourself. Here are a few well-known lakes and ponds around Columbia County that allow public fishing access (be sure to check out the DEC's website for statewide fishing regulations before venturing out).

Copake Lake

A few miles northwest of the small hamlet of Copake at the intersection of Lakeview Road and County Route 7 sits a lake so impressive in size and beauty that it is no surprise that in the last decade it has attracted even the most urban of city dwellers. When standing anywhere along the five mile shoreline one can feel so intimidated by Copake Lake's vast crystalline surface that the lake itself can justifiably be described as prehistoric in nature.

Indeed some of the lake's inhabitants may be just that, at a maximum depth of thirty four feet, fishermen and women have reported catching six pound large and smallmouth bass, white and yellow perch averaging ten to twelve inches, and even a few instances of

walleye, a rare fish native to Canada and the Great Lakes.

Copake Lake offers public access at its southeastern side year round and ice fishing is permitted. Anglers should be aware the lake is a popular summertime destination for boaters and swimmers so choosing the right time of day to cast may prove crucial to potential success.

Lake Taghkanic

Another popular destination for locals and the like looking to beat the heat or just spend some time in the great outdoors is located in Lake Taghkanic State Park. The aptly named Lake Taghkanic and its surrounding park were donated to the state in 1929, the lake itself had been previously known as Lake Charlott.

With nearly four miles of shoreline the lake offers plenty of opportunities for bed fishing when the time is right and if successful the rewards can be impressive with largemouth bass being reportedly over twenty inches in length. For anglers looking for more of a challenge, there's the oft underappreciated chain pickerel which have been

Continued on next page ...

reported to reach over twenty five inches in the lake.

Lake Taghkanic State Park boat launch does offer fishermen and women public access to the lake via boat with a hand launch located on the west shore and trailer and ramp access on the east shore. Be aware that a permit is required and can be obtained from the park manager. The park also does not permit the use of gas powered motors, this means electric only, though boat rentals are available.



Photo: istockphoto.com contributor photoschmidt

Ore Pit Pond

Another state park in Columbia County offers an entirely unique fishing experience. The Ore Pit Pond, located in the Taconic State Park in Copake Falls, is actually not really a pond at all but a three-acre open pit mine that flooded with water during the early part of the 20th century. Today, the uniqueness of this small body of water, along with its unbelievable depth of nearly fifty feet, has made it the main attraction for visitors of the park. The quality and the refreshing nature of the water itself has also made the Ore Pit a popular swimming hole during the summer, so anglers should mind their surroundings during the

warmer months.

The Ore Pit isn't just a popular destination for swimmers to cool down however, it's also a great spot for the avid trout fishermen. Each year the pond is stocked with around three hundred rainbow trout varying in size, but usually from eight to nine inches in length. With limited vegetation and distinctively clear water, Ore Pit Pond provides a decent opportunity for the first time angler to find some success.

Queechy Lake

Anglers are encouraged to venture out to Canaan for the literal buffet of fish species residing in Queechy

Lake. The rooted vegetation along its three miles of shoreline and shallow bay areas provide ample opportunities for bed fishing for bass or spying through the weeds for other types of panfish.

The DEC also offers a cartop boat launch off of the northeastern shore of Queechy located off County Route 30 for those in search of deeper colder water. Motor provisions apply again as Queechy only allows for the use of electric motors.

Once in the middle of the lake, anglers will find an abundance of opportunity for the alluring test of both rainbow and brown trout. Each year the lake is stocked with approximately 1,500 to 2,000 species of both the aforementioned species of trout. Anglers are sure to have their meddle tested when trout fishing this kind of deep water where it may be helpful to use a heavier grain line to allow for more opportunities at depth. The added preparedness may be worth it as twenty-inch trout have been reported at Queechy Lake, of course there's always the ever present bluegill to be found ranging from eight to ten inches in length.

Weed Mines Pond

Taconic State Park offers one more potentially excellent spot for trout seekers in the form of a small pond in the town of Copake whose shores run along the paved walkways of the Harlem Valley Rail Trail.

Weed Mines Pond is a modest body of water that offers the kind of solitude and serenity that remains at the very heart of the sport itself. Covering an area of only three acres and with a shoreline well under one mile, the size of the pond means the angler has an opportunity to test every spot in an afternoon.

Despite its size, Weed Mines Pond contains a moderate variety of fish species including Largemouth Bass, Brown Bullhead, and Golden Shiners. The pond is also stocked with around 200 to 250 Rainbow Trout some eight to nine inches in length.

