

SHIFT COLORADO



May your days be

MERRY & BRIGHT

Dear Fellow Enthusiasts,

Thank you for the support in 2022. I am truly blessed to be part of a great bunch of car aficionados. It's been amazing watching the Colorado car scene grow and that's because of each and everyone of you.

I can't wait to see what 2023 brings for the Colorado car community.

Sincerely,

Dave the Insurance Guru



***PRINT THIS PICTURE AND LOOK FOR MY CAYMAN. WHEN YOU FIND IT, BRING THIS BY MY OFFICE (210 5th St #100, Castle Rock 80104) TO CLAIM YOUR GIFT* Expires 1/1/2023**

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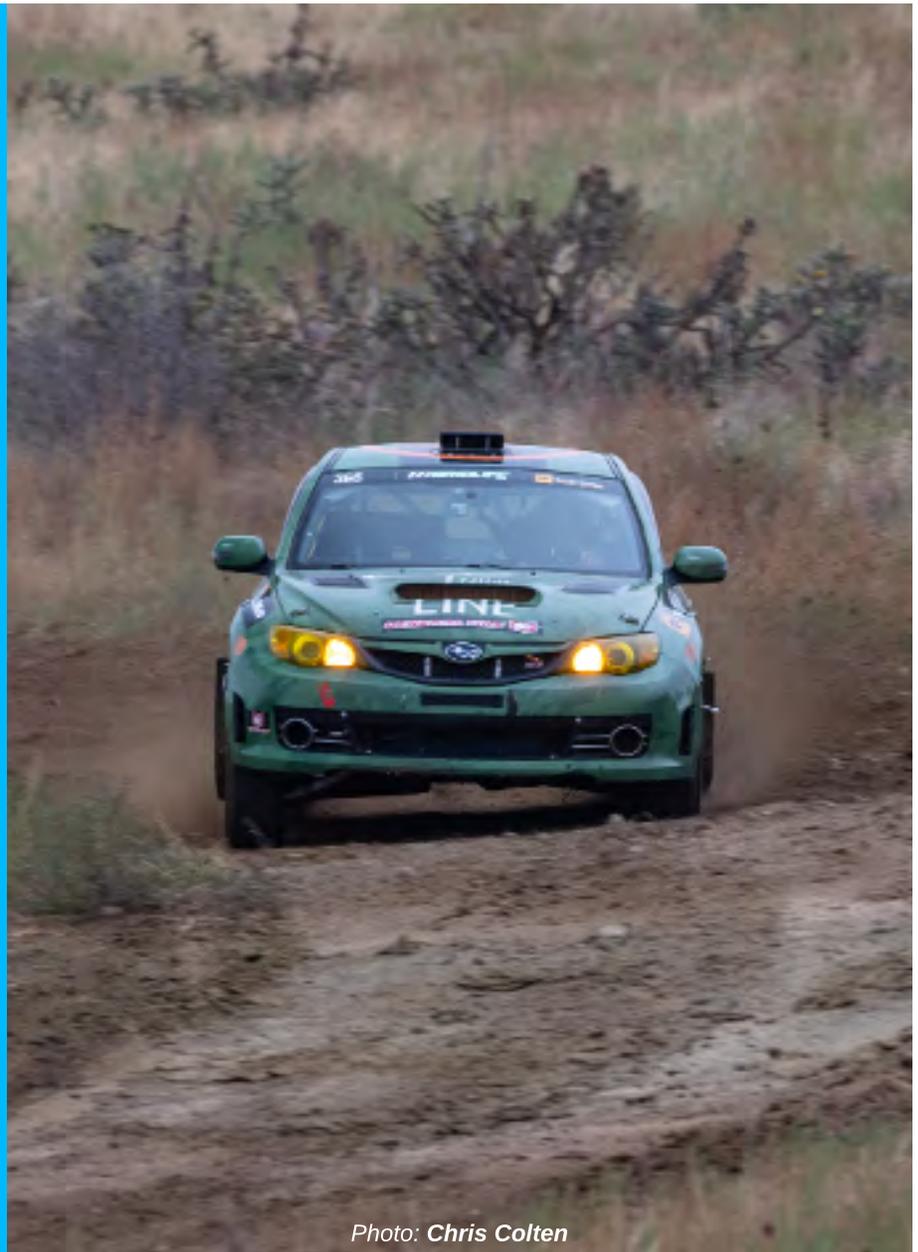
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*Photo: Chris Colten*

Keep Goin...

Here we are again. Another quarter gone by, and another chance to address you, our reader. We couldn't be happier with how our first issue went. We have had such overwhelmingly positive feedback, ranging from new content submissions, new things to cover, or simply readers telling us "Hey, I liked what you did", we have been so grateful to hear the positive reception to our first issue back in September.

That said, it didn't change the fact that *there was work to do*. The end of summer and early fall in Colorado hosted an amazing plethora of

events to cover that had us busy from the weekend after we published our first issue.

We have been at events nearly every weekend over the past three months, and our page count shows it; this issue will be a tough act to follow with winter at our door. There's something in here for almost every interest. As usual, we truly hope you'll enjoy this issue, and while its cold outside, we'll be doing our thing. If you see us out and about at a show, don't hesitate to say hi!

-Brendan

STANDARD



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HOPE IN ACTION

A Curated Evening of Cars, Motorcycles and Aircraft of Distinction Supporting Children's Cancer Research



Story: *Brendan Garst* Photography: *Evan Ward, Edgar Venzor, Brendan Garst*

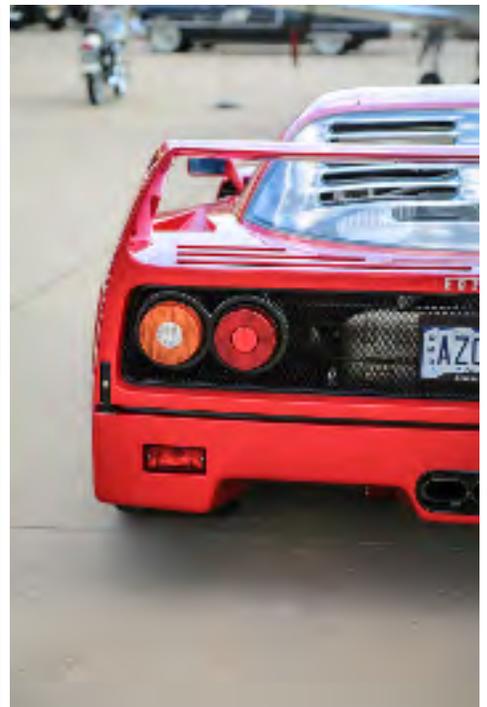
On a warm summer afternoon near the end of August, I found myself wandering onto the apron of Centennial Airport in South Denver. After passing through the abbreviated business passenger terminal and onto the tarmac, I was immediately greeted by a table of champagne flutes, a precursor to a curated selection of cars, motorcycles, and aircraft stretching across the frontage of two large hangars.

The afternoon sun softened, as it gave way to overcast evening skies that threatened rain. I wandered past a polished P-51D Mustang, and continued to meander past a row of Packards gleaming softly in the growingly ominous lighting, as I got my bearings for the layout of the show.

Within eyeshot, further down the ramp, a row of effectively every memorable Ferrari from the 80's and 90's begged my attention. This was not a typical show; this was the Morgan Adams Concours d'Elegance.

The Morgan Adams Concours is a charity event, which benefits The





Morgan Adams Foundation, a local nonprofit organization dedicated to ensuring that children of the Rocky Mountain region who are diagnosed with cancer have access to the best possible research and therapeutic options available. The 2022 showing marked the 19th anniversary of the show, which brings together a selection of notable cars, motorcycles, and aircraft directly on the tarmac at

Centennial airport. Tickets to the show start at \$250, and reserved tables for 4, 6, or 8 are available. Admission includes the show, food from many great restaurants in the Denver area, open bars, and various entertainment, including two live flight demonstrations, live music, a silent auction, and more.

This show is clearly “next level”. Wandering the showfield yielded the aforementioned line of notable Ferraris, which was the featured marque in honor of Ferrari’s 75th year in existence. Examples of the 250GT, Dino 288 GTO, Testarossa, F40, F50, and Enzo, as well as my personal favorite: a gorgeous dark blue Group 4 prepped 308 GTB with a logbook, an actual privateer racecar.



Beyond the wall of Ferraris new and old, just about anything an enthusiast could be enthusiastic about was present, including a selection of vintage racecars, as well as Robb

Holland and David Donner's cars from the 100th running of the Broadmoor Pikes Peak International Hill Climb, brought to you by Gran Turismo. If their cars weren't enough, both drivers

were present and engaging with guests during the event. Lamborghinis? You bet; you can't really "out-Lamborghini" a 1992 Countach. If Mercedes is more your speed, a 300SL Gullwing was



parked in the corner of one of the hangars. It may seem like an understated place to put a car with that level of heritage, but The Morgan Adams Concours is packed with similarly interesting vehicles.

I had a chance to speak with the owners of a few of the vehicles in the midst of the festivities. Eric Hoover, the owner of an immaculate 1968 Triumph TR5PI shared a bit with me about his car, which he purchased as a previously restored car that needed some work. The TR5 has a 2.5 liter straight-6 motor, making approximately 150 horsepower, and interestingly was the first British car to have standard mechanical fuel injection. Eric mentioned he has driven the car 35,000 miles since the restoration, but no one would be able to tell it from its condition; the paintwork is some of the best I have seen, including a concerningly immaculate engine bay for a British car.

I also spoke with Steve & Janet Wright, who were there with their gorgeous 2019 McLaren 600LT. They had owned the car for roughly two years, and had loved their time with the car so far, in a particularly good looking flat gray livery with orange and matte black accents. Steve and I also connected about some of his time campaigning a

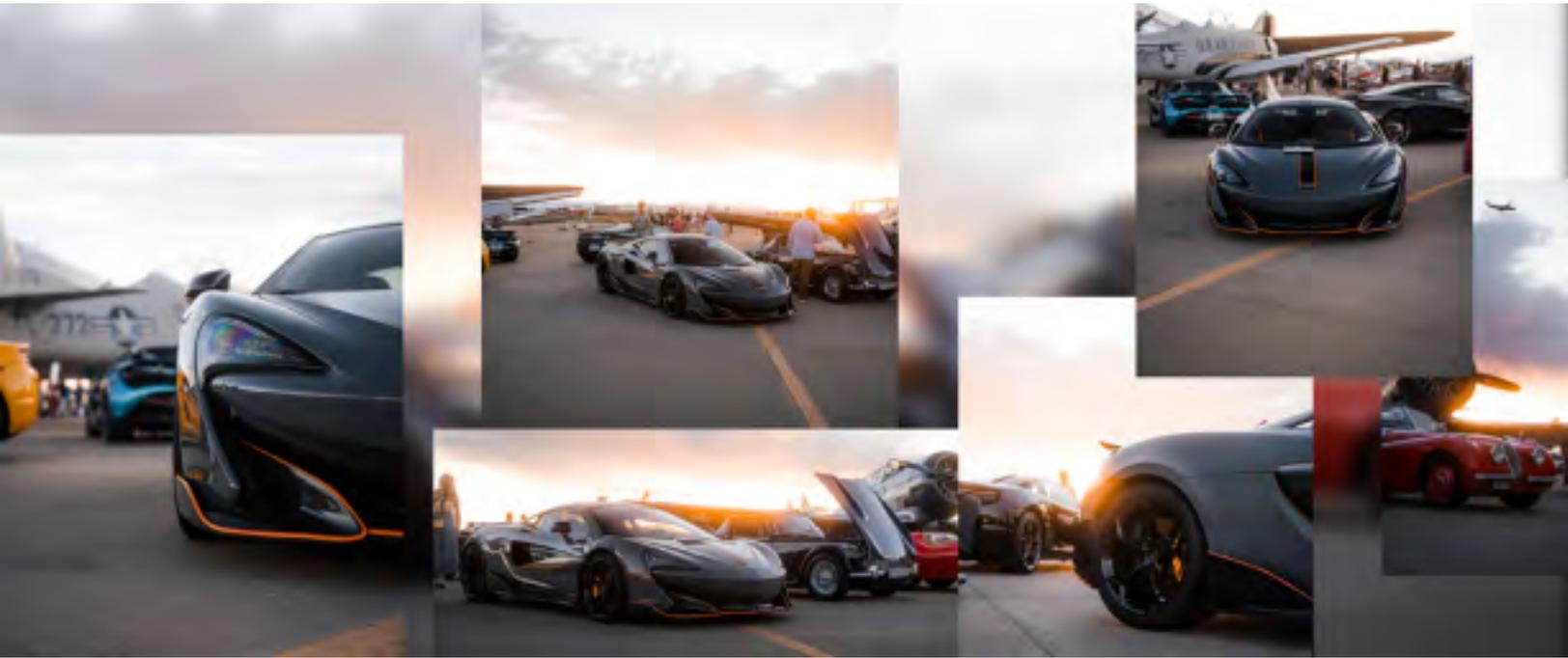


spec Boxster in events along the front range, and some of their experiences attending The Pikes Peak International Hill Climb.

In both cases, you couldn't fault the owners for treating their cars like something overly precious; both cars had tremendous value (both objectively and to their owners), but the reality couldn't have been further enthusiasm not only for their cars, but to speak with folks about them. Steve mentioned I could open his car up if I was interested in taking a closer look at the interior, and Eric pulled the

cover off of his open-topped Triumph, in spite of the impending rainstorm, to make sure he could show me around the engine bay while we talked (despite encouraging him to leave his car covered due to the weather). Interaction is a huge part of engagement at a show like this, and everyone I spoke with at the concours from the case. Everybody was similarly warm and enthusiastic about getting to show their car for a noteworthy cause.

The aviation component is an obvious differentiator for the show. Gulfstream was present with a demonstration





G500 business jet, and a test article G800 ultra long-range business jet, both of which were open to visitors. Representatives from Gulfstream offered guided tours around aircrafts' interiors (the G800, as a prototype/testing aircraft, had a predictably sparse interior, as well as a long avionics test probe, which elicited unicorn, narwhal, or other jokes from passersby all evening). The showfield was dotted with notable fixed wing aircraft, like a 1943 Lockheed DC-3, the oldest flying example remaining in the world, or an L-39 Albatros jet trainer from Czechoslovakia, as well as a number of helicopters if your inner avgeek cares more for rotary wing aircraft.

After the overcast skies gave way to a clear dusky "golden hour", attendees were ushered to the West edge of the ramp, where a live aviation demonstration was put on by several extremely talented pilots. Bob Freeman's name is written upside down on his Extra 330LX for good reason, as the plane spent very little time oriented with the landing gear towards the ground, in conjunction with Dagmar Kress' Pitts S-2C biplane. Both aviators pushed their aircraft through aerobatic maneuvers that made physics and materials-durability science look like 'guidelines'. The show included double hammerheads and stall based rolls at an uncomfortably low altitude. Tom Larkin, an ex F-15 pilot, showed off what his Subsonex mini-jet can do, powered by a jet

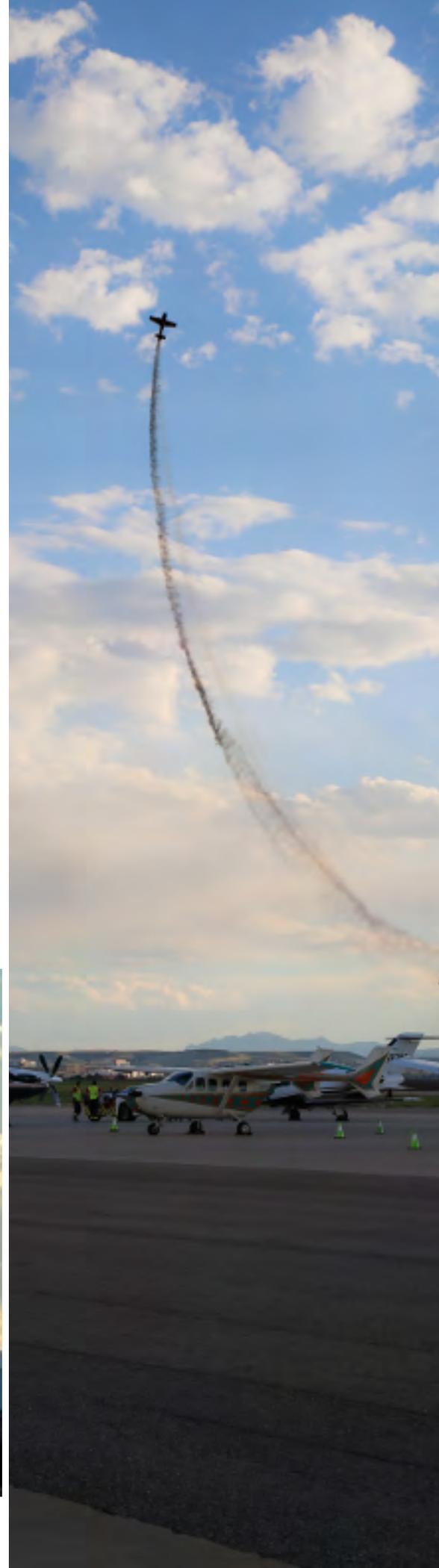




engine roughly the size of a pony-keg. The small size of the plane and powerplant did not seem to matter, as Tom put the plane through a number of high-G-force climbs and high-speed low altitude passes. Finally, JP Thibodeau, an accomplished air-racer flew his family's P-51D Mustang for several passes over the show, offering a chance to look at the World War 2 vintage aircraft in action, an increasing rarity as time goes on. The show certainly made the most of being

based at a regional airport; the aerial demonstrations are a truly one of a kind experience in the Colorado car show scene.

As the night wound down, there was one final aviation demonstration after dark. Bob Carlton took to the air in his Super Salto jet sailplane (picture a large glider with a similar engine to the mini-jet), which gracefully looped around the airfield launching fireworks and strobes, which gave





the conclusion of the evening a suitably spectacular send off as vehicles began to clear the showfield.