Places like Weed Mines Pond represent the spirit of what it means to be a fisherman or woman, no matter the size or depth, there is opportunity for discovery and a chance to remove yourself from hurried, worried, and routine in favor of stillness, patience, and that singular, solitary purpose. ●

** Special Note; Nearly all fish species in the area have a season for catch and keep, please be sure to check freshwater fishing regulations for more information on when you can and cannot keep what you catch.*

All data information sourced from official park websites and the official website for New York's Department of Environmental Conservation.



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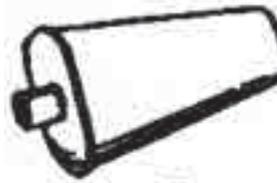
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*Traveling to
and around*

SYDNEY, AUSTRALIA

By Melissa Batchelor Warnke
melissabatchelornarnke@gmail.com

It'll take more than a day to get to Sydney, Australia, which made it a top-of-mind destination for our transportation issue. The quickest flight from the Millerton, NY, area runs about 21 hours with a layover in Los Angeles. Add to that the two-hour drive to New York City, the three hours at the airport that's recommended for an international flight, the hour or so on the other end waiting for your checked luggage and getting through customs, and the train from the Sydney airport to where you're staying, and you may ask yourself just whose idea of a vacation this was, exactly.

Visiting little sis

Fortunately, the misery of the trip dissipates pretty quickly. By the next morning, you'll just be left with a crick in your neck and a jetlag hangover. Admittedly, Sydney had never been on my list of must-visit locales; while I love to travel, it sounded similar to wonderful beach cities in the US and I figured that, if I was flying that far, it'd make more sense to see something very different.

But then my little sister fell in love with Sydney and moved there, and the decision made itself.

Right before Christmas, I boarded the plane, watched four movies, read a couple in-flight magazines, and slept for somewhere



between ten and twenty minutes, squeezed next to a woman sneezing so explosively that I was glad to keep my seatbelt securely fastened for the duration of that positively unpleasant journey.

Flying adds significant amounts of carbon to the atmosphere, but there is some good news on the horizon. Under a UN agreement set in 2018, airlines flying internationally will have to offset their carbon emissions starting in 2021. If you are a heavy traveler, you may also consider volunteering for or donating to a serious environmental non-profit working in your community.

The top spots - and walking!

You've heard about the typical things to do in Sydney: climb or walk the epic Harbor bridge, take a dip in the outdoor pool overlooking the ocean at the iconic Bondi Icebergs Club, cavort with the beautiful people at Manly Beach, and

peruse the extraordinary indigenous art collection at the Art Gallery of NSW. You should absolutely hit all of these spots - and we happily did.

Here's what else I recommend.

If you're on a budget, there's plenty to do in Sydney. I always like to get started in a new city by going on a guided walking tour. They can be cheesy and uneven, but there's no quicker way to gain your bearings, get some fresh air, and mentally bookmark landmarks to return to at your leisure.

My sister functioned as my tour guide this time, but Sydney's best rated walking tours are the I'm Free Tours, which run every day, rain or shine. The weather's pretty pleasant year-round; just keep in mind that it's on the other side of the planet, so seasons are reversed, aka our winter is summer there. While the tours are yes, technically, free, guides work on a tip model, so bring cash.

Continued on next page ...



Above, top to bottom: Look familiar? Sydney's Luna Park was modeled after the Luna Park site that opened on Brooklyn's Coney Island in 1903. The Jørn Utzon-designed Sydney Opera House has been honored as a UNESCO World Heritage Site. Left: Snapping a selfie with a kangaroo (and my sis!) at the Lone Pine Koala Sanctuary, which is near Brisbane and can be combined with a Noosa jaunt. All photos by G. Warnke.



Watch out for the bats

Catch a movie on the big screen at the Moonlight Cinema, a charming open-air amphitheater where you can pack a picnic or lounge on beanbag beds and order snacks delivered right to your 'seat' during the film. Fair warning: You will get – and there's no way to put this politely – pooped on by one of the bats flying high overhead.

All four people in our party got hit at different times; the one in white pants fared the worst. But we agreed the experience was so splendid that it outweighed the feces factor. Wear dark clothes and prepare to launder them or, if you're feeling dramatic, pack a plastic poncho.

Yacht race

If you're visiting over Christmas, post up at Nielsen Park and watch the legendary Sydney to Hobart Yacht Race while splashing in Shark Bay. The name begs the question, so um yes there are some sharks in Sydney waters, but attacks are very rare and it's been more than 50 years since someone died from such an encounter. There's also a stunning walking path along the water, so the ocean-averse can stroll instead.

Support and shop local

If you have a few extra dollars, there are a number of memorable ways to put them to work. While you're at Sydney's Manly Beach, swing by The Co-Op Hub, a women's boutique in the Corso outdoor mall that solely stocks Australian designers. By buying local garb, like one of Wyatt Wyld's magnificent parachute dresses, you're simultaneously supporting the Australian economy, independent creators, and the fabulousity of your closet.

Good eats

Go for drinks or dinner at Catalina, a divine glass-walled restaurant with a balcony overlooking Rose Bay. Sydney's known for its spectacular seafood, so get the oysters and literally anything else on the menu. If you like your cocktails and mocktails garnished with colorful flowers, you've come to the right place.

Hitting up Noosa

Spend a few days in Noosa, a dreamy beach town an hour and a half flight from Sydney. If you've got core strength, you can rent a surfboard at the beach; if, like me, you don't, you can rent a boogie board. If you're a hiker, you can try



Above: A view of the Sydney to Hobart Yacht Race from Nielsen Park. No tickets required; just show up (and bring binoculars if you have 'em). Left: One of the many delightful spreads on offer at Rose Bay's Catalina restaurant. Below, left: The oceanside swimming pool at the legendary Bondi Icebergs Club. The club is open to visitors, but you'll need an ID to sign in, so make sure to have yours on hand before setting off. All photos by G. Warnke.

the trails in Noosa National Park; if, like me, you're not, you can nap with the window open and enjoy the breeze.

Be prepared

Getting to Sydney over the holidays is not cheap; don't plan it last minute. Instead, sign up for the Qantas email list, which advertises flash sales. After I got home, I nabbed another roundtrip flight from Los Angeles (where I live now) to Sydney for \$600. It'll be spring aka fall in Australia aka my sister's 30th birthday when I touch down and I can't wait to be there again. Getting to Sydney takes planes, trains, automobiles, hours and hours – and, now I know, it's worth it. •

Questions, thoughts, travel tips? Email me at melissabatchelorwarnke@gmail.com.



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Uber update:

HOW SUCH SERVICES COULD IMPACT TRANSPORTATION IN OUR REGION

By Lisa LaMonica
info@mainstreetmag.com

Uber. Small word, big convenience. It's been a service that many in upstate New York have waited so long for – and the benefits are many.

For those with questions and who have never used the service, but may want to give it a go, I talked with several Uber drivers and got their perspectives.

How does it work?

For the convenience of this service, you download the Uber app onto your Smartphone and set up an account, which is linked to a payment method such as a bank account or Paypal account. It's also nice not to have to use cash, and a tip can be added later on by receiving an email after the ride asking for feedback; the email also serves as a receipt.

If an unfavorable review of the driver is given, the driver may not have much of a future with Uber. Drivers can also rate passengers so it works both ways. If a passenger is intoxicated or aggressive, they could face not being able to use the service long term.

Drivers have their backgrounds checked prior to becoming a driver and their car must be newer and in very good condition with an Uber driver sticker that they place on the windshield.

In the past, rural areas were at a disadvantage in needing temporary transport such as a cab service to an airport or doctors appointment. But now, you can hail a ride pretty quickly, and one that comes right to your door. Once you book a ride with a service like Uber, you'll know what make and model of car is coming to pick you up as well as the driver's name. For passengers "it's a great idea. You pay less to be driven