I got a chance to catch up with Joan Slaughter, the Morgan Adams Foundation's Founder and Executive Director, regarding what it takes to build an event that captures the level of spectacle of this show. Per Joan, "The Morgan Adams Concours d'Elegance is the backbone of our organization. By allowing us to share their beautiful machines, the car, plane, and motorcycle communities of the Western United States and beyond have enabled us to not only develop a premier evening, but to also grow into an organization that is putting very meaningful dollars to work creating new treatments for kids and teens with cancer. When I get to introduce the Ambassador kids who join us for the evening, it's a profound and truly exceptional honor to also be able to share with attendees that their donations and their support are WHY these kids are able to be with us."

Joan continued, "Over the last 19 years, the guests of The Morgan Adams Concours d'Elegance have funded critical studies that have gone on to save real kids' lives – and





at this event, you get to meet some of them. There is no greater impact a charity can share: the fact that there are children alive – *and thriving* – today because of the belief, the support, and the commitment of its extraordinary community.”

It is, undeniably, a tremendous impact to be able to generate using an enthusiast show to save the lives of kids and teens; the fact that all of the amazing stuff I mentioned above is on display in one place is very unique in and of itself, but that fact that it’s all done in service to helping others makes this a show with gravity. This show brings *importance* to a hobby that is often largely about using disposable income disposably.

The Morgan Adams Concours d’Elegance promises on its website “The event brings together some of the finest vintage and exceptionally-crafted modern aircraft, automobiles, and motorcycles...”, and in retrospect, it does not fail to deliver. While the event comes at a significant cost to attend, it aligns with most other charity events, and supports an extremely worthy cause as anyone with family or friends with cancer would attest. The show has sold out every year, generating significant capital for The Morgan Adams Foundation to fund cancer research. The event has easy parking, good facilities, and was accessible for those with disabilities.

If you find yourself at the end of the summer and looking for an upscale event that caters to your innate passion for cars, planes, and motorcycles, it’s hard to do much better than the Morgan Adams Concours. The date for the 2023 show has already been set for August 26, and the 20th event promises to be bigger and better. Tickets are available at the event’s webpage. 🚩

 www.morganadamsconcours.org/

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RALLYSPRINT | GLTC | HPDE | DRIFT | TIME ATTACK | CAR SHOW | ARCADE | CONCERT



GRIDLIFE

ALPINE HORIZON FESTIVAL

Story: *Brendan Garst* Photography: *Chris Colten, Edgar Venzor, Preston Bolyard*

Over the course of my time as a car enthusiast, I have driven to Pikes Peak International Raceway (PPIR) many times. As you leave Colorado Springs heading south, the terrain effectively goes on loop; a hill, a valley, a hill, a valley. Repeat ad nauseum. I often find myself assuming PPIR is just over the next hill, having never fully committed to memory how many of these I pass before the track comes into sight.

My drive down for Gridlife was different. Against the early autumn overcast sky on Saturday, a second cloud, visible for miles hung below the cloud cover. As I got closer and PPIR came into view, I realized that this anomalous cloud was a cloud of tire smoke churned up by a large number

of drift cars on track aerosolizing their tires. This was not a typical PPIR event; this was Gridlife Alpine Horizon 2022.

Gridlife is a hugely unique event, bringing together several different disciplines of motorsport, from time attack, high performance driving event, drifting, wheel to wheel racing, and off-road driving, together with the festival environment of a multi-act concert. In addition to the racing and the music, just about anything a car culture enthusiast could want was on-site. An Esports corral featured multiple sim rigs available to race. Another area of PPIR's infield garages was a dedicated drift-kart circuit, with drift karts available for rent to the show's

patrons. Next to that, a scale RC racetrack for 1:18th scale cars offered attendees a chance to replicate the full scale action on the track surrounding them, and an on-site barcade offered additional entertainment options, both liquid and virtual. A parking lot car show comprised the South end of the infield, with a multitude of cars and bikes over several categories.

The energy at Gridlife on the Saturday evening I attended was that of a big party, albeit one in inclement weather. The overcast cloud cover I encountered on the way down turned to drizzle in short order after I arrived, and temperatures dropped quickly.

The weather didn't put a damper on things; as I entered through the infield tunnel, drift cars were





continuing to move around the circuit, being chased by the familiar Toyota Supra of Larry Chen, getting up close and personal shooting trademark drift action shots. Finding space at the barrier to the kink in the infield was difficult, as attendees were glued to the spot given its proximity to the action.

The concerts began to kick off at roughly 5:00 PM, as the intermediate level HPDE event took the course, allowing novice drivers the opportunity to get on course in their cars and turn laps on the Gridlife circuit, which comprised PPIR's infield road course, and a portion of the oval. This was fun to watch, as some cars were still developing their approach to the corner we were watching, and others, like a particularly heroic Red Mazda FC generation RX-7 were drifting the corner, and linking it into the next.

Additionally noteworthy was an old Sharknose BMW 635 CSI, wringing out whatever was left that it had to give. I always find watching HPDE to be a riot, and Gridlife's was no exception.

Drift followed the intermediate HPDE drivers, again giving an opportunity to watch folks in high powered cars shred their tires. The Falken team was out, running corners



together, and watching their well-rehearsed team sliding in tandem never stops being cool to see.





Gridlife also offers off-road thrills in the hills of Fountain surrounding PPIR; A sprint bracket style rally race is run on a full 2-Mile circuit in conjunction with RallyReady. While I didn't get a chance to check this one out in person this year, it is something that will be high on my list next year.

After 6:30, the track went cold to allow time for dinner. I scored a tray of Nachos from the Pikes Peak concessions trailer, and a tasty hamburger courtesy of my friend Matt Clifford (@lubricantlord), a company representative for Motul who was camping in the paddock and representing the brand for the event.

Drift cars took the track again for night drift at 8:30, going at it again with lights, underglow, and other things that helped them put on an awesome show, as the concerts continued into headliner territory. The musical talent this year included Taking Back Sunday, City Morgue, Sueco, Xavier Wulf, Night Lovell, Jake Hill, Harper, Cliffdiver,

Wowoka, Puppet, Call Me Karizma, Avoid and Not a Toy.

With an early morning flight the next day, I regrettably left PPIR as Taking Back Sunday was starting their set, with the 10:30pm final night drift running in the background. The night, while short, was one of the more memorable shows I attended all summer, with my only regret being that I didn't have more time to wander the showfield and take in more of the musical acts.

Gridlife Alpine Horizon 2022 was held from September 9th through 11th, with racing events on all three days, and musical events on Friday and Saturday. The arcade is open from 11:00 AM to Midnight on Friday and Saturday, and from 11:00 AM to 3:00 PM on Sunday. The show had great access to facilities, including food, drink and toilet facilities in both porta-potties and PPIR's brick and mortar facilities. The grounds had good access, but attendees with

physical limitations should be aware that entering and leaving the showfield can be a bit of a hike, and plan accordingly. If you want an event that celebrates diverse aspects of car culture at every turn, has a young, high energy young crowd, and isn't afraid of a bit of rain, Gridlife is for you! 🇺🇸

 www.alpinehorizonfestival.com

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Story: *Brendan Garst* Photography: *Tyler White*

SUNDAY, OCTOBER 9TH, 2022

FALL RALLY

Colorado's car scene never fails to provide a good time for its enthusiasts. As my good friend Pat Curtin wrote in his article "The Case for Colorado" in our Issue #1, "Smaller car communities keep the passion alive." As the days grow cooler and shorter towards the end of our car season, our local scene of smaller events truly begins to shine, with the big name events done and dusted for the year.

On October 9th, 2022, I joined in on an event that fits this to a tee. A small group of enthusiasts with an eclectic collection of cars met on a crisp

October morning in Golden, intent on enjoying some of our best driving roads and early autumn scenery. This was the Simply Clean Fall Rally, hosted by Tyler White, owner of the Simply Clean detail shop in Lafayette Colorado.

The rally was well planned and communicated on the Simply Clean Social Club Facebook group prior to the drive, with disclosure of the route, meeting times, stops along the way, and a reminder to keep behavior appropriate on the drive.



After a short meeting and rebriefing of the same (as well as handing out a professionally printed route guide), the group departed up Golden Gate Canyon road, taking the scenic route to Blackhawk and Central City. The drive through Blackhawk in the clear morning air was scenic, and we quickly found ourselves at the first stop at the "Squatch Store", a large gas station and souvenir stop off of I-70.





Pass to Fairplay. All of this to the backdrop of the Colorado Rockies, just starting to accumulate their first bit of snow. From Fairplay, the group continued on through Breckenridge to Loveland Pass, a pass notoriously used by automakers for high altitude test-mule flogging, and avoiding Eisenhower Tunnel based issues on high traffic days.

these are accessible points of entry for significant others who are not as car-crazed as we are; while we had some time to stand around and densely discuss cars like our lives depended on it, the bulk of the event was putting miles on the car. I know my spouse enjoyed the scenic tour and opportunity to get out of the house as much as I did!

The Group continued up I-70 to Georgetown, taking in the scenery (and the mountain traffic as well... you learn to take the good with the bad on I-70). The group stopped again for a photo in Georgetown, as well as an attempted drone session, made difficult by Georgetown's notorious wind.

From there, the group rejoined I-70 for the road home, completing the loop and covering over 130 miles of scenic passes and photography stops in roughly 5 hours. Drives like these are a hidden gem for Colorado residents, allowing us to experience some of the most breathtaking scenery that the state has to offer, minutes from the Denver Metro area. Further, drives like

Simply Clean Motoring Club is a free group on Facebook that hosted this and other drives throughout the Spring, Summer, and Fall seasons, focused on scenic drives and good company. For more information, visit their Facebook page at the group below! 🇺🇸

 [Simply Clean Motoring Club](#)

 [simply_clean_detail_studio](#)



JIM WHITING'S



2018 BMW M3 COMPETITION

Story and Photography: *Jim Whiting*

It's interesting how a life event can completely change our perspective on things. For Jim Whiting, a mid-life heart attack sent him down the rabbit hole of motorsports, starting

with a unique F80 platform BMW M3, and continuing from there to a full-on track weapon that can hang with anything on a track day.

Here's the story of Jim and the car as catalyzed by an adverse life event. As always, we'll let Jim tell it in his own words...



I had a heart attack that gave me pause to reflect on my life. It was then that I decided that before I die, I would fulfill my dream of hauling ass on a racetrack in my own car. At the time, as an owner of a Dinan 550i, Schomp BMW invited me to a BMW Ultimate Driving Experience, where I caught "the bug". I purchased a 2018 BMW F80 M3 Competition in Laguna Seca blue, a personalized color for the F80. A special car, to be sure, and one of two in the Denver area in 2018. Before I took delivery, the car received a full complement of Dinan stage three components.



I owned a badass F80 M3 and was ready to conquer the track, or so I thought. On my first open lapping day, I quickly learned that driving fast on a track would require more performance from the car and more talent from me. It was evident that

open lapping was not good for the car in its stock form; the car was self-destructing under the combined demands of high-speed lapping and my driving! It became evident that the "track capable" M3 was not "track-ready." Especially not if I

wanted to run with and beat the big dogs at High Plains Raceway. Extra-especially not with me, an inexperienced track driver, behind the wheel. Let's face it; the F80 M3 was built for going fast on the street, not circuit racing. That's where the story of the car's transformation really begins.



For the next three years, I worked to be one of the first to transform an F80 into a track weapon. I've been blessed to work with many automotive mad scientists in building this car. Brandon Pesja of Missile Works in Golden, Colorado is an extremely creative detail-oriented fabricator and Jeffery Payn, owner of Payn Performance Engineering, and a genius tuner. Additionally, Grant at Wine Country Motorsports, who has been a wealth of information and resources. Also, The Garage in Parker, where their tech Zakk deciphered a fault code and corrected wiring that no other shop could. The fault was holding back the newly installed port injection and ReFlex PLUS.



With a track only ethos and after several years of work, Brandon and I had built a track weapon featuring over fifty track-oriented performance and safety mods. A hand-built chrome-moly FIA six-point roll cage painted in Laguna Seca Blue keeps things safe, while custom rear seat deletes with custom blank out panels and rear door cards tidy up the interior. The engine breathes in

through DINAN COLD AIR INTAKES and out custom ceramic coated downpipes, through a single straight pipe exhaust. Handling is courtesy of a 3-way adjustable suspension via Motion Control Suspensions, and custom front control arms. Stopping is handled by an Alcon six piston caliper front brake set up, with custom brake cooling and backing plates. A custom splitter, NACA ducts





to release cabin pressure under speed, and a custom frame mount for the APR swan neck wing round out the car's aero package.

It's been an incredible journey and an exciting process. I spent countless hours researching ideas and components. Brandon spent numerous months implementing our ideas. To say that Brandon is a perfectionist is an understatement; the car could not have been set up differently or by anyone else. Many told me I was nuts, being one of the first to take on the F80 platform, but I had a vision. I broke much new ground with multiple iterations. I

worked closely with industry leaders to source ideas and parts. Unfortunately, not all ideas or parts worked. Brandon likened the process to school "tuition." When you're breaking new ground, "you pay to learn."

Four years later, my health is excellent, and the car is more or less finished. My original goal was to learn to go fast safely before I died. With the help of the Rocky Mountain Chapter of the BMW Car Club of America and Rocky Mountain National Auto Sport Association, I became a certified driver.

My original goal was to break 2:00 at High Plains Raceway; currently, I'm running mid 1:50s. With proper tuning by Jeff and more seat time, in 2023, I hope to break 1:50. A lofty goal, to be sure; but if you don't aim high, why bother? Now, I have a winning team and a running car capable of endurance racing, and finally hauling ass on a racetrack! Special thanks to SpeedEFX for an incredible wrap and excellent customer care. I hope you'll agree, this car looks fantastic! 🏁



Jim Whiting



@jimwhiting1

Down TO EARTH



Story and Photos: Carter Bell

I don't love the city. I've always been more of the back roads and bushwhacking type of guy.

When I first got interested in cars, particularly modifying cars, my taste was about what you would expect from a 16-year-old JDM fanboy. Big, blue-tipped mufflers, brand stickers, and the ability to scrape your frame on the lowest of speed bumps were my criteria for a cool build. Down to

Earth Movement is a portal back into my old self.

So, I was astonished when I saw a big rig semi with a frame stretch immediately upon entrance. Like many custom semi's, the details on this rig were impressive. A luxurious, leather-lined interior topped off the yards of chrome and pinstriping on the outside of the truck. Sharing the same corner of the show was a

tastefully done Imola Red BMW Z3 M Coupe, a wonderful contrast to the vastness that is the big Kenworth right next-door.

Down to Earth is largely focused on the culture surrounding imported vehicles, especially those from Japan and Germany. There is a certain charm about foreign vehicles from the 1990s and early 2000s that makes enthusiasts love them so much. The

feeling of the materials, unique design choices, and even the smells of the interior all contribute to the retro experience of these cars.

Every now and then something strange catches my eye and I can't explain the reason. Like this old school, right-hand drive Mitsubishi Delica. Now, on the internet the Delica has become a well-known relic of Japan in the 90s, even though it's hardly a groundbreaking piece of technology. I have seen Delica's before, and it's just a van, a people-mover.

But, once I started to look in the details and design oddities, I realized the undeniable charm of this weird, old car was starting to rub off on me.





This rarely seen spec is fitted with a custom widebody kit making the car 4.5 inches wider than a normal C6 Corvette and a stroked-out, loping LS3 spitting out over 500 horsepower.

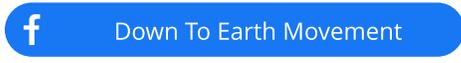
Colin Grossman just moved to Colorado this past June, and so far has spent most of his time attending car shows and driving through the mountains in his 2002 Audi A4 Avant. The wagon is finished in the classic and rare Goodwood Green paint color, and it functions as the perfect vehicle for someone looking to take a step into the natural wonders we call home.

There is a Hot Import Nights, Fast and Furious vibe throughout the show. But there is so much diversity between all the cars out at Mile High. Lowriders, American Muscle, and even supercars like the Tungsten Grey 2006 Ford GT. The owner, Chaz, said as the second owner he has put roughly 17k miles the car in a little more than a decade of his ownership. "It's the best used Ford EVER," he urged. Another eye-catcher is the 1-of-7 Specter Werks Corvette GTR.

Colorado has a solid core of car enthusiasts, but the community has been, and will continue to grow for years into the future. The evidence is in the events, Down to Earth got its start in the mind of a local kid.



The show has moved from small parking lots to the concourse at Mile High Stadium. Whether you enter a vehicle into the competition or not, the venue, people, and, of course, cars, make Down to Earth a must-see event. 🇺🇸



ELECTRIC ENTHUSIASM



OHM ON THE RANGE 2022

Story and Photos: Pat Curtin

I get it; electric vehicles are weird. Their numbers game isn't the same vehicular vernacular we've spent years ingraining in our monkey brains. Nobody talks about electric MPGs; they talk kilowatt hours and Level Two charging. They're focused on torque, range, and drive modes. Electric fanboys aren't likely to be telling you about their weekend spent in the garage toiling away on their project; they're out driving and loving every minute. Some might highlight the

goofball fart noises, the dancing doors, or the haptic buttons covering the exterior. When it comes down to it, electrics are just different.

But aren't those differences at the root of what's fun about car culture?

When I'm driving our Colorado roads, I love a lightweight rear-drive inline-four because it communicates momentum and weight distribution. The small engine revving its heart out to keep pace through chicanes and ever-tightening right-handers is an absolute joy. But at the local car show, I bolt for a lowrider with pinstripes and air ride. Why?

Because they're different. Earlier this summer, I brought an electric converted 1966 Porsche 912 to a new



"WEIRD MOTOR"



"ELECTROLITE"



"BRAT EV"

show out at Red Rocks for my day job at Farland Classic Restoration. Today was Ohm on the Range. The convention of about 35 electric vehicle builders had spent the week mind-melding on the latest electric conversion tools and drivetrains available to the public.