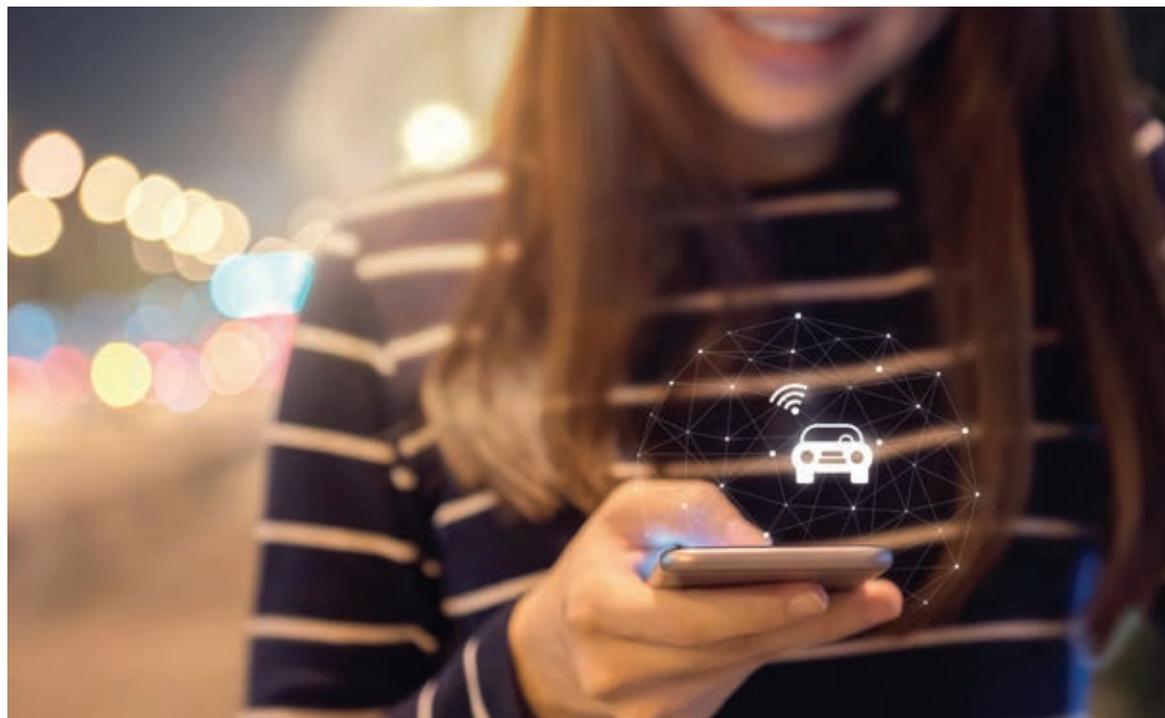


Photo: istockphoto.com contributor oatawa

in a nicer car," explained a local Uber driver.

The prices for rides can fluctuate though if it's a holiday, rush hour, or during extremely bad weather. Uber drivers enjoy both freedom and flexibility and many are full-time at this while others drive in addition to their full-time jobs.

Drivers' comments

"As drivers, we know Uber takes one-third of each trip. It is what it is. I enjoy the people that I meet and I can honestly say, there have only been two people that have been passengers that I felt uncomfortable with – and that's after over 2500 trips. Everyone who uses Uber that I pick up is surprised it's here, but are happy that it is. Uber works for me. If you're in my car, you're just a friend that I haven't met yet. I want you to know what there is to do, where you can go, and what there is to see," commented a Hudson, NY, Uber driver.

Another driver that I spoke to had this information to share: "I drive using Uber and Lyft apps.

For me, the apps are only good on Friday and Saturday nights in Albany. Hudson gets better in the summer, but Albany is still better overall. I predict it will stay that way in Hudson unless a lot more people get in the habit of using the apps more. If not, it will continue to be a weekend thing. Until then, people have to contact us personally to get rides when they need them, because we cannot always be logged onto the apps."

He then continued to explain, "The apps also do not compensate us for long pickups. And when we are sent into the boonies we also suffer time-wise for the drive back. For these reasons and others, the app works best in densely populated cities, and not so well in small weekender cities like Hudson. I have done very well on the weekends in Albany though. My record night for a 12-hour shift (from 5pm to 5am) was over \$360. That is rare. Usually it is half that and I don't work that long a shift. I'd much rather do trips to the city and back if I can though. I originally wanted

to drive in the city 50% of the time, but a cap has been placed on the number of cars that are allowed in New York City."

He continued further, "I have a growing list of clients that I drive to and from New York City and so they contact me directly. For drivers, this works well if you have high demand in a densely populated area. That's it in a nutshell. If I could, I would work weekdays in the city and weekends in Albany."

A friend of mine who has used Uber in many places, upstate and in other states, said, "I've never had a bad experience. Well dressed, professional-looking quiet drivers to talkative drivers who played Latin music, it's been a worthwhile service."

So the next time you have a short trip or you want to dine out and celebrate without worry, Uber just might be the ticket for you. ●



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Could inflammation be the problem?

By Dr. Teri Goetz, DACM
Teri@TeriGoetz.com

Are aging and disease inevitable parts of life? Well, of course we do get older every day. But disease does not have to be inevitable. And though we all age, can we slow down the process? The answer is yes.

What is the biggest trigger for disease and rapid aging? There is one simple answer: inflammation.

What's inflammation?

Inflammation is your body's natural response to trauma, infection, stress, or pathogens. When you break an ankle, the ankle swells. When you scrape your arm, there is a micro-inflammation that occurs around the wound. This kind of inflammation is good – and proof that your body's healing mechanisms are in working order.

But what about bad inflammation? When inflammation is systemic, resulting from things like stress, lack of sleep, environmental toxins, and diet – it is not good for us.

Understanding and prevention

In many cases, we can prevent the body from responding with too much inflammation by understanding the cause and changing our habits. Breaches in your body's homeostasis – or balance – create chronic stress, which can affect you in a number of ways. Micro-trauma can be anything from the achy joint that flares up after a workout to a stressful interaction with your boss that leaves you feeling sluggish. When you are getting enough sleep, exercise, self-care, and the right foods and supplements, your body bounces back from these micro-traumas fairly quickly.

But, what happens if you're not in tip-top shape? If stress is wearing you down? If the food you

eat is sabotaging you? Your body's burden mounts until you get sick – anything from the common cold to autoimmune disease, chronic inflammatory diseases, or even cancer.

Think of it this way: if your body is busy dealing with toxins, inflammation, stress, and other breaches, how can it possibly do the basic maintenance that allows you to thrive? Chronic inflammation on the inside may not be as obvious to you as a tooth abscess or a swollen ankle, but it can be toxic to you, even if you are unaware of it.

The good news is:

The fantastic news is that there is a lot you can do about this. Though stress, environmental sensitivities, toxins, and pathogens are important to be aware of as causes of inflammation, in this article, let's focus on food.

What if your body thinks food is a pathogen or toxin? Pathogens cause inflammation, but now your body thinks that that corn muffin you just ate is a pathogen? That can't be good, right?

When your body is mounting a constant defense against invaders, it releases inflammatory proteins called cytokines. These cytokines can lead to arthritis symptoms, immune complexes, and even eventually get to the brain, causing "brain fog."

Even if you eat a "healthy" diet, you may be eating foods that are harmful to you. The result is adverse food reactions (that you are likely unaware of) that create inflammation in the body.

Continued on next page ...



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Leaky gut and joint pain?

In the gut, you may experience bloating, bowel problems, or reflux. However, you could have inflammation and intestinal permeability (leaky gut) without experiencing any digestive problems.

Where else can food sensitivities create inflammation? The joints is a big one. What you think is age-related joint pain might be preventable! And in general, as mentioned, inflammation strains the immune system's responses, which can have significant implications. Reducing the length of time your body is under inflammation is the best course of action.

The elimination diet

How can you know what parts of your diet might be causing this inflammation? The ideal way to find out what you're sensitive to is a process called an elimination diet – taking out the most common allergens completely for a period of time. You will eat a diet of primarily poultry, fish, and vegetables for about 3-4 weeks. Then, gradually, you will add back in one food at a time, keep a food diary, and note when you have a reaction.

When you do any kind of anti-inflammatory diet you will avoid:

- Refined sugars and foods with a high glycemic response.
- Trans-fats, found in processed foods (even gluten free products).
- High omega-6 oils such as corn or soy – also found in most processed foods.
- Gluten... more and more people are learning that they have a gluten intolerance, even if they test negative for celiac. Additionally, chemicals like glyphosphate, commonly found in grains, can trigger an inflammatory or sensitivity response.
- Grain-fed red meats and the saturated animal fats they contain. Opt for grass-fed always.
- Dairy – either because of a sensitivity to milk itself or to the contaminants in the milk, such as growth hormone and antibiotics that were given to the cow.

- High-temp cooking with fats. Using slow-cook methods, as well as poaching and steaming methods, avoid the formation of inflammatory compounds in your food.

Anti-inflammation foods

But there are foods that counteract inflammation, which include:

- Fresh fruits and vegetables:
 - Dark leafy greens, like kale, broccoli, collards, cabbage, and other cruciferous or high-fiber vegetables, may protect the body from those aforementioned, pro-inflammatory cytokines (and are great for detoxing).
 - Red and blue colored fruits and vegetables such as red cabbage and onion, red bell pepper, all berries, red grapes, cherries, and plums all of which contain anti-inflammatory phytonutrients.
- Foods that contain omega-3 fats (the good fats!) that counter inflammation:
 - Fatty (low mercury) fish, such as wild-caught salmon, mackerel, cod, and sardines.
 - Grass-fed lamb or buffalo.
 - Nuts and seeds, especially almonds, walnuts, and flax seeds
- Extra-virgin olive oil (EVOO) and olives containing anti-inflammatory phytonutrients called polyphenols.
- Certain spices, such as turmeric, ginger, garlic, cayenne, cloves, and cinnamon, as well as some herbs like oregano and rosemary, inhibit pro-inflammatory molecules in the body.