I bounced along with a quiet hum, amber dust clouds trailing as I followed the BMW X5 into the red-dirt lot. I could hear every pebble bouncing off the recent paintwork; the cabin was otherwise silent. My left foot hovered over the clutch pedal as I came to a stop.

"Closer," a volunteer in a faded



"ELECTROVAIR"

neon-green shirt shouted, pointing at the late 50's Chevrolet truck resting its stomach on the gravel. Foot on the clutch, shift into reverse. Foot off the clutch, give it gas, just like the tech had taught me. The rear Fuchs threw a pile of gravel against the underbody and paintwork. I grit my teeth, too quick on the throttle.

The Porsche swung into line alongside the Chevy. A crowd had already begun to form. Electric eyes, excitedly wanting to see this early Porsche's battery and motor system. As I climbed out, I was inundated with questions. Within minutes, I realized -

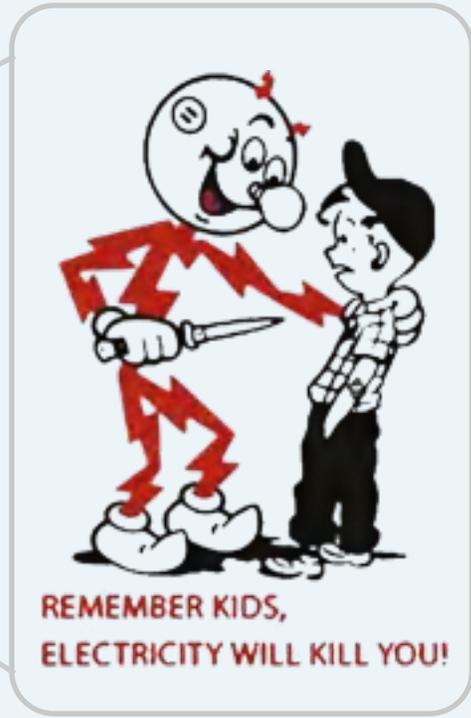
I didn't know the electric language. The difference between an amp and a volt was lost on me. I wracked my brain for whatever recollection of 8th-grade physics I could muster.

The electric enthusiasts collected at the base of Red Rocks. Ohm on The Range was a new event on the tail-end of an electric vehicle conference here in Denver, the State of Charge 2022. As I talked with more of these grassroots electric builders, I learned they're no different from garage tinkerers, just a bit more willing to take a 220 volt jolt to the head, and happy to help me deepen

and refine my knowledge. They taught me about known projects like the 'Electrovair,' which used the same Hyper9 motor as our little Porsche 912. I learned about swapped-body Nissan Leafs and even saw a Unique Mobility Elektrek.

I soaked up all the knowledge I could while our team showed off the shop's restoration and conversion abilities. A quiet morning without any leaking oil was a bit new to me.

In the world of electrics, enthusiasts are all in the same boat. It stood out to me that; every builder and spectator around the event was



happy to chat about ANY of the builds. You're not likely to see the Mopar boys and the Ford fellas chatting about at the next Goodguys show, but at Ohm on the Range, everyone was happy to offer their two cents on packaging and how to fit an electric swap.

While chatting up strangers is always fun, I was happy to see our technician stop by. He was passing through and knew I was in too deep on some electric design questions. He was happy to answer and pick the brains of a few DIY builders on packaging solutions and where to tuck battery

packs into a Porsche 993 (hint: it's between the frame rails). After scanning the dirt lot, Josh and I had identified the best builds and some great work by dedicated car enthusiasts.

I met a team from Conductive Classics up in Idaho, showing off a few of their electrified classic trucks with the ingenious 'storage box controllers' to keep the traditional look with electric power. 'Fuel2Electric' told me about their website designed to match conversion projects to capable builders; we even saw a few

manufacturer offerings and the first Lucid Air I'd seen in person.

By the end of the day, I'd developed a new appreciation for the electric crowd. I still can't tell you how much horsepower the Hoonitron 700v system makes, but now I can at least identify and begin to understand the key components, and mentality behind an electric conversion. My favorite enthusiasts are those who have a passion for propulsion, no matter how it happens. Maybe you like American cars, maybe you're a JDM ultrafan, or Stancekid, or "Miata is Always The Answer" type. Regardless, cars are what we use for transport. Everyone has to get around. So what if they do it in a different way than you?

We may stand and talk in dirt lots, but it's the drive we live for. So ask an ID.4 owner about their electric experience, just don't mention your current oil leaks...🚩



 www.ohmontherange.org

 [ohm_on_the_range](https://www.instagram.com/ohm_on_the_range)

65 Years of Speed

Generations of Speed in Morrison Colorado



Story: *Ronnie Kohrt (contributed)* Photography: *Bandimere Speedway (contributed)*

Originating as the Safety Proving Grounds of America ("SPGA") back in 1958 and built to provide a safe and reliable location for adults (particularly young adults) to feel the need for speed, Bandimere Speedway is a fulfillment of a dream and vision set by John Bandimere Sr.

Nestled up against the Dakota hogback in Morrison, Colorado, Bandimere Speedway began operation and has held its foot to the floor since, celebrating 65 years of speed in 2023. With the knowledge of street racing happening in the area, the need to bring a safe place for

people to enjoy their automobiles was recognized and fulfilled by John Bandimere Sr.

Many don't know that Bandimere almost wasn't planned to be located where you'll find the legendary dragstrip today; A family-owned piece of property in Arvada off Ward Road



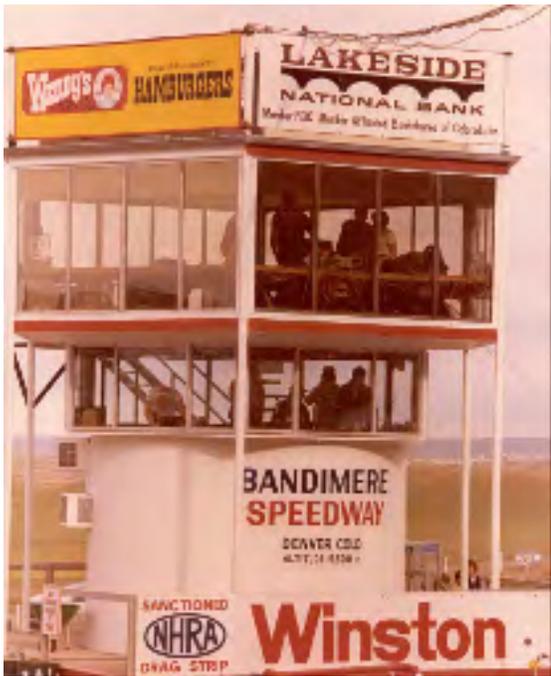
and 58th was the originally intended location. The property had a valley, past where an old Jolly Rancher factory used to be many years ago, and that's where the race track was initially going to be built. The track was approved by county commissioners and dirt began moving, but a city planning request saw Bandimere getting moved out to its well known current location.

From its downhill staging lanes to its uphill shut-down area, Bandimere Sr.'s vision was simple, yet ahead of his time as he laid the foundation for



one of the most successful standing race tracks in the country. After a major renovation in 1988 that graduated the “spark-plug” tower, a brand-new corporate tower and expanded seating was put into play. The facility has seen numerous additional upgrades over the years, including a full quarter-mile concrete dragstrip, upgraded lightning and seating, sealant at the top-end for quicker clean-ups, and improved equipment including tractors, draggers, and spray rigs have all served to advance Bandimere Speedway to a top-tier facility on the NHRA tour.





Bandimere Speedway has grown to exceed 1,700 registered racers per year and 500,000 fans through the gates per season as it celebrates 65 years of speed with the always exciting Nitro Knockouts, and ground-shaking fun for all during the Dodge Power Brokers Mile-High NHRA Nationals, scheduled for July 14th, 15th and 16th.

Hosting events from April through October (and some Christmas light fun in November and December) Bandimere Speedway has become a facility far more that's transcended racing, becoming a haven for many away from the hustle of life, the anxiety of bills, deadlines and responsibilities. It's an escape for car fanatics away from daily life and

stress. A place to enjoy the automobile with people who share that passion in a safe and controlled environment. 🚩

 www.bandimere.com

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TRACK DAYS FOR DUMMIES

HOW TO TAKE YOUR CAR ON TRACK AND HOPEFULLY ~~NOT BREAK IT~~ HAVE A GREAT TIME!



Story: **Brendan Garst** Photography: **Richard Casteel (contributed), Brendan Garst**

Lets face it, we're all here because we love our cars. Driving them, showing them, begrudgingly fixing them when they waywardly malfunction; there is a broad range of things that keep us engaged with our hobby. We're also lucky in Colorado to have so many wonderful racing venues to watch amateur and professional racing, like Pikes Peak International Raceway, Pueblo Motorsports Park, High Plains Raceway and many more. But what if you were to take it one step further, breaking the fourth wall between spectator and racer?

The thought has crossed all of our minds at some point or another, but in mine and many others' cases, it's a classic fight of the id versus the superego. The id wants to drive recklessly fast with little concern for the car or safety, while the superego protests violently. Isn't

performance driving hard on the car? What if I wreck it? Is this safe?

The Rocky Mountain National Auto Sport Association ("NASA") provides an experience that works to mediate the two, providing you an opportunity to experience your car at speed on a track, while mitigating the risks and giving you one of the safest avenues to do so. This is NASA's High Performance Driving Event ("HPDE") program, which is hosted throughout the NASA racing season at local tracks in the NASA Rocky Mountain region. For us in Colorado, this means multiple events at High Plains Raceway and Pueblo Motorsports Park, from April through October.

To find out more about these events, I selflessly attended the 2022 Season Finale event on October 1 and 2 at High Plains Raceway in Deer Trail, Colorado, putting myself, my 2007 Mini Cooper

S, and my self-ordained sense of being a "good driver" to the test. Note: This article covers what it's like to attend the lowest level of high performance driving event, HPDE 1, and is intended to share the beginner track experience. Experienced track rats: read on at your own risk, you may find this remedial, or you may get a laugh or two remembering your own early experiences. Either way, you've been warned.





Preparation:

The HPDE truly starts weeks out from when you show up at the racetrack. Registration, is handled by www.drivenasa.com, and is available several weeks out from the event to the day before the event. One day of HPDE is \$299, and two days is \$499. In registration, you're asked to pick a level. HPDE is tiered from 1 being an absolute novice to someone graduating HPDE 4 ready to competently compete in NASA wheel-to-wheel racing events. You start at HPDE 1, and your instructor determines when you're ready to advance throughout the levels, with level changes at all levels requiring a check ride with an instructor, to confirm that you've internalized the lessons at your current level..

Prepare the Car:

My car of choice for this endeavor was my 2007 Mini Cooper S, a car that had been purpose built for autocross by its previous owner, and purchased by me in 2017 with the intent to turn it back into something with pretenses of being a daily driver. Modifications include KW V1 coilover suspension, Eibach adjustable sway bars, Wilwood 4 piston front brake calipers, and some very minor engine bay bolt-ons. I attended the day on all-season tires.

Now that you're registered, it's time to prepare your car. There are many schools of thought on things to do to get your car ready, and my approach is more minimalist. As I was traveling in the week leading

up to my day in the HPDE program, I took care of my routine well in advance, which consisted of the following:

- *Installing racing compound pads.* My Mini has aftermarket Wilwood brake calipers, and I was able to call Wilwood and ask their engineers about the right pad for a track application. Racing compound pads are able to stand up to much more abuse and heat than regular pads, bite harder at high temperatures, and will resist brake fade (the failure of the braking system under hard use, like track conditions). Racing or at least more aggressive pads are available for most makes and models, and the vendor generally has a support line

which can help you determine the best pad for your application.

- *Bleeding my brakes with high temp brake fluid*, in my case Motul 660V. High temp brake fluid will help to prevent your fluid from boiling in the lines, diminishing braking force and causing you to come in early.
- *Checking tire pressures*. Your goal here is to help keep the car riding on its tread instead of its sidewall on hard cornering. My instructor recommended a starting pressure at or slightly lower than your typical street pressure. As the day goes on and you drive your car, it is not uncommon for temps to increase between 6-8 PSI; you will need to slowly bleed pressure in an even manner as the PSI increases with more ambient heat in the tire from your sessions, while making

sure the tire is inflated enough not to roll over onto the sidewall on cornering. Your instructor can help you, don't be afraid to leverage their experience.

- *Inspecting the car for leaks and clearing the car of personal objects*. When you arrive at the track (or prior to if you want to get the car looked at before you go using the NASA tech sheet), your car will be inspected for safety by one of the NASA technical stewards, reviewing that your brake lights work, your car doesn't have obvious mechanical deficiencies or major leaks, and the interior is clear of any items that could create an issue on track, including floor mats, loose objects, and other items that are not bolted down. Tech will also check the standard of your helmet. The website currently stipulates a helmet with an M2005 or SA2005 rating or

better, but this is subject to change and should be reviewed before each event.

There is a world more of things you can do to prepare your car, including stickier tires, enhanced safety via a racing seat and harnesses, etc. As with anything else in car enthusiasm, you can truly spend an unlimited amount of time and money on your car, but the items above are a good baseline to give yourself the best chance at having a successful day.

Prepare Yourself:

Once you've prepped your car, it's good to understand some of the fundamentals of the track you'll be attending. In my case, the event I attended was at High Plains Raceway in Deer Trail Colorado. Youtube proved to be a great resource, with many great video tutorials about the track, the location of its corner stations, its turns, and track etiquette items,



like pit-in pit-out procedures. As much as efforts are made to standardize all of this across events and locations, there is nuance in each event.

Meet your instructor:

As you approach the event, you will be assigned an instructor, who will reach out to get a feel for your experience, and provide homework prior to your appearance at the track, much of it including the items described above.

Their goal is to get a feel for you, your experience level, your comfort level and other important factors that they can use to tailor your learning experience. At a NASA HPDE, you are paired 1:1 with an instructor, who works with you for the whole day.



In my case, I was paired with Chris Snobeck, an accomplished driver and instructor with NASA (Additionally, an accomplished professional ice and mixed climber). I could talk about Chris for page after page, but better yet, Chris is a Contributing Author to the article, so I'll let him talk about himself for a moment:

 *Chris: My name is Chris Snobeck, and I was Brendan's instructor for the HPDE Event he attended.*

My motorsport career began in 2002 after joining a college friend at VIR for a weekend, where I was able to procure a ride in an old Honda piloted by a NASA instructor.

This moment was the catalyst that started it all, and I was signed up for an HPDE event with NASA that was just two weeks later at Summit Point Raceway; the addiction had begun.

Since that time, I have been a competitive racer in the Mid Atlantic region in Spec Miata, racking up multiple wins and podiums, an instructor since age 19, now for nearly two decades, and I also track my superbike for fun on the side.

My passion for teaching has been with me as long as I can remember, and there are few things that give me as much joy as helping someone in their own journey; that's why I am here.

What to Bring:

This again is highly subjective, but some of the important things I brought along are listed below. Pack light, as these items cannot stay in the car during your driving stints.

- Adequate hydration for a full day
- Food
- Sunscreen
- A tire pressure gauge (with bleeder, Longacre makes a good one pretty much everyone has)

- A hat
- A folding chair
- Good sunglasses
- Spare clothes in case of rain, or changes in weather (Conditions change fast at High Plains)

The Day of:

I left for High Plains early in the morning on Sunday, after stepping off a plane from the East coast at 11:00 P.M. the night before, and a hectic attempt to sleep as much as humanly possible before heading to the track. I left at roughly 6:00 A.M., and reached High Plains Raceway in Deer Trail, Colorado at 7:15 A.M., which didn't leave me much time to go through the tech inspection necessary to get my car on track for the day, while also being ready for a 7:45AM drivers meeting.

On arriving, I hustled all of the loose items out of my car, quickly taped up some numbers, and drove over to tech. For HPDE, this consisted of checking my helmet, the general condition of the car, as well as a few checks to make sure my brake and lighting systems were not obviously broken.





The drivers meeting was a quick morning assembly that briefed us on weather and conditions at the track. It was a chilly morning, and there had been significant rain and hail the night before. With that aside, the HPDE 1 and 2 group adjourned to a nearby trailer to go through a track map, examples of the various flags in use and rules for High Pains Raceway. There, I got the chance to get briefly acquainted with Chris, before quickly getting sent to our cars to open the Sunday session with parade laps.

Parade laps allow the novice drivers in HPDE1 and 2 the chance to “sight” the track, and get a feel for the turns at a more normal pace. Several instructors led trains of 3-4

cars, and drove the performance lapping line around the course, with the HPDE students closely following, making mental notes of the layout of the track, braking and turn in points, flag stations and more. Our group did 2 laps, at speeds approaching 60MPH, and immediately pitted to give way to warm up sessions for the more advanced HPDE Groups.

Once we came back in, we had a very quick turnaround to get back to the grid, ready for our first full pace session. Chris joined me in the grid, and the consummate professional he was, presented me with an in-helmet intercom (think one ear of a set of 1980’s headphones with a boom microphone, held in place by the pressure of your helmet’s padding against your head, connected directly to another set in your co-driver’s helmet), and we had a chance to chat before going out.