The lifestyle change inherent in doing an elimination or anti-inflammatory diet may be short lived, until you figure out your triggers, or it may usher in a lifetime shift in how you eat – but regardless, the rewards are tremendous. Your immune system, energy, and mental clarity will rebound and you'll feel younger and healthier than ever. •

Dr. Teri Goetz is doctor of acupuncture and Chinese medicine. She learned first-hand how to treat her autoimmune disease through diet, acupuncture, herbs, and lifestyle changes. Acupuncture is another great anti-inflammatory modality. Learn more at www.terigoetz.com.

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“The Strings of the Heart”

SHAKESPEARE & COMPANY, LENOX, MA

By CB Wismar
info@mainstreetmag.com

“The Bard” seemed to have a phrase, a quip, or a line for most every emotion . . . every season. One need go no further than *As You Like It* to find the lilting refrain to a song

“In Springtime, the only pretty
ring time
When birds do sing, Hey ding-
a-ding, ding
Sweet lovers love the Spring.”

And, well we should, since a welcome sign that we’ve thrown off the shackles of winter is that the regional theatrical season is gearing up, and the activity at Shakespeare & Company in Lenox, MA, is a prime example.

Signs of spring

The staff are airing out the theatres, dry cleaning the costumes, beginning cast readings, then rehearsals, repainting the faded and chipped, and generally getting ready to welcome audiences from the Berkshires to the Litchfield Hills and the Hudson River Valley.

Shakespeare & Company has not been in total hibernation during the winter. It’s Northeast Regional Touring Company has taken Shakespeare

to over 20,000 students in ten states. But, with spring in the air, the robust offering of plays that can be anticipated for the 2019 season begins in earnest. As Allyn Burrows, artistic director of Shakespeare & Company announced the spring through autumn offerings of the multi-stage complex in Lenox, MA, he offered up as theme for the year “The Strings of the Heart.”

“The strings of your heart are sure to be stretched in every direction with the wide array of plays on our stage this summer,” offered Burrows, a two-decade veteran of the company who, himself will direct the story of love and laughter *Twelfth Night* in July and August.

Travels and honors

During the “off season,” founding artistic director and master teacher Tina Packer carried the message and magic of Shakespeare & Company far and wide. She not only taught two Actor Training Workshops in Los Angeles, CA, but managed to accept the Lifetime Achievement Award presented by the Shakespeare Theatre Association while at their annual meeting in Prague in the Czech Republic.

A widely celebrated director, Packer has directed all of Shakespeare’s plays, acted in eight of them, and presented university level courses on the entire canon at Harvard, Columbia, NYU, and MIT.

She is already at work on the first play of the season *The Waverly Gallery* which begins in spring – on May 23 – and runs into the summer, closing on July 14. Featured actors include company stalwarts Elizabeth Aspenlieder and Annette Miller who have a combined 45 years experience with the company.

The 2019 season offers, as is the custom, a fine mix of Shakespeare’s classical plays – in addition to Burrows’ presentation of *Twelfth Night*, *The Taming of the Shrew* will be pre-



Above: Tod Randolph, Jonathan Croy, *Macbeth*, 2018. Photo: Daniel Rader. Below, left: Aimee Doherty and Zoe Laiz, *As You Like It*, 2018. Photo: Nile Scott Studios.

sented in the Dell at the Mount – the nearby home of Edith Wharton. The outdoor setting, a secluded glen on Wharton’s estate grounds, is a natural amphitheater that not only provides great spaces for the actors to roam, but encourages interaction with a delighted audience. Picnics and children welcome.

The Merry Wives of Windsor seems a very prescient offering in these energized political times. The comedy will play in the garden theatre on the Shakespeare & Company campus from August 8 to September 1. The directing assignment for this Shakespearean comedy falls to Kevin Coleman who will mark a decade since his last main stage directorial assignment. Coleman has not been resting on past laurels, however, since he was one of the Company founders and serves as the director of the highly celebrated, far-reaching education department. The stellar cast includes the warmly regarded Nigel Gore as Falstaff and Cleteal L. Horne as Mistress Quickly.