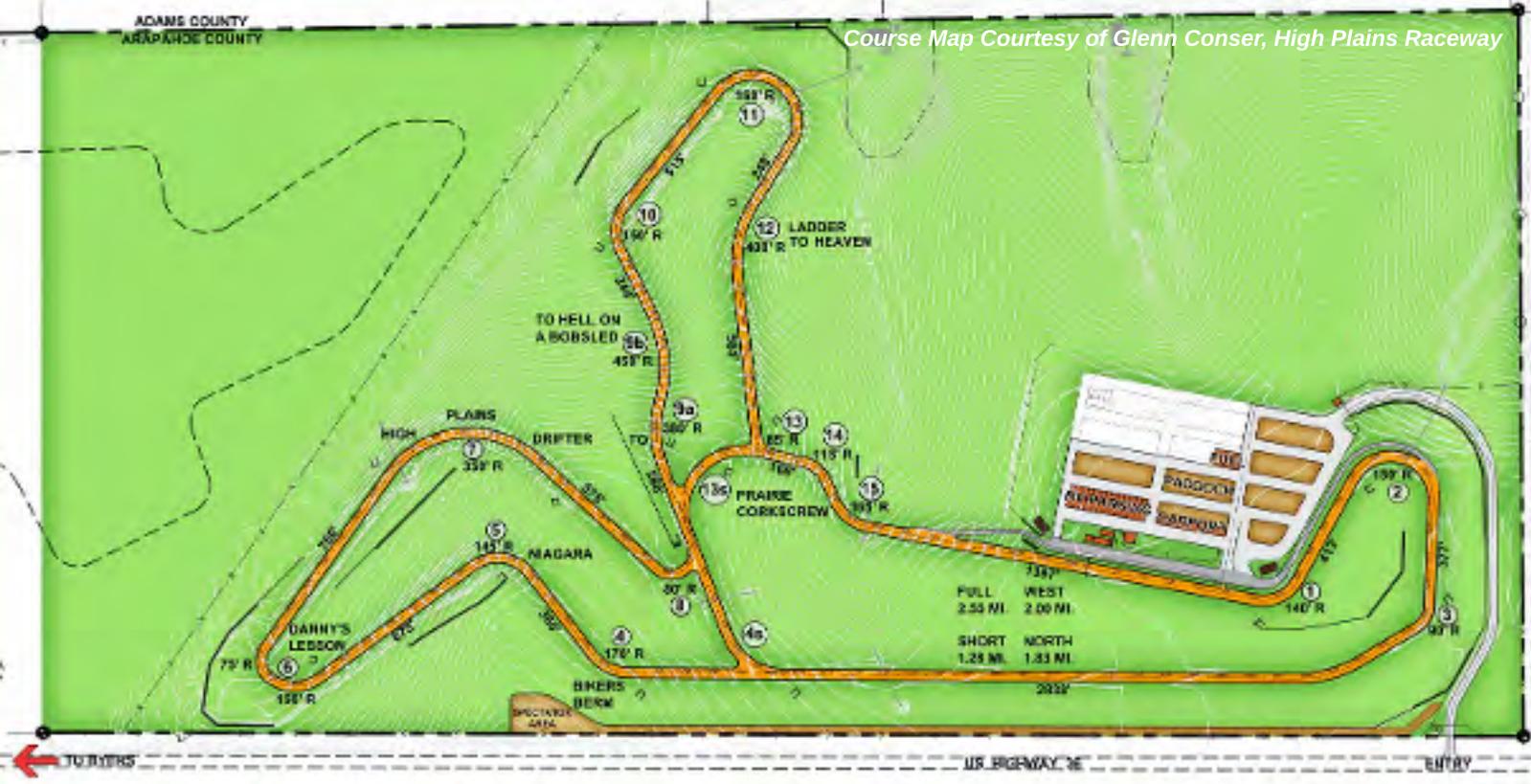
Chris: I've never been bothered by the idea of getting into the passenger seat with a new student. While it may

seem like an absolutely crazy idea to some, I have a lot of faith in my ability to control the session with effective communication, and also to identify risk factors early on. The whole weekend should be fun, and I try to maintain a relaxed atmosphere. We will talk about your experience, what you’ve done with the car, and what you’d like to get out of the day or weekend. I’m going to be gauging your level of nervousness, and will probably crack quite a few jokes, because guess what? This isn’t that risky, and you’re going to learn an enormous amount. Of course, occasionally things do happen, just the same as they do on the street, but it is rare. The reality is, we’ve all played around on mountain roads, and if we were to drive for the same amount of time, and at the same level of intensity, as we do during a track weekend, the street driving would result in a totaled car, and the track driving might result in a fun spin-off into the grass!

Before long, the folks working grid held up five fingers, then three fingers, then one finger, indicating the number of minutes until we went on track. From the grid, car began to slip onto the pit-out road, and off we went.



Course Map Courtesy of Glenn Conser, High Plains Raceway



The Course:

The pit-out road at High Plains Raceway puts you on the track at turn 2, a sharp right-hand turn, which feeds into turn 3, a more gentle turn that sets you up for High Plains Raceway's back straightaway, which tests both your car's ability to build and maintain speed, and your ability to maintain it as turn 4 comes into view, a nearly 90 degree right hand turn that you approach from triple digit speeds. After decelerating for that, 5 is a sharp left hand turn that sends you down to a 180 degree right-hand turnaround at 6. Turn 7 is a constant radius high-speed uphill right hand sweeper, leading to 8, which is a sharp left handed 180 degree turn. Turn 9 is a very mild downhill chicane that is almost imperceptible, into turn 10, which is a high speed sharp right hand turn. Turn 11 is another uphill blind right, that turns you around back towards the paddock. Turn 12 is a mild left, before taking a harder left at speed into the chicane at 13-14-15, which

is a downhill chicane complex. This leaves you on the front straight, charging hard into turn 1, a 90 degree high speed left that really sets the tone for how well situated your car is all the way to the back straight.



The track is an absolute rush to drive. For my first stint, I was still shaking off morning cobwebs, but tried hard to focus. Running your car absolutely as hard as it can be run down the back straight is incredible, and the lap after lap repetition gives you a chance to identify places to improve and work on them. You're not racing the other attendees of HPDE, you're out learning with them, and laps at this level are not timed.

A huge differentiator here to just attending an open lapping day is the instruction. Chris was in my ear the entire stint, with a well tuned instinct on when to chime in. Chris blended prospective guidance approaching corners to retrospective advice after I exited a turn, further blended with recognizing I made a mistake that was obvious to me and not wasting the bandwidth on it. Chris also had suggestions on lines to try, and how to work to keep my little underpowered front-wheel car conserving its momentum.



places to improve. In my first stint, I found myself unable to hold speed into turn 1 and 2, braking early and scrubbing a ton of time on the first two turns, as well as not being prepared in the right gear for entering turns. It was clear I needed to slow down mentally, and be more deliberate about what I was doing, instead of just wailing on the car.



Chris: With every session, as an instructor, you're trying to prioritize what to focus on. There are dozens of things that are relevant to driving quickly, and consistently, around a race track, and we should only pick two or three to work on at a time. I will start with the driving line, vision, and smoothness; more specifically, where the car needs to be, how far ahead the driver is looking while on track, and how fluid, yet still purposefully aggressive, their inputs are. Within the first few laps, I knew what I was in for - fun. Brendan already had a solid foundation, which meant that while we still would need to 'touch-up' a few things with the basics, we would be able to put most of our focus on, as I like to say, "applying more speed," by playing around with trail braking, carrying more momentum into corners, and more aggressive use of throttle. The entire session, it was apparent that we were going to have a great working relationship, with light-hearted banter and ear-to-ear grins being the norm.

Between my first and second stints, I had the opportunity to ride passenger in Chris' lightly prepped

2017 BRZ. This experience served to really crystallize what years' of experience on track will do for you, as Chris worked that car within an inch of its life on the track. Chris' ability to both hoon the car and carry on a conversation without a significant change in tone was shocking; there was ice water running through his

The first stint ended in an absolute flash, after seeing the checkered flag, taking my cool-down lap, and pitting out.

After each session, in HPDE 1 and 2, NASA holds download sessions, where attendees are required to attend and share their experience on-course, and identify





veins. He may as well have been doing taxes, or cooking a box of mac and cheese. I left the passenger seat of Chris' car with an appreciation of what a momentum car can do in the right hands.

I gridded up for my second stint, now feeling much more comfortable. Entering the track, I worked on many of the things Chris and I identified from my first stint; pushing deeper into certain corners, working on having my car set up in the right gear before getting to a turn, and considering different lines than I was naturally falling into. The coaching was working, I was watching my back straight speeds creep up and up lap by lap, which on a momentum car like the Mini, was indicative of improvement. In turn 3, I was no longer lifting on the throttle, letting the car go through a controlled slide entering the back straight. I felt like a rockstar.



All of that is, until about 15 minutes into the session. In the section on prep earlier, I mentioned that you're trying to give yourself the best chance of success for the day, but it is by no means guaranteed.

Slowing for the turnaround on turn 8, I noticed that my brakes were starting to feel peculiar. Seconds later, I remember telling Chris "I don't want to alarm you, but I have no brakes" approaching the hard right on turn 10 at a high rate of



speed. I downshifted, turned in overly hard and let understeer scrub enough speed off of the car to keep us from running off, and limped the car at half pace back to the paddock, thinking about how many tools it would require to extract the seat upholstery from my highly puckered... seat.

 *Chris: Fortunately, Brendan was willing to join me for what I think is an invaluable part of learning how to drive on track, going for a ride along after his first session. For anyone new to this, there is no substitute, no amount of speaking through an intercom, that can help a student truly understand what driving at the limit should feel like, as being strapped into a passenger seat. The up tick in performance that I often see in the second session was very apparent with Brendan, it's as if something 'clicked' after that ride along; he had loads of confidence, and the consistency was there. A handful of times we would brake a little too late, or not enough, and maybe carry a little bit too much speed into a corner, and that was okay. We were progressively finding some limits, and then dialing it back slightly in order to keep it safe and fun. We were flowing beautifully around the circuit, right when Brendan informed me of his brakes getting a bit hot and the pedal a bit soft. There was no need for serious alarm. We were both in the car, analyzing what could be wrong, and ultimately we decided to come into the paddock to check it out. Often, brakes getting to this point is a result of running stock brake pads and fluid, which aren't up to the rigors of track use, but in this case, it was just an annoying sticking caliper. Sometimes things like this happen, and often, you can find spare parts somewhere in the paddock and a willing set of hands to help. Unfortunately, today we didn't have a spare available, so the day was over.*



The Problem:

I parked in my paddock spot, attended my second download, while Troy Casteel from Apikol Performance Automotive poked around my car, diagnosing a dragging rear brake caliper that was not fully retracting with the pressure off the pedal, making constant contact with the rotor, creating heat, which was enough to boil the Motul in my lines, and render my brakes useless. Despite a heroic attempt to wind the caliper back in, re-lube and get it to work properly, it was no use. My day on-track was done. You prep for the things you can, and some days, you just don't win.

The Takeaway:

In spite of my day of performance driving education ending early, I don't look at the day as a loss at all. In one morning, I had spent nearly an hour of seat time on track, with talented professional instruction, learning how to drive my car at its limits, not under them, and not trying to drive it beyond them. Additionally, Chris graduated me from HPDE 1 to HPDE 2 to continue my journey of learning how to drive well enough to compete in any of a number of NASA's racing events, which go on over the same weekend as the HPDE.

I had a chance to catch up with one of my fellow HPDE classmates, Randall Yannuzzi, who was out in his BMW 2 series. Like me, Randall was out for Sunday only due to time constraints.





“This was my first track event; I had a blast! I learned a lot, I was super... honestly, I was scared, I was terrified. I was like what if my car breaks, or what if I go off the track. Pat, my instructor, did an awesome job.” Also like me, Randall’s car had let him know it was time to call it a day; “I was out there putting some good laps in until my car decided it just didn’t want to do it anymore. Honestly, I have done autocross in the past, and this blew it away. This is the most fun I’ve ever had behind the wheel of a car”.



Chris: For all of you who might occasionally, or constantly think of taking part in an HPDE weekend, I can only hope that you decide to pull the trigger and sign-up at some point. All of us here are passionate about what we do, striving to provide the safest, most fun atmosphere possible, and for those who want a little extra margin, you can find yourself an HPDE insurance policy for the event. Though, I have to say, probably the best part of all of this is the faces that I see again and again each and every year. Some of my students are now instructors

alongside me, just a few years removed from when I first surprised them by their car some early Saturday morning. So, we hope you come join us.

At the end of the day, I packed up my car, expediently fixed in the paddock enough for the freeway drive home. Despite the mechanical failure, I was feeling like Randall above. The experience of going out and doing track time in your car is something that’s truly hard to replicate, or describe, and the folks at NASA do an incredible job of making the experience low-risk, informative, organized and fun, and in a way that really rewards those who get past the intimidation of a track event; you really just have to get there, and have a good attitude, and the folks at NASA do the rest.

The 2023 NASA season starts in mid April at Pueblo Motorsports Park (see SHIFT|COLORADO Issue #1 for a great writeup on Pueblo Motorsports Park by Dan Williams, head of NASA Rocky Mountain!), and continues through the summer into the early fall. 🚩

 www.nasarockymountain.com

 NASA Rocky Mountain

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A REMARKABLY RELAXING MORNING IN BOULDER AT ...



Story and Photography: Brendan Garst

There's no way to say this that doesn't sound self-absorbed, but I'll try anyways; I've been attending car shows in the Denver and Boulder Metro for a long time. This familiarity of the Denver show scene can be a breeding ground of cynicism, or at least the feeling that the shows tend to blend together over time into an amalgam "expectation" of what a lot show will be.

On a gorgeous late October Sunday morning, however, in Downtown Boulder, I was treated with a surprise: Fuelfed Boulder, held at Pearl and 8th Street once per month throughout the show season.

I was initially caught off-guard when I received the invite from a friend to



meet them at the Boulder Fueled Coffee & Classics show that particular Sunday, given that I knew nothing about the show. Boulder can be a pain... the streets are designed to discourage driving, and parking can be a chore, especially for those who flout the law in regards to front plates. Even so, I hauled myself out of bed, and drove my car up to Boulder, expecting a run of the mill small lot show.

When I arrived, I was lucky enough to find a small spot on Pearl directly across from the show, with the shriek of my Mini Cooper's race pads being the loudest thing present.

After getting the car parked, I swung by Lolita's market and deli for a cup of hot coffee, and jumped right into the crowd.

Straight away, this event was different to what I am used to; for a lot show everyone was very low-key. Groups of friends stood around laughing and poking around engine bays of a small showfield, that still managed to maintain some serious diversity and distinction.

The 1952 Allard J2X of Tom Horan, the Chairman of the board of the infamous Colorado Grand was present, with the running of that event in the rearview for the year. The swooping fenders and round bodywork is something that commanded attention; not normal car show fare by a long shot.

Additionally of note was the early 2000's Alfa Romeo Spider, which on the face of things doesn't feel too unique, until you consider that this model year never came to America.

A gorgeous Jensen Interceptor Mk. 3 sat across the parking lot in a unique pale green, a massive car hailing from Great Britain that came with an American Motor, Chrysler's 383 CI V8.

Of course, what vintage show would be complete without its share of Porsches, with several older 911's and 912 's from the 1970's and 1980's adorning the lot, in many trims and colors. The Orange car, pictured opposite and



below, next to a gorgeous blue Triumph TR-7, was easily my favorite attendee, based on the stance and overall appearance of the car. I'm a but of a sucker for an old 911.

A Volvo P1800 looked to garner favor as the "most Colorado" car, wearing dark green paint and carrying vintage neon-green alpine skis.

Not to let the 911 corner the market on Orange, a Lotus Seven with body-matched Mini-lite wheels and the less proliferate full length front fenders sat at the edge of the lot, appreciated by many passersby.

Plenty of other noteworthy cars were here; the Ferrari F-40 that has been omnipresent at what seems like every Colorado show this summer, as well as a gorgeous Jaguar XK, wearing the Colorado Grand arrow similar to the Allard.

Every car here was awesome, and this show was missing some of the "Big Altima Energy" that sometimes pervades our larger shows. There were no groups of kids at the exits telling people leaving to rev it or burn out. No EZ-up tents selling things or blasting music. This reminded me of what parking lot shows used to look like 10 or more years ago, which I found tremendously relaxing. Yes, I'm old.

There's a place for all (or at least most) of the above. I wouldn't trade my



attendance at large shows like Lafayette for the world, but sometimes a show like Fuelfed has its benefits if you want to walk around and enjoy some great vintage cars!

Fuelfed runs monthly over the car show season from April to November. Accessibility is good, being hosted in a mostly flat parking lot, and a number of local businesses offer coffee and food. 🚩



fuelfed.wordpress.com

[Fuelfed](#)



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Use: Flex Space Commercial Garage Condo
Total SF: ~36,230 SF
Features & Options:
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100/150 AMP, Custom Floors, 24-Hour Access
Unit Sizes:
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The Tale of the 1969 Plymouth Road Runner



The Improbable Reunion of a Classic MOPAR with its Early Owner

Story: Gary Ellison (contributed) Photography: Roy and Mary Neal (contributed) Foreward: Brendan Garst

Selling a car is always a tough thing. Its usually brought on by necessity in some form or another; whenever I have run out of room, talent, money, patience or some combination of the above, its often hard for me to usher a car across the rainbow bridge to Facebook Marketplace.

In modern society, its easy to see how object permanence has taken a backseat

in many cases to the transient nature of possession; we often acquire and get rid of things without much thought. In Gary Ellison's case, though, a recently-acquired 1969 Plymouth Roadrunner led him back to the car's early owner after decades in the wild. I'll let Gary take it from here!

I originally had purchased a brand new 1968 Plymouth Road Runner in

the fall of 1967. It was the first year of production for the Road Runner. It was a color code EK2 vitamin C orange body with a black vinyl top 4-speed transmission and the 383 cubic inch engine. I really enjoyed that car. As life dictated, I sold it in 1972 and always wanted to buy another one. Life moved forward and in the Summer and the Fall of 2008 I





purchased two Road Runners. A 1968 color code B5 blue 4-speed coupe in Michigan and a 1969 color code L1 sand pebble beige automatic coupe in Illinois. Both had the 383 cubic inch engine in them.

In all my classic car purchases I tried to figure out the car's prior ownership and the original dealership history. Anybody who has done this research knows it takes time and effort; Often you come to dead ends and never quite figure it out. I started to do research on the 1969 Road Runner and got to dead ends. In August of 2016 I commissioned an automotive research firm to assist in the effort. A few weeks later the automotive research firm called me, mentioning

they had some further information for me and that he had just spoken to a gentleman, named Roy, in Texas who wanted to talk to me about the car. I called Roy and we discussed the Road Runner. After sending numerous pictures and exchanging information we determined it was the car Roy had purchased when he was nineteen years old and was two weeks graduated from high school (his first car, and the car's second or third owner from new).

We started to discuss selling the car. During our negotiations Roy sent me a picture showing it as their wedding and honeymoon car. Plus he said over the years it was used to bring four newborn babies home from the

hospital. He further explained that he had to sell the Road Runner thirty years ago due to some changes in life; As the family grew he sold the Road Runner to purchase a van. The family needed more room to haul items. He said that he always regretted selling it, having owned it for 14 years.

Roy had lost contact with where the Road Runner had gone; The last he knew it was in Florida. For thirty years Roy looked at ads and did his own research hoping he would come across his beloved car. After we determined it was indeed his old car, we struck a deal, and Roy and his wife, Mary, of 47 years came from Texas to Longmont with an enclosed



trailer to take the Road Runner back to its rightful home.

We met out at a hotel parking lot east of Longmont. Roy and Mary walked around and sat in the Road Runner; I am sure it brought back old memories for them. Roy reached in his pants pocket and told me he had kept the original ignition key for 47 years and was going to go start it. Roy said he had prayed for thirty years that his car would return. I was not sure the key would still work. It started right up and it had that great Road Runner rumble, plus the iconic "Meep-Meep" horn.

I saw the joy in Roy's eyes sitting behind the wheel of his beloved car. Mary who was standing next to the

car commented how nice the car looked. Mary mentioned that they had borrowed the money to buy the car, as they had just purchased a house they had not even moved into yet. The timing was not ideal financially for them, but Mary said "if we do not do it now the chance to buy the Road Runner may never happen again". The Road Runner almost sounded as if it agreed, as if the car could talk, it would say "You finally came to get me after all these years"! It was a moment neither Roy, Mary, or myself will ever forget. I became somewhat emotional as to what a story this was.





We loaded the Road Runner in their enclosed trailer and they headed south on I-25 towards Texas. I pulled off I-25 onto the Erie exit and

watched as Roy, Mary and the car headed South, with all of us waving goodbye. I was sad to see my Road Runner leave but knew it was going to

the rightful owners and was going back home where it belongs.

Today it is going to car shows and is collecting a room full of trophies. Roy and I have had numerous phone conversations about the mystery in how this all worked out. It was like a jigsaw puzzle with many pieces. What if I had not tried to find the original ownership history? What if I had not commissioned the automotive researcher, or if they had not found where the Road Runner was originally registered in Texas? The serendipity in these and several other outcomes that led to reuniting Roy and his car is truly amazing. Roy and I continue to tell this story to others, it is not often that you sell a car and gain a great friend. It was six years ago on September 23, 2016 that Roy and Mary came to get their long lost Road Runner. Every year we celebrate that anniversary. 🇺🇸





SHELBY'S HERITAGE HEROES

Story and Photography: Ian Carr

The journey to this story of American V8s and thoroughbred racing history starts not in a garage or factory, but on a warm September day, down a winding farm road. The Shelby American Collection sits in a small complex on a cul de sac a few miles outside of Boulder, Colorado. This past September, the Shelby American Collection hosted their 26th annual event filled with music, amazing cars, and a crowd full of enthusiasts hoping to win a 2022 GT500. And before anyone starts to craft a Mustang-in-a-crowd joke, there were only responsible drivers at this event, showing up in some of America's coolest, loudest, and rarest vehicles.

Admittedly, there was a lot of confusion since the first thing seen when looking down the main concourse is, in fact, a glimmering red Ferrari. The F40 surrounded by a sea of Cobras, GT40s and heritage Mustangs may have been a metaphor of some sort, but it had a constant swirl of attention from racing fans from start to finish. It wasn't just the F40 where I heard comments like

“I will never see a car like this again in my life”

These were words that I heard at every stop throughout the day.





Working through the crowd, there were endless signs on the windshields claiming “1-of-extremely-low-number” and unique fender badges, most of which read “supercharged.” Throughout the exhibit were a sea of beautiful paint jobs, carbon fiber wheels, and dramatically dynamic vinyl roof covers.



One car in particular stood out. This distinctly white and blue striped 2008 era Mustang had virtually nothing in it except for a wraparound bucket seat and a suede wrapped steering wheel. Looking closer, you see factory branded stickers touting “FR500S” and a Miller Cup badge stapled to the front grill. My new friend (and the vehicle’s owner) Jeff and I circled the car a few times and then Jeff gave me the *Miller Cup for Dummies* rundown of this factory-backed race series. The engines are all sealed with Ford Racing tags, everything down to the bolts holding on the doors was controlled, making this racing series a driver series. Jeff was more than happy to share his experience with the car and it’s racing history. I was grateful to walk away with a new friend.



If racing history is why you're reading this, that narrative starts when you walk in the door of the Shelby American Collection showroom and are greeted by two polarizing vehicles of the same name. On the right, you see a 2020 Ford GT Heritage Edition wrapped in a tribute livery for the one-and-only Ken Miles.

Then, in the same frame, a single ray of sun through the skylight illuminates the actual car that Ken Miles and Denny Hulme drove to give Ford the 1-2-3 finish at 1966 Le Mans. (Pro Tip: If you haven't watched the movie *Ford V. Ferrari*, now would be a good time.) Standing in awe, the only thing to do was to grab the camera, start taking pictures, and take a lap around the floor. It's incredible to be this close to racing history – and to have it right in our backyard is a special bonus.



Later in the day came the main event. The reason people came from all corners of the country was for a chance to take home a 2022 Ford GT500. A crowd assembled by the main stage where guests like Allen Grant, president of Shelby American, and Peter Miles, son of Ken Miles, had spoken earlier. Hundreds of people drew their attention to the screen on the stage where it started spinning the millions of ticket numbers to draw. Finally, over a dead silent crowd, the number stopped and showed the name... Brandon, from Wisconsin.

Though Brandon was not there to accept the car in person, Executive Director Steve Volk called him to give him the good news on speakerphone while the crowd cheered with excitement.

The day ended the same way it started, driving out of this small industrial complex to head down a long farm road.

It's truly astonishing that here, in a tiny little town in the middle of the country, stands a time capsule holding some of the most iconic cars in America's racing history. Carrol Shelby once said,

"If you don't go do what you wanna do, you're just BS'ing yourself."

Take it from Mr. Shelby and me, if you're an enthusiast, there is one thing you want to do – it's check out the Shelby American Collection. 🚩





 @ShelbyAmericanCollection

 ShelbyAmericanCollection



I CALL IT GRIMACE

JAKE DENDULK'S 1986 CHEVROLET S-10 BLAZER

Story and Photography: **Jake DenDulk** Foreward: **Brendan Garst**

When I judged ColoRetro in 2022, I was exposed to nearly 100 vehicles from the 1980's and 1990's, which happens to be my automotive "jam". I had to watch myself, as did the others on the judging team, to ensure I didn't lose a ton of time speaking with the owners of the cars I scored, easily spending too much time fixated on any given car. On my way to the show in the morning, I passed and exchanged thumbs-ups with a S-10 Blazer in primer on I-25, that I later found myself standing in front of that day; Jake Den Dulk's S-10 Blazer was a truck that spoke to me.

I chatted with Jake while I completed my rubric for his truck, and what stood out to me was the level of earnest effort that went into it. Most readers of SHIFT likely have an early project that Jake's truck reminds them of, as it did for me. Jake mentioned that effectively all of the work was

done by him, learning as he went. While the truck faced tough competition from a huge number of pristine vehicles present at ColoRetro, it was one of the entries that stuck in my mind for its full-hearted ethos. Read on, where Jake explains his project in his own words.

"I started in automotive when I was 14. I came from a blue collar family

without much in the financial sense but enough experience to work around that. My dad is the match that lit the fire in my heart for anything cars, especially domestics. I have a love for anything with four wheels and a combustion engine, particularly if it makes some good noise.

My first car was an old Dodge Dakota, which started my love for the old





square body trucks. Unfortunately, I ended up killing that quickly due to my teenage mindset. So I went to find its replacement, landing on what came to be my 1986 Chevrolet S-10 Blazer.

When I bought the little SUV, it was a lot different than it is now. It was low, on small wheels and struggled to run. It needed some small parts on the engine side to get it to run well. Everything I did was on a budget, and it took me most of 4 months to get it driving. What came as a particular roadblock was the bellhousing; These little trucks were made cheap in the '80s as the oil crisis was on the rise, and big automakers resorted to making smaller cars and cheaper parts. The bellhousings on the S-10 are made from cast aluminum, which shatters like glass if a motor mount goes bad, having been the case 4 different times on my truck.

This whole truck is very budget friendly. Every part is either junkyard or cheaper online style parts. The most expensive part of the truck is the wheel and tire setup, which cost \$900. Even with my budgetary restrictions, it still is a "little devil" on wheels. She makes some noise for a little 2.8 Liter V6.

As I kept going along with the build she developed a name for herself,

Grimace. Definition: A twisted expression on a person's face expressing disgust, pain or wry amusement. I've since felt it's the exact opposite as I have continued the build with minitruck heritage in mind: Low trucks that look cool and make heads turn.

Grimace is full of upgrades and custom parts. I've touched everything on the truck; I've dressed up the motor, the interior, added a full stereo with a subwoofer, a Momo Monte Carlo wheel, and upgraded bucket seats. All I've used are basic hand tools and the occasional welder. The roll pan has a full custom bracket to allow the rear tailgate to drop. I added custom mounts for hood struts. The exhaust is done with clamps and 2 ½ pipe from auto parts stores.

With Grimace, I take "ballin' on a budget" seriously. Plans are in motion, and after waiting for a year, little Grimace will have a full makeover, including paint in February! As most of us are aware cars are not cheap to build, but if you play your cards right you can make them look good with a little money and a lot of hard work. 🚩



Jacob L DenDulk



@grimacetheblazer



REFLECTING ON SINGLE STAGE PAINT

SPEED LIMIT 50 MPH

THE 2022 VAIL CONCOURS D'ELEGANCE

Story and Photography: Pat Curtin

As some might know, in my day job, I work for Farland Classic Restoration, a concour-level restoration and electric conversion shop in Englewood. Our shop's leadup to the Vail Concours d'Elegance had been a nightmare. The team had just returned from an electric vehicle convention, but our electric Porsche 912 was stuck on a trailer somewhere between the Rocky Mountains and Death Valley. Of course, the Porsche was the car we'd planned on showing at Vail.

All was quiet on the ride up to Vail; with ski season months away and

anyone with half a brain still in bed, we ran up I-70. My boss, Jack, drove the 2022 Rivian R1T the shop had recently picked up. We were especially impressed by the Rivian's ability to make a hill feel flat. Soon enough, we rolled into the ski town. It was around 7 am, and the volunteers stared in disbelief as we rolled up to the entry. "We're here for the show, Farland," I offered. "No, this is a show for old cars." They insisted. We nodded and explained our electric Porsche; in its absence, we would be showing the Rivian instead. With a few nods of approval, we were in.

Jack led the silent truck through the narrow streets of Vail as we found our way toward the ski lift. As we circled the lift, we noted the collection of cars already getting their pampering done before the show. Jack and I set up our booth off to the side. With the electric Porsche missing, we became de-facto Rivian salesmen. We opened doors, showed off that electric truck bed cover, and of course, the passthrough. "You can even option it with a kitchen" I muttered more than a handful of times.

The event quickly sprung to life, just ahead of us was the spread of



skis resting on the decklid. As I continued watching, the Porsche lineup was seemingly in cahoots. The 356 coupe quickly pulled into line and a man sprung from the seat. He ran back into the convoy to help the third car in line. The cabriolet pulled in beside me as I complimented the lovely lady driving it. "Oh, I just got to drive it. I wish it were mine!" she laughed.

I looked back to the convoy and recognized the third car was a Porsche 904. A rare legend in the flesh, albeit a bit smokey. The 356 coupe driver and the man in the driver's seat seemed to move in tandem. In an instant, they had opened the rear clamshell with a plume of smoke billowing into the mountain air. "This was never meant to cruise with 356s" the older driver

miscellaneous European cars to be judged, from a BMW 3.0CSI to a deep blue Ferrari F430 with a six-speed manual transmission.

Even in these early chats, the Vail Concours had a different feel to events down in Denver; maybe it was the location up in the mountains or the excitement of Jack chasing a beautiful Maserati 3500GT through the Eisenhower tunnel that had yet to wear off. The collection of 40 or so cars were a plethora of Europeans and those that came close, like a DeTomaso Pantera. Either way, the thought dissipated as air-cooled engines echoed through the canyon.

From around the ski lift came a Porsche 356 coupe, growling like I'd never heard. Then behind it, another 356, this one a cabriolet with a pair of





growled. The smell of clutch filled the air. The 904 was pushed into line, and within a few minutes, the other Porsche royalty had made their appearance. A 911 raced in the Monte Carlo Rally, A 1974 Carrera RS, 959, 918, and even a 2022 Porsche 911 Turbo S. All were part of a family-owned collection from near Beaver Creek. As I made my way back through the row I learned the 356 cabriolet was an original 1964

example and the coupe was a rare 4-cam 356 Carrera. This was easily the greatest 7 car collection I'd ever seen. It leads a person to wonder what they left at home.

Aside from the Porsche party, I spent a large portion of the day on the lawn with the miscellaneous Europeans. Most people across the lawn seemed to know Jack, but as the young buck of the event I also worked my way into the chat. I met the Pantera

owner,
who



highlighted the rare transmission originally used on the Ford GT40. I worked my way along the line and met the 3500 GT owner, who told me the car runs better on the dual spark and carbs instead of the electronic fuel injection the car came with. He said the 3500GT was struggling through Eisenhower, but was a breeze on the backside coming into Vail. These owners intrinsically knew the values and importance of their cars, but it seemed like everything had been driven to the event. Parked just in front of our Rivian may have been a favorite of the day, the 1956 Volkswagen Bug. For many car guys a bug doesn't deserve a second look but as an aircooled guru in a previous life, I noticed the fenders with an incorporated indicator. I saw the wolfsburg front badge. I talked to the woman beside it and she told me it was an early model that was



spectacular sights, but as a classic restoration guy, I thought that was ok. Plus, it gives me a reason to go back next year. Something about “leave them wanting more”.

Colorado is chock-full of incredible events, but I can't recommend the Vail Concours more highly. In terms of judged Concours events in our state, it is one of the best. The mountain air, cool morning, and sheer quality of the collections that make their way onto the lawn are not to be missed. Plus, the Vail Concours weekend often overlaps with more "secretive" events like the Colorado Grand and the up-and-coming Piech to Peak, giving you a chance to see all sorts of rare makes and models you'd be unlikely to see anywhere else.

completely original, a faded worn green with parchment seats tearing along the shoulders. I complimented her on my favorite car of the day and worked further down the line, through the modern-ish Ferraris until I saw a man wiping down the silver BMW E46 M3. “Hey, is this yours?” I asked, a bit surprised by his age and choice of car. “One owner since new, 45,000 miles. Drove up here from Florida to visit the family and Vail.” He beamed. We talked about his minor issues with car and I told him I drove an e30. “Boy I had fun with those in the day, but this is something else” he smiled. The event had an heir of luxury, with many dressed to impress and admire these stunning vehicles, but the mountain bikers on their way to the lift kept it feeling Colorado casual.

precession of cars heading up the hill, onto a forgotten little road that leads back into town. It wasn't until a few days later I'd learned about the parking lot full of modern supercars like the McLaren Longtail and Senna that had been around the corner. I didn't get the chance to make my way across the lawn and see these

The warm end of summer, changing of the leaves, driven hard classics, and the reflections off single-stage original paint just can't be beat. 🏁

 www.vailautomotiveclassic.com

 [VailConcours](#)





Story and Photos: Carter Bell

I didn't even see the bottle cap-sized rock that whizzed past my unprotected camera lens directly at my center of mass, I was still clearing the rubber from eyes that came off the drift-built Mustang that just tapped the wall right in front of me. I look over at the fans next to me and laugh as I realize they also caught some of the spray. This is SLUSH Motorsports Festival, a place where drivers let loose and there is a little bit of something for even the most unique tastes.

Being a rehabilitated stance kid, I was immediately drawn to the 'show' section of the festival. But I resisted and walked the short



distance over to where the field of drift cars was being set free onto the road course. This was chaotic. I snapped some photos, and by the time I looked up from my camera there were a dozen cars chasing each other down in a manner that could only be described as "yobbish." BMW E36s were spinning out to the left, Nissan 240s were spinning out to the right, and the big-boy cars were sliding through them at full speed. It wasn't two laps before a Lexus IS300 missed through the field straight into Drift Factory's S13 Nissan Silvia.

"The crash kind of awoke my angry driving. My car getting hit allowed me to drive harder than I ever have before because I didn't care about how it looks... It's all a part of the game, it's drifting," said CJ Lynch, the owner of the S13 Silvia. Most of the damage appeared on the surface of the car, thankfully, so CJ got back out and kept shredding tires all night long.

I continued to resist my inner boy racer and avoided the car show, for now. I climbed the stairs to the tower and got myself a clear view of the entire festival. From this bird's eye view I could soak everything in in all its beautiful, tire smoking glory. The drifters

were still going at it on the road course, an SRT Durango Hellcat was reeling in a Tesla on the drag strip, and there was music pumping and cheers coming from the car show.