The masters on stage

With reference to company stalwarts, a brief, but brilliant offering in late August will feature no less a stellar cast than Tina Packer, Allyn Burrows, and Obie Award Winner John Doug-

las Thompson. Scripts in hand, they will present a workshop production of *Coriolanus* directed by Daniela Varon.

This is not a comedy. *Coriolanus* is the story of a man who learns that arrogance and ambition cannot be substituted for true leadership. The offering will be on stage from August 21 to 25, and not to be missed as a way of witnessing the creative process as it unfolds and the complex ways in which directors and actors work on that journey.

Designed to engage, challenge, and entertain

As noted, non-Shakespeare plays find finely produced presentation on the Shakespeare & Company stages. Following *The Waverly Gallery*, *The Children*, Lucy Kirkwood’s play about the aftermath of a nuclear accident will be presented from July 18 through August 18 under the direction of James Warwick whose interpretation of *Mothers and Sons* during the 2018 season garnered several regional awards.

Pulitzer Prize winning play *Topdog/Underdog* by Suzan-Lori Parks will be the August 13 to September 8

Continued on next page ...





Above, top to bottom: Shakespeare & Company audience at The Mount. Tina Packer with her award. Below, right: Allyn Burrows, artistic director. All images courtesy of Shakespeare & Company.

offering, directed by Regge Life whose third year with the company brought the celebrated *Morning After Grace* to the 2018 season. The magnetic drama of two brothers struggling to find identity, the production will feature Deacon Griffin-Pressley who brings several years of experience with Shakespeare & Company and who, aside from being a highly regarded actor, is also a playwright.

Another returning director, Nicole Ricciardi, will bring *Time Stands Still* to the Shakespeare & Company boards as the autumn offering, running from September 13 through October 13, featuring the estimable talents of Caroline Calkins, Tamara Hickey, David Joseph, and Mark Zeisler.

Important as the schedule and the supreme talents that will be engaged in making the plays worthy investments for the audience might be, the quality and deep experience of the cast members make Shakespeare & Company productions so magical. These are not well-intentioned amateurs who gather around old “chestnut” musicals offered to please the broadest possible local audience. These are professionals doing what they do best. The results are uniformly hypnotic.

These talented individuals have graced the Lenox, MA, stages, in some cases for upwards of 25 years. They have succeeded on Broadway and Off-Broadway ... acted and directed across the country and in international locations from Europe to Asia ... appeared in first-run feature films, been seen on network television

dramas, and still eagerly look forward to the call each winter from Allyn Burrows asking them to hold time for Shakespeare & Company. There’s a role for which they would be just right ... a play that cries out for their studied hand and imaginative minds.

To learn is to act is to learn

Not only is there great loyalty among the talented company, there are endless opportunities to impact and influence the lives of young actors working diligently on their craft. The Center for Actor Training at Shakespeare & Company is a year-round, multi-faceted program that provides intensive training in acting, voice, movement, stage fight, even clowning. Month-long intensives draw students from around the world to truly immerse themselves in the culture and curriculum.

Based on the month-long model, the Summer Training Institute welcomes college undergraduate students of drama to experience, learn, grow, and act with opportunities on stage that bring the curriculum into full performance mode.

And, Shakespeare & Company is not content to merely be resident in the Berkshires. Weekend Intensive Workshops are offered on college and university campuses across the country, with special focus on New York, Boston, Minneapolis, Los Angeles, Chicago, San Francisco, and Seattle – areas of the country with rich theatrical offerings and eager students.

It is not uncommon for workshop graduates to sum up their experience

by proclaiming “the experience was nothing short of life-changing,” as Robert Knapp, a recent summer institute participant affirmed.

Shakespeare & Company is more than the sum of its parts: a glorious, accessible campus in the Berkshires; a supremely talented staff and world recognized acting company; an educational program that not only feeds the company and keeps it lively and fresh but reaches around the world in mentoring and nurturing actors, directors, playwrights and producers; a season of comedies, dramas, family-friendly performances, and truly engaging dramatic experiences; and, admission fees that make these theatrical wonders most accessible.

A worthy investment of time would be to go on the Shakespeare & Company’s website and explore the plays, the performance times, and the full menu of offerings that commence as spring comes to New England.