It wasn't until I stopped for a few minutes to guzzle down a food truck-Philly Cheesesteak that I realized the importance of this event. I'm a Fast and Furious baby, and this is Race Wars. No matter where I look there are tuners polishing their manifolds, thumping V8's shaking the ground, and exotics peering down over the rest of the crowd. There are plenty of great car events around Colorado, but when





SLUSH comes around it's bound to be one of the best.

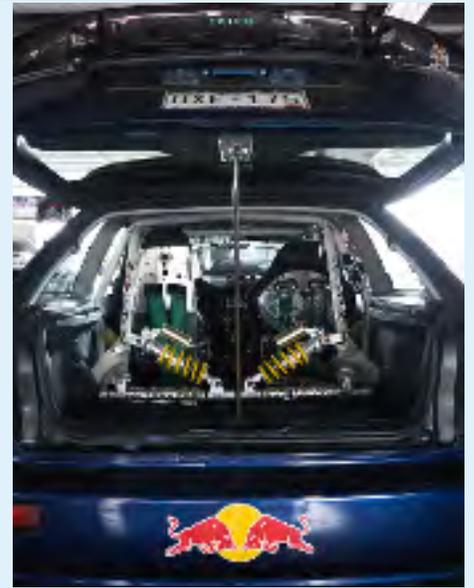
The most unique part of SLUSH is how long the event lasts. Hot laps start at 7:30 AM and the final drift session concluded just before midnight. It was a long, exhausting day. But there are few places you can really spend a FULL day surrounded by interesting cars. At SLUSH the action never stops.

The car show was studded with immaculately restored 90s JDM cars, and a trio of FD RX7s tucked away behind the drift pits caught my eye. Once again, I quickly realized I wasn't alone. A group began to form as I fired away at the three icons.

I then snuck myself through the crowd and into the garage that is the centerpiece of the whole event. Inside I found an LS-swapped Porsche 930 Turbo and extensively modified Honda Civic sporting very familiar liveries. Robert Esplana, the owner of both explained the storied history of the 1987 Porsche.

"I had a coworker I bugged for years about the 930... when I went back last year to spend some time with him he told me the Porsche was mine," Robert said. "It hadn't run for years and once I got back to Colorado I found out the block was cracked. Someone flew in from Canada to buy the old engine, and that money went into making the car what it is today."

If you're a reader of SHIFT, you've likely heard the old adage, "A show car isn't always a race car, but a race car is always a show car." At SLUSH, the audience can get right up close to race cars and drift cars, but the show cars are also given a chance to get on track and see what they've got. For those who can't withstand the test, this means heartbreak. But for most, the festival is a chance to do something they may not always have access to. It is vital that a growing community like our own has outlets like SLUSH where young enthusiasts can come get



experience on track and scratch that itch for speed.

Winter is upon us, and it is time for the project cars to go under the knife once again. As I'm leaving the raceway, I think back on all the great events I got to be a part of this summer. It has been a busy summer for us here at SHIFT Colorado, and there is no better way to celebrate than with one last carefree motorsports party. SLUSH was a fantastic way to cap off the year of shows and racing, and send our memories skyward in a swirl of tire smoke. 🏁



- slushmotorsports.com
- [SLUSH](#)
- [slushmeet](#)



Well here we are. December in Colorado. The days are short and the light fades early amid the still-crisp 3 day old snow filling the parking lot at the editorial offices of SHIFT | Colorado. The waning December light casts a pallid hue on our '70's modernist office space, making it look more drab than it actually is on a more vibrant summer day.

Except... SHIFT | COLORADO doesn't have an editorial office. The entire scene above is a fabrication, if the Nissan R390-esque car parked in front of the office didn't give it away, plucked straight from the brain of a fascinating new technology that has likely pervaded your social media feed: AI generated artwork.

While the title here is a nod to the Phillip K. Dick novel that inspired "Blade Runner", those works spent most of their time

questioning artificial intelligence's take on what it is to be human, and not enough time at all on what our cars look like if you are not a human.

Today, I'm here to right that gratuitous wrong. There are many AI art tools out there, like hotpot, DALL-E, Artbreeder, and more. The space has positively blown up with comparable products in the last six-to-eight months. Finding one to experiment with on your own won't be hard.

But why send you out to do it yourself when we can do it for you with our own cars!? To showcase the abilities of the AI to illustrate a realistic image in the vehicular vein, I scraped the @Cocarsandcoffee instagram account for SHIFT | COLORADO staffer's cars to let the AI set to rendering. Additionally, this

serves to showcase the frankly shocking amount of vehicular nepotism inherent in the @cocarsandcoffee instagram. The rules are simple, I tell the computer what I see when I look at the image, and we see what it gives back to us, and rate it entirely subjectively, based on accuracy and other factors.

The tool we're using is Dream by Wombo, a free AI image generator that allows you to style your image prompts in several different unique styles, print your results, or even commit them to true physical print via their native tools, or mint an NFT. It's pretty neat stuff, if I am honest.

Without further ado, let's get on to asking the internet/cloud and its many computers to draw us some cars!



identifiably in many ways an R32 Nissan Skyline; The C-Pillar is correct in both, perhaps being slightly more evocative of the R33 Nissan Skyline in the left image. The Blue selected by the AI is spot on with my cheap bayside-blue respray, and other details like the side skirts, the A-Pillar angle, and pair of mid-latitude character lines is confoundingly close.

As far as differences go, I see door handles more like those found on a 1980 Toyota, like an AW111 MR-2. I also enjoyed that in the left image, the generator decided to evoke its inner "Rage Against The Machine" (truly in spite of itself), and painted the wheels black.

Case #1: Brendan Garst's 1991 Nissan Skyline GT-R

Well, that makes my earlier comment about nepotism feel a bit less comfortable, doesn't it. Never the matter, our own Ian Carr shot this image of my car on a parking deck after attending a WeatherTech show in Westminster.

I've had this car for about six years, and it has been as rock solid as anyone would generally say any Nissan from the 1990s is; I love the car. But with its vague features, and 1990's Japanese cars' uncanny ability to mostly all look like each other, I did not hold much hope that we'd get an identifiable result from our request.

I'd describe this as "Blue 1991 Nissan Skyline GT-R with white wheels on the top of a parking garage".

Using this phrase as our seed for Dream, we're off to the races.

The Results:

For our first push of the button, I really can't help but be impressed. While the composition of the renderings leaves a bit to be desired, in both images favoring a shot of the middle of the car, this is

The background parking garage is suitably nondescript, as is the one we shot the base image in.

The Verdict:

I'm prepared to begin to consider acknowledging the uncanny valley.





it captures the geometry of the headlights well. Additionally, I can spot the flared fenders and the sportier front bumper that are some of the more nuanced bits of the car.

In the right image, we get a much more oblique angle. If anything, the headlight may have become a bit too detailed, as every single edge is illuminated. Additionally, the front bumper picks up some additional fictitious geometry, including drive planes and a diagonal bar.

As for the backgrounds, the car is definitely on a driveway somewhere, but it does not appear to be in a suburban neighborhood. Maybe the neighborhood is under construction?

Case #2: Ian Carr's 2018 Audi RS3

SHIFT|COLORADO's Creative Director, Ian Carr's RS3 is next on my list. Be afraid.

I feel like this one will be a little tougher for the AI's reductive brain to be able to appropriately render, which makes this an interesting case. The RS3 is based on its 4-cylinder family members, the S3 and the A3, but you know what else it shares DNA with? As one of the cars built on Volkswagen's MQB platform, The A3/S3/RS3 family is effectively a Volkswagen Jetta (don't tell Ian), with the RS3 being the spiciest of the bunch.

Ian's Audi, while currently being on the shortlist for GT-R killing performance, shares its DNA and some design language with a family hauler. Will the AI artist, once prompted, be able to extract the more nuanced details that differentiate it from its cousin (twice removed)?

Let's find out! We used "Black 2017 Audi RS3 in a Driveway in a Suburban Neighborhood" as our seed phrase.

The Results:

Again, I find myself pretty impressed here. The image on the right captures most of the details really well. Ian's BC Forged wheels felt a bit too specific of an ask for the computer, but in the left image,

The Verdict:

Okay, so the computer definitely came to play. It can tell the difference between an Audi and a Volkswagen.





The right image though is really interesting. The car is pretty accurately rendered, including the more muscular front bumper, the unique quadrifoglio wheels, and the corresponding clover fender badge. The background, while not identical, is pretty evocative of Boulder's Flatiron range, which Steve's car sits in front of in the source image.

Its a bit tough to tell when the computer is feeling realistic, and when it wants to let its inner 'rat-fink' cartoonist fly, but for the limited amount of info I gave it, its really captured the look and feel of the base photo as we described it.

Case #3: Steve Clark's 2018 Alfa Romeo Giulia Quadrifoglio

We refer to Steve as our Publisher around these parts, and he has always been adamant that his car not show up in our publications... Oh Steve, how the tables have turned... This is what happens when you leave me unsupervised with our editing software. You asked for this!

Steve's Giulia represents the 505 horsepower twin-turbo V6 equipped Quadrifoglio model, which again will provoke a bit of a challenge for our binary-brained illustrator. Not only is this a special version of a more pedestrian car, but how about one with a relatively limited market, given Alfa Romeo only returned to U.S. sales in 2013.

Just like the others, there's only one way to find out. We used "Blue 2016 Alfa Romeo Giulia Quadrifoglio, parked in front of some mountains and a meadow." as our seed phrase.

The Results:

This one was interesting. The computer looks to have gone in two very divergent directions with the left image, with a characterized visage of the car in front of a hyper-realistic background.

The Verdict:

The computer came out swinging on this one. I'm not entirely convinced it wasn't hiding in the bushes behind Steve when this photo was taken, and just drew it from memory instead of our prompt.





The Results:

As predicted, we had a bit of a miss here. The more specific you try to get, you tend to confuse the AI more than guiding it. The left image really just looks like it chose to draw a late eighties Ford Tempo, a great car in its own right, but not Terrell's car.

On the right, the AI seems to have taken the guidance that Terrell's car is an EG Civic, and used that to draw a Honda Crosstour. Technically from the same company, but both literally and practically a very different car. In both cases, the landscape and environment both differs significantly from one to the other, and the source image.

The Verdict:

To keep the Blade Runner jokes going, I am pretty sure that I have developed the Voight-Kampff test they reference in the films to identify the AI: Confuse them with an overload of details.

Case #4: Terrell Padilla's Customized EG Civic

Terrell is one of the fantastic folks who helps with Colorado Cars and Coffee's Instagram channel, and Photography efforts. Also, I think his car will be the key to defeating an as yet relatively skilled AI artist. So far, while all the cars we've used are unique, they are all relatively stock; Terrell's Civic has fairly identifiable visual modifications to it that I expect the AI to struggle with.

The prompt for Dream allows up to 200 characters, and we're going to use a lot of them. "Dark Blue EG Honda Civic with a white decal on the door, with a hand and the text "No Good", with gold wheels, in a parking lot with hills in the background" was our seed phrase.



So what else can we do with this? What happens when we send our requests fully off the rails?

I asked Dream for a car with cookie wheels, and feast your eyes on the output:



Wow! That has nothing to do with anything I asked for, but look how many cookies it crammed into that poor... NA Miata? I also enjoy the touch of the random barbell or train axle in the rear of the picture.

What if we tried to illustrate the biggest Cars and Coffee Event in the Denver Metro region, the venerable Lafayette Cars and Coffee, held on the first Saturday of each month.

Unsurprisingly, the seed phrase for this one was "Cars and Coffee event in Lafayette Colorado". What in the world does the AI think our parking lot shows look like when left to its own devices?

The answer is it pretty much drew the British Motoring Conclave event instead, held annually in Arvada The rolling grassy showfield, and vaguely 1950's vintage, somewhat British in appearance cars, and large crowd milling around in the background of the image remind

me immediately of the British Motoring Conclave show (for a great write up of the British Motoring Conclave, check out SHIFT|Colorado Issue 1!)



Again, not quite as asked for, but to be fair, the ask was significantly specific.

What else can we do? What happens if we ask Dream to distill our passion into one universal vehicle; a standard bearer for our interests? I went ahead and put "car" into Dream as the seed phrase and let it rip.

I imagined that the AI would scrape the vast depths of the internet, algorithmically returning some wildly outlandish amalgamation of supercars.

Wrong! Let me introduce you to why Dream thinks we all get out of bed every morning;



Say hello to the amalgamated features of pretty much every inexpensive early 2010's Minivan. I see a bit of the Ford Ecosport's face showing through, with overtones of Toyota, Kia, and a bit of Suzuki in the A-Pillar. Again, while fascinating, I don't think this is necessarily the distillate of "Car" for the majority of our readership. The "S" logo on the grille is a nice touch though.

All of this brings me to my point, which is AI art is fascinating. It is a new field, with unpredictable results, and you could easily spend hours feeding phrases into Dream to see what comes out (I have).

It will be interesting to see how continued refinement to the AI model, and what machine learning over time gleans from the undoubtably significant number of daily submissions, but to take a step back, sometimes its just fun to have someone (or something) draw pictures of cars for you! 🎨

 www.wombo.art/create



P.S., Wow, you made it to the end of the article and you're still reading. Thanks Dawg!

The image above is a bit of a treasure hunt. The seed phrase for this car was based off another staffer's long term project car. If you can be the first reader to guess the string I used to create this image, we will provide you with a printed copy of SHIFT|Colorado Issue 1 or 2 (based on availability), and some other cool swag from the Colorado Cars and Coffee Swag Collection. Send guesses to team@shiftcoloradomagazine.com, including year, make, model and color. Void to any readers in this staffer's social circles (we'll know). Happy guessing!

HONDA'S ERA OF

GREATNESS

Story: Alex McCulloch (Contributed) Photography: Peter Thompson (Contributed)

Hindsight is 20/20, but true greatness doesn't require hindsight to prevail. For Honda and Acura, the early 1990's was an era of greatness that was recognized at the time, and has only improved to date. In the complex venn diagram of sportiness, reliability, right-sizedness, and sheer enjoyment for the dollar, few cars can touch a '90s-era Honda. It was an era when Honda was hungry and fanatically focused on technology and performance without compromising quality or value. With this devotion came some of the greatest cars ever made.

That is a bold statement - especially coming from someone who has a hundred BMWs and Porsches a year pass through their business; but I stand by it. If we all still drove '90s-era Hondas, the world would be a better place! The problem is that back in those Rad-era years, a lot of us did,

and unlike those BMWs and Porsches, there aren't many of them left. That is what makes these two unmolested and original examples so rare: a 1993 Acura Integra GS-R and a 1995 Honda Civic Si.

In 1986 Honda launched Acura as its up-market division, primarily geared to the U.S. market. With models such as the Legend, Integra, and NSX supercar, Acura quickly became a dominant force in the U.S. luxury market. By the release of the second-generation Integra, Acura had steadfastly hit its stride. The Integra featured the first appearance of VTEC Variable Valve Timing and Electronic Lift Control in the Japanese Domestic Market with the *Honda* Integra XSi, which was followed by the Acura NSX and Integra GS-R for the U.S. market. The GS-R was the highest trim level Integra we saw on American shores, with less than

4,000 examples (not counting Canadian models) delivered. A true enthusiast's car, its 160-horsepower 1.7-liter VTEC engine revved to a staggering 8,000 RPMs and was only offered with a tightly-geared 5-speed manual transmission.





The recipe of the Honda Civic was finely honed by the fifth generation, released for the 1992 model year with a broad spectrum of models. The most notable was actually the Civic VX, which featured significant weight reductions, 13-inch alloy wheels, and a lean-burning VTEC-E engine that could yield a real-world fuel economy in excess of 60 miles per gallon. Combined with half-a-million-mile reliability, the carbon footprint of the VX Civics still driving is enough to make even the most conceited Tesla snob choke on their self-righteous Kool-Aid—but I digress...

Commonly referred to as the “EG,” the fifth-generation Civic Si hatchback was actually an EH chassis code for the U.S.

market. Si stood for sport injected, and it was the top-trim Civic, featuring four-wheel disc brakes, a power sunroof, a clock, power mirrors, paint-matched mirrors and door handles from the 1993 model year on, and ABS brakes from the 1994 model year onwards. Its 1.6-liter VTEC engine revved to 7,200 RPM and was good for 125 horsepower.

This 1993 Acura Integra GS-R belongs to a fellow friend and Rad-era fanatic. He first saw the Aztec Green Integra GS-R four years ago, driven by the proverbial little old lady, who has aged even more graciously than her car. She was the original owner, purchasing it new in 1993 in Anchorage, Alaska, for \$18,905 (that’s \$38,831 in today’s money). She had no intention of purchasing an Integra GS-R, but on the showroom floor, the green color was too enticing to resist. For the next two decades, she cherished it as her prized possession, only using it during the summer months, which, thanks to a dearth of those in Alaska, kept the miles to a minimum. It has remained perfectly stock, except for when she shipped it to Colorado, the original alloy wheels had been suspiciously replaced with steel wheels and hub caps. My friend saw her driving it and chased her down, planting a seed that



if she ever wanted to sell it, he would be a worthy steward. That seed came to fruition some four years later, by which time the GS-R had only 56,000 miles on the odometer.

The 1992 Honda Civic showed up at my doorstep via my brother, who has owned a dozen EH Civic VXs and Si’s, along with an NA1-generation NSX. The original owner was a 69-year-old man who purchased it in April of 1995 in Marion, Ohio. When he passed away in 2018 at the age of 92, a flipper sold the 28,000-mile Civic Si on Bring a Trailer. My brother was the highest bidder, at a then-record-setting five-figure price (the current high offer is three-fold more, and I have turned it





down). Collectively, we have dry ice blasted the mid-western undercarriage bolts and suspension hardware, and brought all maintenance up to date. We have kept it bone-stock, except for replacing the original steel wheels and hubcaps with EJ-generation Civic Si alloy wheels. I believe the mileage to be authentic, making it likely the rarest single vehicle I've ever had—nobody preserved their Civic like this!

Some thirty years after they were new, we decided to see how these two pristine examples of Honda/Acura greatness stacked up to each other. On paper, they are similar, but in character, they are quite different. The final years of the second-generation Acura Integra GS-R overlapped with the early years of the EH-generation Civic Si. The Integra GS-R produces 160 horsepower to the Civic Si's 125, but the Civic Si is nearly 300 pounds lighter. That weight advantage wasn't enough for the Civic Si's 7.5-second 0-60 time to edge out the Integra's 6.8-seconds. In the real world, that equates to about three car lengths as I watched the Integra GS-R pull away

from the second gear shift on. Both cars roll heavily through the corners, but offer surprising grip despite having small and narrow non-performance tires. *Car and Driver* found .2 more lateral G forces in the Integra GS-R than the Civic Si, but I found the latter easier to push at the limit, inducing the

occasional four-wheel drift thanks to that sub-par rubber.

Driving the Integra GS-R is a truly special occasion, one that has only been made better from the lens of the modern world. Our drag race to sixty may have been slow by modern standards, but there is no substitute





for revving to 8,000 RPM with your hair on fire. And the best part is that when you reach that 8,000 redline in second gear, you are still likely hovering near highway speed limits, which optimizes the slow-car-fast nature of these cars. The Integra GS-R's visibility is fantastic, the cockpit is driver-centric, and there are many small details to be appreciated. The four downward spokes of the steering wheel are a fun novelty, as are the subtle red stripes in the fabric between the seat bolsters. The automatic seatbelts are yet another novelty, but they also can be annoying in day-to-day practicum. There isn't much room in the back seats, but having extra meat back

there would only slow you down anyways. The symphony of intake and exhaust noise in the upper RPM realms is simply sublime.

While the driving Civic Si is slightly less of an occasion, its everyday utility is remarkable. Its single overhead cam engine doesn't have the punch of the dual overhead block in the Integra GS-R, but revving to its 7,200 redline offers no shortage of smiles. In a way, the Civic Si feels more composed, with more linear power delivery, but it's also easier to push through the corners. There truly is no substitute for lightness, and this is where the Civic Si shines. It takes no talent to reach its cornering limits, and when you get there, it is happy to reward your transgressions with only a hint of tire squeal. Thanks to being a hatchback, the inside can actually fit four adults in relative comfort, and offers copious cargo volume with the rear seats folded down. The split glass and rear tailgate are hilarious, with the latter offering a supportive platform for protruding cargo. My brother once hauled a twelve-foot palm tree in his beater Civic Si, branches dragging on the pavement. Other novelties consist of a transformer-like cup holder that folds up from a secret compartment and a tiny middle sunshade to fill the gap behind the rearview mirror.



There really is no wrong choice for either one of these cars; if you can find a preserved one, please be a good steward of it. As the automotive world has succumbed to more-is-better, model-creep, over-complication, electrification, and infotainment / technology centric vehicles, the wonderful simplicity of these cars has been lost—and with it, some of the driving experience. As enthusiasts, we didn't always appreciate these little Hondas and Acuras, and their populations were decimated as they fell into the entry-level market. From the perspective of the current world, thirty years of hindsight have only shown how simply wonderful they were. The current market has reflected this, and unlike the disposable modern car, these survivors will likely last a very long time. 🚩



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EVERYBODY'S FAVORITE FARM TRUCK



ERIC WILSON'S 1954 INTERNATIONAL HARVESTER R-120

Story: *Crystal Suzanne (Contributed)* Photography: *Crystal Suzanne (Contributed) Donny Andrade (Contributed)*

Eric Wilson is a 23 year old longtime drag racer and builder out of Colorado. He races, daily drives, and tows with his International Harvester farm truck. Upon start up, you can immediately tell this truck is one of a kind; It's not everyday that you see a 1954 International Harvester R-120 hauling a trailer, smashing 11 second quarter mile passes, or stopping for some ice cream. However, the well-patinaed light green and brown truck is widely known in Colorado's drag racing community and has been featured in publications including 1320 video.

At just seven years old, Eric Wilson set his sights on his great grandfather's International Harvester farm truck. His great grandfather had bought the truck brand new and used it on his farm in Yellow Jacket, Colorado. After the passing

of Eric's great grandfather, Eric's great uncle ended up with the truck, but offered it to Eric under the complaint,

"It uses more oil than gas, do you want it?"

Together Eric and his father, Eddie Wilson drove to New Mexico to pick it up and bring it back to Colorado where it would be pulled apart and built to be Eric's first car.

Now in Colorado, the International was sanded down, with all of the original options, motor, transmission, and frame. His father, Eddie Wilson, also a longtime drag racer and builder, largely incorporated his style and influence into the build. The original frame on the International was strong, however it made for a brutal ride. Eddie suggested they use a Silverado chassis instead, and they

found a rolled Silverado to pick parts from. They hosted a barbecue, pulling the Silverado off the chassis using an old tree, and the help of friends and family. To their surprise, the front cab mounts on the International cab lined up with the ones on the Silverado chassis.

Now at the time, Eddie was building a turbo 5.3 liter Chevy 2, which would go on to directly influence Eric's International.





Out went the small block Chevy, and in went a 5.3 liter Chevy LS motor. They paired the 5.3 with a 69mm turbo, and a stock 4L80 transmission (later adding a high stall converter), then tuned the truck to run on pump E-85. Eric kept the truck sanded down as it turned into a multi-colored green/brown patina combination that he really liked. As the truck was Eric's first car, he installed creature comforts. The International is equipped with 4 wheel drive, an aftermarket radio system, heat and a/c, and cruise control.

At 16, he went on his first drag and drive event called Rocky Mountain Race Week. This event is a grueling 1400 miles of mountain driving, endurance driving, and drag racing. He raced the International, driving from track to track, carrying all of his equipment, parts, and gas. He found that his truck could become the new family towing vehicle, as he towed his twin brother's C10 back from their first RMRW. Eric is one of a few people that has done

every single Rocky Mountain Race Week and all three Race Week 2.0 events. He consistently runs 11 second quarter mile passes, with his current best an 11.70.

Outfitted with a diesel exhaust tip, this old farm truck is hard to miss. You may see

him drag racing in Pueblo or Denver, towing stuff, or even getting ice cream. Eric Wilson's International Harvester R-120 is Everybody's favorite farm truck! 🇺🇸

 [@raptor700yfs](https://www.instagram.com/raptor700yfs)





*Story: Nick Hazlewood, Jasper Rootz, Steve Clark
Photography: Jasper Rootz, Telluride Autumn Classic (Contributed) Speed EFX (Contributed)*

The Telluride Autumn Classic is a four day car event, hosted within the breathtaking mountains of southwestern Colorado every

September, as a tremendous fundraiser for the community. The Autumn Classic includes live music, art, contests, shopping, food,

auctions, and activities for all. This gorgeous event, tucked in the ski town of Telluride, brings cars and drivers from all over the United

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TELLURIDE AUTUMN CLASSIC 2022

States, starting with the Friday Night Cruise on Colorado downtown and wraps up on Sunday with a Concours of a beautiful array of cars lined up

on the Telluride Golf Course right outside of Mountain Village. We were graciously granted media passes, so on Friday, I headed out

from the Denver area, taking the 285 route, much more beautiful and interesting than the I-70 route I took home. About 6 hours later, I arrived

in Placerville, where I stayed for the weekend, and headed into Telluride for their Cool Cars on Colorado, where they blocked off the main strip in town for a nice afternoon car show to get the weekend kicked off. This event was completely free for any car owners to enter to display their cars, where everyone could wander past. The cars lined the streets alongside vendors, families, and many locals from Western Colorado. The unique fall foliage and backdrop provided an amazing atmosphere with all of the cars.

Nick drove in from Grand Junction, and we met up in Placerville on Saturday morning. We started the morning with the Poker and Road Rallies both finishing in Gateway at the car museum. The route took us along the beautiful CO 141 through Norwood and Nucla. The route included plenty of windy turns and beautiful scenery. While the rally was not timed, some rally members enjoyed a spirited pace, and Nick's 2013 Kia Optima, tuned by LAP3, was straight up not having a good time, due to the pace, not the tune. Overheated, we pulled over and let her cool down. A local Sheriff pulled up, and we thought we might be in trouble, but he waved and continued on. Whew! Both rallies began at the Telluride Airport and finished back at the airport for the Saturday Hangar 29 Casino Night.

At the Telluride Regional Airport, with the backdrop of beautiful, exclusive cars, the organizers held a casino night, an auction, and provided food and entertaining music, all helping the local Telluride Rotary to raise funds.

On Sunday, the organizers curated a Concours on the Golf Course on the greens right outside of Mountain Village. This is one of few shows that happen at over 9,000 feet in elevation,





one of the highest shows in the country. Voted on by their fellow Concours participants, the winners for the Concours on the Golf Course are as follows:

- Winner People's Choice German Class: 1962 Volkswagen 23 Window Deluxe Microbus, Terrence Miller, Parker, CO
- Winner People's Choice Open Class: 1934 Ford Roadster, Eric Arnette, Rico, CO
- Winner Motorcycle Class People's Choice Award: 1941 Indian 4, Bryon James, Grand Lake, CO



All proceeds from the four day Classic raised money for the Norwood school system. All entry fees were also donated to the Hydrocephalus Association, Telluride Humane Society, and Hoof and Paws Animal Rescue. After the event concluded, I contacted Ray Cody, organizer, and they raised an amazing \$54,500 for their three charities.

Ray looks forward to next year, where they will have an Italian car focus. They've already had a great response from Ferrari groups across the US. He said nothing great comes easy but Telluride is a great purview for events, so stay tuned for 2023 for the next Telluride Autumn Classic. If you have never been to Telluride, the Classic in September is a wonderful excuse to get out of town. It's a breathtaking part of Colorado, an exquisite show of cars, and a great local fundraiser! 🍷

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WHY!?

1,388 MILES IN A PARTS CAR

Story: *Brendan Garst* Photography: *Josh Fromm, Pat Clossey, Brendan Garst*

I've never ascribed to the belief that I'm the smartest crayon in the box. The opposite in fact, is probably closer to the truth. The latest evidence I have to present in favor of getting myself committed is my purchase of a 1991 Audi 90 motor-swapped parts car, in Bellingham, Washington.

I have a particular interest in Audi's 5-cylinder models of the 1980's, particularly the genre-defining Audi Quattro, and its annoying front wheel drive step-brother, the Audi Coupe GT. Anyone who knows old Audi's though, knows that owning their older cars is an exercise in self-loathing. Parts are unavailable, held in hoards by neck-bearded aficionados whose parts inventories only accept items, not give them away.

This has led to creative expedience within the space, yielding crossover parts lists, homebrew fixes, and entertaining motor swaps to keep the cars in service.

THE CAR:

In this case, the car was my friend Patrick's 1990 Audi 90, with the 2.5 Liter 5-Cylinder motor from the 2006-2013 Volkswagen Jetta stuffed under the hood, referred to by its motor-code, "07K".

This motor is typically a transverse motor, but was applied longitudinally to Patrick's 90, through the use of custom intake and exhaust manifolds, motor mounts, and adorned with a discarded Borg Warner EFR 7163 Turbo from an Indy car, among other go-fast bits.

Thanks to Volkswagen and Audi's lego-like engineering, most of the parts that were made to get the motor functional in the 90 are also relevant to the older cars in my wheelhouse. When Patrick mentioned to me he was looking to potentially sell out of his car and his 07K longitudinal supplies, I knew two things; 1) I would soon be broke, and 2) I needed to formulate a plan to bring it all home.

THE TRIP:

Patrick lives in Bellingham Washington; from his backyard you can more or less throw a ball into Canada if you have a good arm. The plan was simple; fly myself and some friends to Seattle, rent a large pickup truck, fill the truck and the car with parts, and drive it to Denver.

As simple as it sounds, the premise contained several opportunities for things to go sideways. Patrick's 90 had never been driven more than an hour here or there since he had completed the motor swap. Many of the car's systems were not



functionally completed, including HVAC, gauges, radio, and more. What was running the car was a standalone ECU, or a computer that only runs the functions of the motor on conditions predefined by a tuner. While standalone ECUs can provide awesome performance and functionality, they can come with drawbacks in reliability if the tuning is not on point.

The route contained several mountain passes, where the car would need to perform well over a range of elevations without overheating, and didn't have a spare tire to boot.

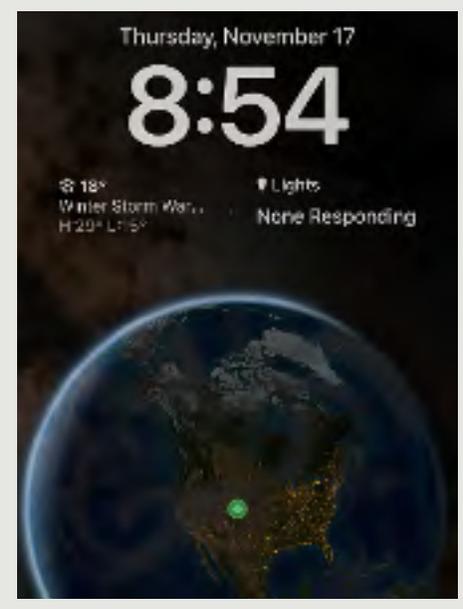
All of this taken in conjunction with other road-trip risks of long distance driving, other drivers, and balancing the ability to stay awake made this trip feel like a pretty big gamble. Nevertheless I proceeded; getting a shipping company to take all of the parts would have yielded an astronomical bill, and that's before getting the car loaded onto a transport. I scheduled the trip to pick up the car in Bellingham on November 18, and drive from Seattle to Denver on November 19th and 20th.

THE PREPARATION:

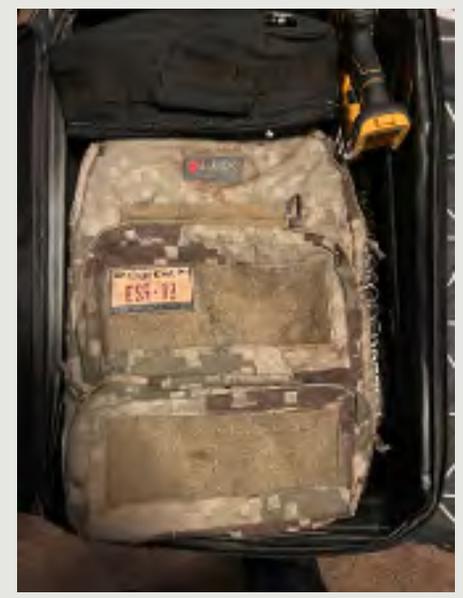
I rented a Full Size Pickup one way from Seattle to Denver, and found 3 willing co-conspirators to join me on the trip. Two of these were Troy Casteel of Apikol Performance Automotive and Randal Stevens of All Audi and VW, two friends with professional credentials and Josh Fromm, a Denver area Audi enthusiast. All of us enjoy our old Audis a great deal, and bringing multiple people meant each vehicle would have 2 people in it, helping to alleviate workload and drowsiness. I booked a hotel for us in Seattle for the night we picked up the car, and held off on booking a hotel for the second night, not knowing exactly how far we'd make it or if both cars would still be in the fight at that point.

Patrick and I stayed in touch throughout the time leading up to the trip. Patrick didn't quite believe me when he heard we would be driving it home, repeatedly asking me if I was feeling well. Patrick is a tinkerer, and went through the parts of

the car that made him the most concerned, including adding safety-wire to turbo flange bolts that would occasionally loosen, chasing a nascent oil leak and other things, to do the best he could "to set us up to be successful".



As the date approached on November 17th, I packed a suitcase and a tool bag with essentials; Sockets, Wrenches, Screwdrivers, Allens, Triple-square tools, drivers, pliers, jumper cables, a cordless impact and more. It's hard not to overdo it here, but when you're packing tools, its easy to imagine nothing breaking except what you did not bring a tool for, leading me to pack more than I needed.



I settled on my tool set, and went to bed in anticipation of the trip starting in mere hours.

DAY 1, NOVEMBER 18TH:



We got an extremely early start on Friday, owing to Colorado's recently fallen snow and Denver International Airport's proclivity for enormous security lines. Our plan had us getting together at 4:00 AM to meet at DIA for a 6:30 AM flight to Seattle. This went off mostly without a hitch, save for a \$100 overweight bag fee from my indecision on the tool bag I mentioned previously. Such is life. The plane took off and we arrived in Seattle slightly early after a smooth if early flight.



We retrieved our bags, and went to pick up our rental truck, the steadfast foundation of the trip that would haul parts, and help us in the event of any failures on the Audi (Note: I didn't say unexpected failures intentionally, emphasis mine). Our 2022 Toyota Tundra for the trip, rented from Hertz, had bald tires, appeared to have hit more things than a mixed martial artist, and smelled like Marijuana. I knew we were off to a good start!





The ride from Sea-Tac to Bellingham was uneventful, and we soon pulled to at Patrick's shop, a car person's absolute dream. An outbuilding with multiple garage doors on both sides, and two lifts in line with the main doors. Inside sat the Audi 90 that was soon to be mine, complete with the car's main selling point... the beating heart of a 2008 Jetta, the aforementioned 07k 2.5 liter longitudinal motor.

As all the difficult conversations that come with purchasing a car had been easily completed beforehand, we really didn't have much to do when we got there. Patrick gave us a tour of the car, and showed us around some of the finer points of the car he wanted us to be aware of.

This 90 occupies a peculiar spot in the vehicular lineup; a beat up car with a heroically cool motor swap. Patrick had initially gotten hold of the 90 inexpensively, with a plan to use it as a buck for his 07k conversion work. Patrick is a fabricator in his off time, and had developed his own intake and exhaust manifolds for the car, among other components. The car itself is in rough shape, with the Pearl paint showing cracking, a sagging headliner, damaged bumpers, a silver hood, and a multi-colored black and grey interior, of which many of the car's functions had taken a sabbatical, including the tach, the speedo, the coolant gauge, the radio, and other vehicular frivolities.