Hamlet was right. “The play’s the thing ...” And, Shakespeare & Company is the place to experience the plays. ●

You can reach Shakespeare & Company’s box office by calling (413) 637-3353, or you explore further by visiting them online at www.shakespeare.org.



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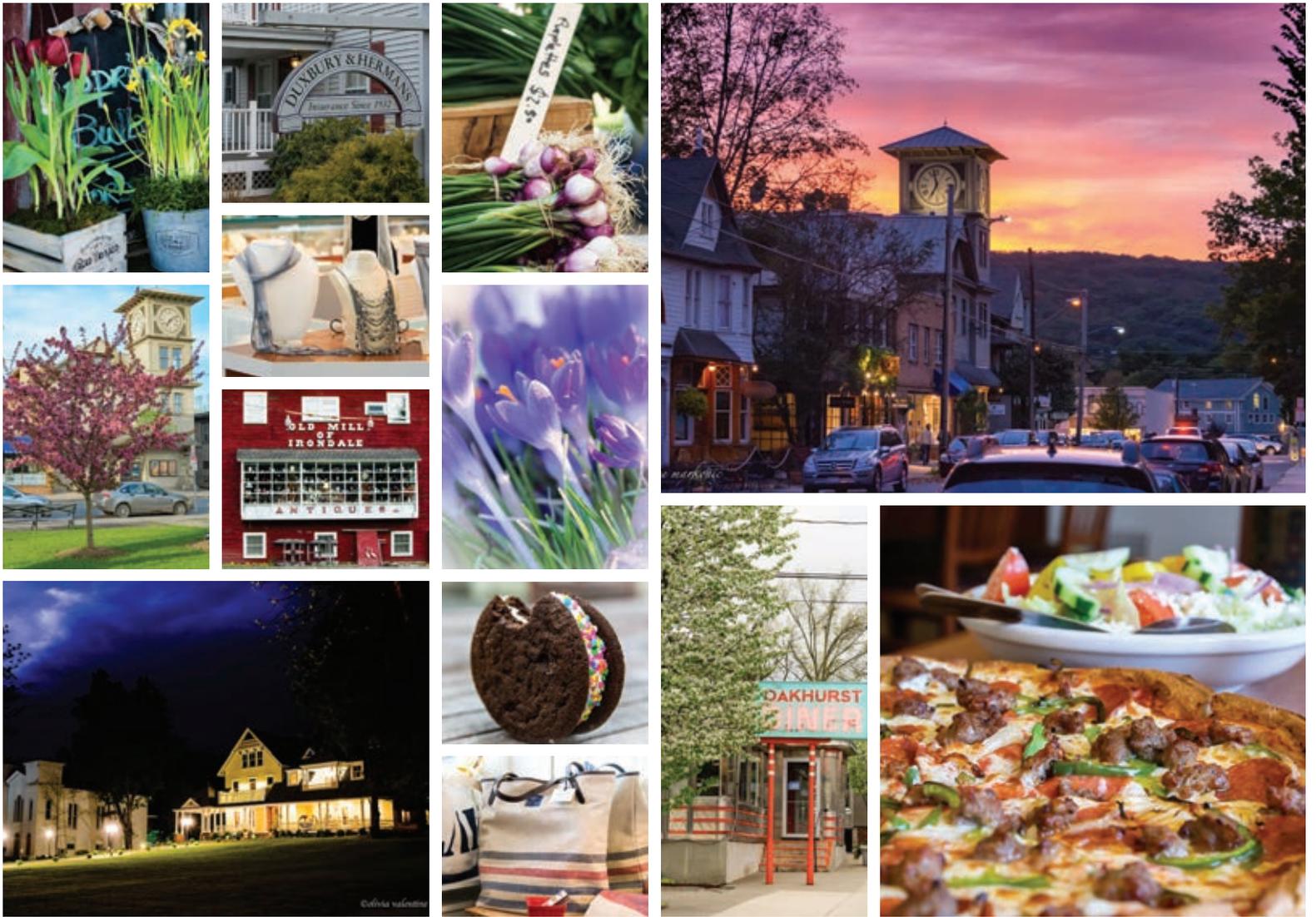
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Visit your local branch or [review.salisburybank.info](https://www.review.salisburybank.info) to schedule a review of your business banking needs.



We'll review:

- ✓ Checking & Savings
- ✓ Merchant Services
- ✓ Remote Deposit
- ✓ Business Loans
- ✓ And much more...

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