Balancing this however, is the serious mechanical upgrade Patrick had put it through. The 07k is the showstopper, a motor swap that was relatively new several years back, and is slowly catching on in longitudinal applications, but still uncommon in the older Audi field due to the expense of certain components.

The motor is fed boost from a Borg Warner EFR 7163 turbo purchased surplus from the Penske Indy car team (surely after a season of gentle use). The motor breathes in and out through custom intake and exhaust manifolds, out to a 3.5" exhaust, all of which were custom fabricated by Patrick (a welder and fabricator in his off time).





A Treadstone intercooler cools the intake charge. Ignition is handled via a VEMS standalone ECU, managing the motor on a custom harness. A custom Oil Pan, Oil filter relocation kit, motor mounts and valve cover allow the previously sideways motor to hang out past the front axle, as an old Audi's motor should. Fueling is accomplished with lots of Aeromotive and Deatschwerks components, and cooling is accomplished through heat exchangers

for coolant and oil by Mishimoto and Setrab, respectively. Power is output to all wheels via an Audi 01E 6-Speed transmission from a B6 generation A4.

It's important to remember that the range-topping Audi 90 20 valve, as this car was delivered, produced roughly 160 naturally aspirated horsepower from its stock 7A Twin-cam inline 5 cylinder motor. The 07k in Patrick's car is detuned; the 007k motor came in both cast and forged

crank variants from the factory, and the motor in the car is a cast crank with stock internals (the weaker of the two). A conservative tune was applied to the car to attempt to keep the rods inside the block. In spite of this, the car easily makes a material amount more horsepower than stock, with headroom to make 400-500+ horsepower with stronger internals.

The car has other cool things going for it as well. The car sits lowered on Bilstein shocks and H&R springs, with a 5x112 lug pattern conversion. The period Avant Garde wheels hide massive Brembo brake calipers from a 986 Porsche Boxster S at all four corners, with the comparatively massive rotors that accompany them. RS2 ellipsoid projector headlights peer out from the B4 Audi hood, a hugely beneficial update to the B3 90's appearance.

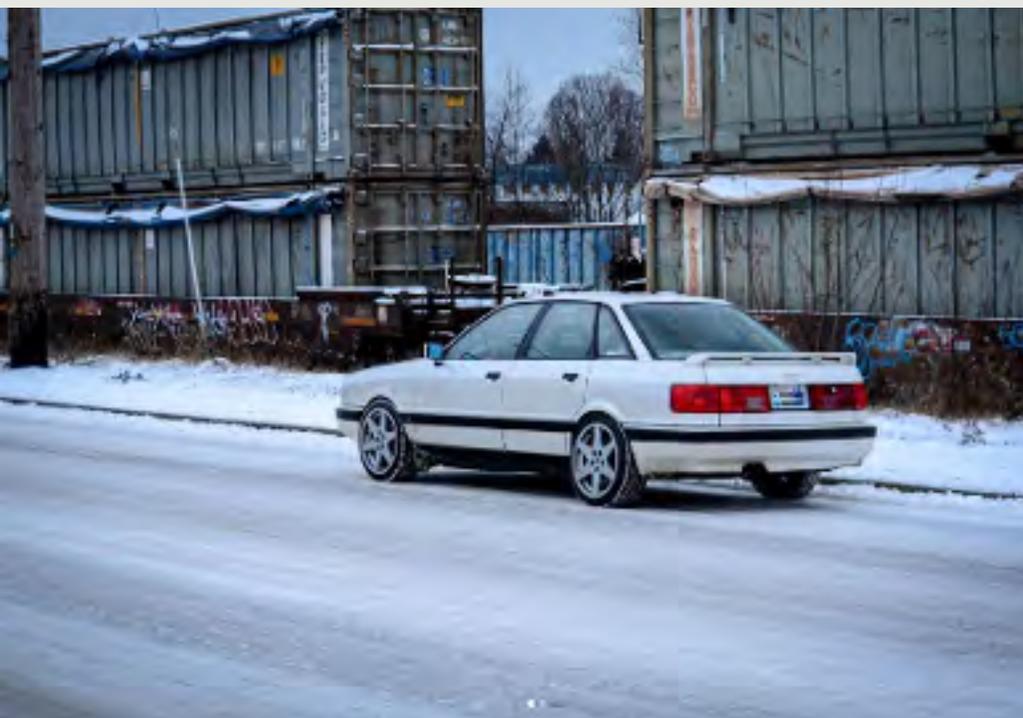
I just threw a lot of numbers at you, but a very remedial way to think of it is as a budget sedan knockoff of the venerable RS2, at least in driveline and capability.

I took the car for a quick spin from Patrick's shop, and couldn't help a smile from creeping across my face. While the car suffers from its incomplete interior and other things, it is a riot to drive. The five cylinder soundtrack the only onboard choice you have for audio, along with some excellent turbo noises. The brakes were aggressive and stopped the car as well as any modern car.

Patrick had additionally agreed to sell me a significant amount of 07k parts along with the car, enough to assemble a forged-crank motor with built internals, a nearly identical drivetrain to the one in the car, except the boost could be turned up accordingly.

After a few hours of hanging out and talking about Audi things, we ascertained that dusk was setting in, and we had 100 miles to our first overnight stop in Seattle. I thanked Patrick with a large check and a handshake, and we set off for Seattle, with the 90 and the truck loaded to the bump stops with Parts.

The drive to Seattle was mostly uneventful. I rode in the Audi, attempting





to use my laptop to gain access to the car's ECU, and relay certain of the tuning parameters to Troy while he drove. We stopped at the Marysville Walmart, where we purchased fuses and oil, and fixed a fairly active oil leak from the oil filter relocation kit on the car. We also blocked a number of holes in the engine bay bulkhead, and played with the fuses until it felt like the HVAC fan began blowing. With our quick pit-stop out of the way, we made it to our overnight stop in Downtown Seattle.

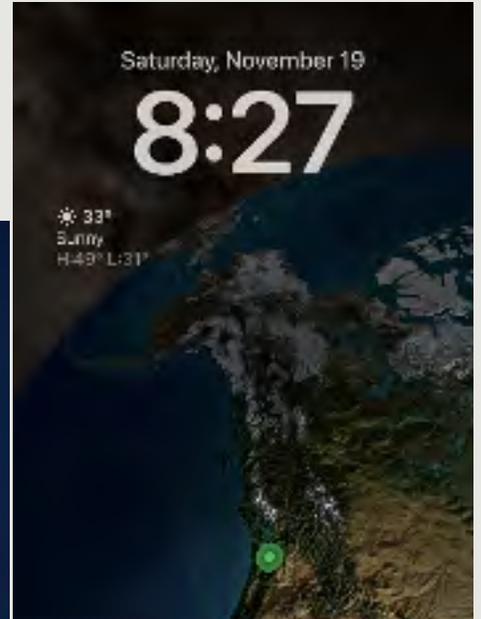
Seattle is one of my favorite vacation spots in the universe. I can't tell you why, but I always have a tremendous time out there.

After finding out the hotel wouldn't honor the rate we booked, and paid \$45 per vehicle for the privilege of leaving the cars in their cramped parking garage, we hit the town. We met up with another local Audi enthusiast who had recently bought a 200 and roadtripped it back from Denver.

Seattle has great nightlife, and we took advantage of the great food, and entertaining and inebriating venues; Pine Box was a beer hall with great food, and Jupiter Bar was a fantastic barcade that we patronized late into the evening

playing an analogue version of Pong, a 10-player cabinet arcade game with the game's developer, and many other arcade and pinball attractions. We headed back to the hotel in an Uber, to face down the reality of the road trip in front of us in the morning.

DAY 2, NOVEMBER 19TH:



Following our night on the town, we sequentially woke up in various conditions. After a quick shower and packing up, we evacuated our room and hit the road. Traffic leaving Seattle was both benign and scenic, as we wound through the hills and across Lake Washington on the Lacey Murrow memorial bridge. Fun Fact: This bridge





actually sank in the early 1990s as a result of storms in the area. Instead of trying something new, it was rebuilt as it was.

Any responsible adult knows that breakfast is the most important meal of the day, so shortly after leaving the hotel, we were again stationary to enjoy some hot breakfast, courtesy of Lil' Jon. His french toast and coffee was not disappointing.

After this false start, we fueled the vehicles and set off again, and I got my first material time at the wheel of my new 90. The car drove well, as we gained

altitude on I-90, approaching and cresting the Snoqualmie pass over the Cascade Mountains. It was a nice drive with fantastic scenery and curvy freeway, but I was also focusing on trying not to load the car too hard in 6th gear, a situation that could lead to bent rods.

The car was behaving admirably; we determined that on braking it pulled slightly to the right, and





there was a minor knocking noise coming from the right front suspension. The heat we had coaxed into working the previous night had gone missing again, and we had no gauges other than a questionably working gas gauge, but aside from those items, the car didn't skip a beat.

We covered the vast expanse of western Washington and Oregon uneventfully, with the occasional fuel stop. The bluetooth stereo I had brought along paid dividends. We rotated amongst ourselves through the vehicles, sometimes taking a stint in the truck, and sometimes taking a stint in the 90.

As we approached Dead Man's pass in Oregon, just after Pendleton, we chased the 90 up the pass in dense fog, adding a bit of surrealism to our greenery.

The weather grew colder as we climbed the pass, and in a turn of events, we were much more worried about the truck and its bald front tires than the 90,

which continued to charge up the pass in the near freezing temps.

As we summited the pass, we climbed into clear weather, and a breathtaking view of the valley we had just climbed out of, with the cloud cover laying below us. It was easily the best part of Oregon.

At this point, we started to determine where we would try to push to for the evening. I had not booked a hotel for Saturday night, as there were too many variables associated with the trip; "Would the car continue to run all day" being the biggest one, as in my discussions with Patrick, he had mentioned that the car had never done many miles in one sitting, in favor of driving it around close to home in case of a critical failure. Aside from the mystery HVAC, the car was refusing to skip a beat, and we were making great time. We set our sights on Burley, Idaho, not knowing that Oregon had one more minor surprise for us.

Oregon was flying by. Josh had made a



friend with the dinosaur at the Sinclair station in Mount Baker, Oregon, likely due to its jaunty scarf. The group was in good spirits, we were making good time and it looked like we were going to make our hotel stop in Burley at a reasonable time.





Of course, that was before we passed a member of the Oregon State Patrol near Durkee, Oregon, without having the phone GPS in front of us to provide our speed. Initially, we thought we may be in the clear, as we put several car lengths between us and the speed trap without any indication of repercussions.

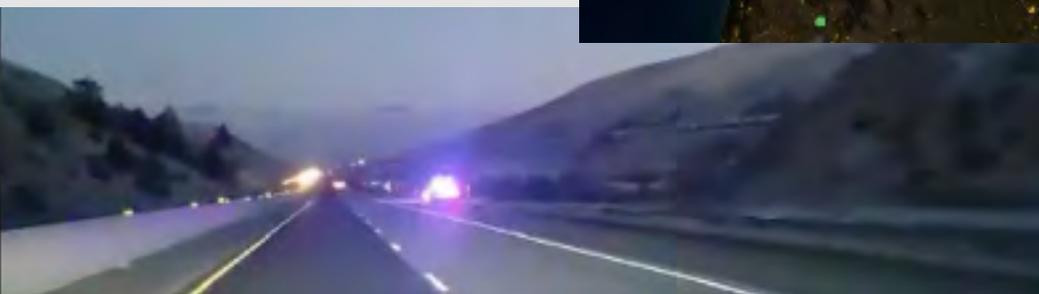
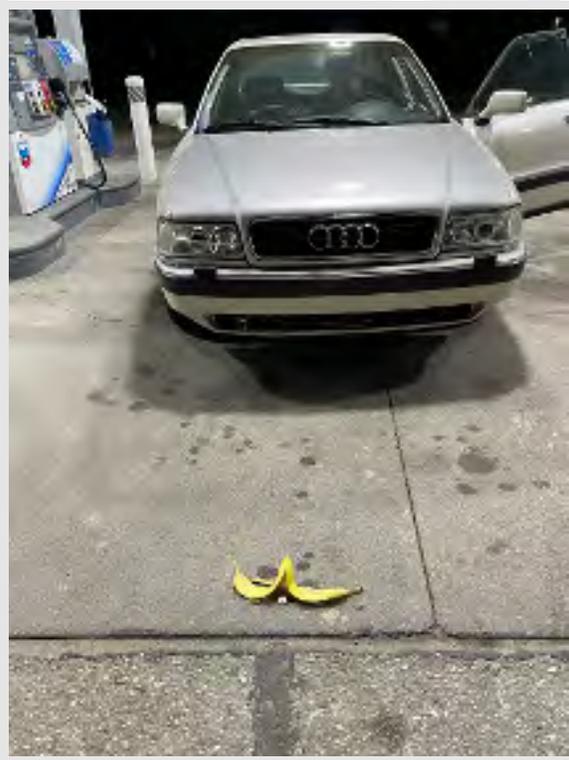
Our hopes faded quickly when we saw the policecar's headlights come on and he joined traffic. A Jetta behind us had been doing roughly the same speed, and we hoped that perhaps the Jetta had been the one who had been caught by the speed gun.

This again was not meant to be. The Patrol officer paced us for roughly a quarter of a mile before dropping back, flipping on his lights, and pulling us over. We explained the situation and our lack of gauges, and luckily the officer returned to our car with nothing but a wry smile, and a stern "Slow it down out there". Some important things to note here include that I had called my insurance agent (Many of you know him as Dave Lowry, Colorado's enthusiast insurance agent) and had placed coverage on the vehicle prior to leaving to pick it up. Additionally, we had the purchase

paperwork from Patrick handy, including a signed title, and being able to readily provide both of which to the officer helped to keep the traffic stop seamless.

Now with our egos bruised, we slowed down significantly through the remainder of Oregon and the great state of Idaho. For dinner, we availed ourselves of one of the great concepts of Idaho; the Interstate Oasis. A huge gas station combining food, tchotchkes, and regular gas station services. We chose this one to introduce Josh and Randy to Taco Time, which is a wonderful riff on fast food Mexican food. Try the Crisp Meat burrito, you'll thank me. Randy, in a stroke of inspiration from Mario Kart the evening prior, attempted to get the 90 to spin leaving the gas station by putting a banana peel in front of the car. We left after picking up his garbage, scornfully.

We arrived at our stop in Burley, Idaho at roughly 11:00 PM, greeted by someone else bringing home some recently purchased toys. Burley is a small town near the border of Idaho and Utah, and on this evening we did not commit ourselves to revelry in the town of Burley, instead opting to fall asleep watching South Park, as any good Coloradan would





DAY 3, NOVEMBER 20:

After a full day of relatively unencumbered progress, we found ourselves roughly 660 miles from our destination, a solid amount of ground to cover.

We availed ourselves of the free hot breakfast at our hotel, and went out to the cars. The morning in Burley was freezing, and with the 90's dubious heat, that was problematic. We thought possibly the 90's thermostat had stuck open as the coolant temps had not risen substantially, even over some of yesterday's mountain passes. We used an old trick, blocking a portion of the surface area of the radiator, fuelled up, and got on the road.

Sunday was less eventful than Saturday, full of rolling yellow hills and mesas. Instead of taking I-84 to I-80 through Ogden, through either the preferences of Waze or a navigational error (depending on whom you ask), we wound up taking I-86 to US-30, a much smaller road that avoided Utah altogether.



The cars continued to behave well on the winding 2 lane state highway, only needing to stop once to pull the cardboard from in front of the 90's radiator about 3 hours into our drive.

It's places like this that the conversations in the cars got loopy; my favorites of course were the hypothetical questions posed if nothing more to keep the conversations going; What is the best value in a vehicle on the market today expressed in weight per dollar? Why don't they call toothpaste mouth-sauce? It was clear that we were getting tired, and the comparative homogeneity of the scenery in Wyoming wasn't helping. All of Wyoming looks like wind, sand and rocks.

Our next major stop was Little America, a roadside attraction gas station featuring a hotel, a campground, and the largest roadside convenience store I have personally seen. We perused what was on offer in their selection of turquoise and novelty knives with slogans carved into the handles, and confirmed the ice cream cones did indeed cost \$0.75 as the billboards we had been seeing for the last 150 miles had advertised.

We stopped in nearby Rock Springs Wyoming to catch lunch with a friend of the group who lived there, which gave us a much needed recharge that the gallons of energy drinks had been struggling to do.

Fed and somewhat rested, we were facing our final push into Denver. Five and a half hours, and roughly 330 miles.



Wearily, we jumped back in the cars and ground it out, starting to feel a bit of the energy you get at the end of a trip as you approach your destination. The little 90 had continued to defy my expectations of being a problem child, happily chugging mile after mile through the desolation of Wyoming.

We reached Laramie as dusk was falling, the split to get off of I-80 and onto US-287 across the Northwest corner of Colorado to Fort Collins. Our final fuel stop here was made eventful by a young woman jumping out of her Mercedes SL to greet us, convinced we were from a television program. After confusedly posing for a few pictures next to our 90 and her Mercedes with her, she mentioned she





was due in Seattle the following day. We wished our adoring fan luck and parted ways, pushing into Colorado.

We drove the dark US-287 corridor, and started recognizing the familiarity of Fort Collins and the treacherous potholes of I-25 South into Denver, finally arriving at Apikol performance automotive, our final destination to unpack the truck, park the car, and adjourned the group at 8:37 PM.



IN CLOSING:

Road trips like these are tremendous, something everyone should experience, given the opportunity. Our group, in roughly 64 hours, had flown halfway across the country, met and exchanged stories with multiple people with the old-Audi mental affliction, as well as connecting with old friends. We'd driven more than 1,300 miles in a dubious old car and an equally dubious rental truck. The car, to Patrick's credit, was unflappable; going far above and beyond my expectations (and Patrick's as well) for regular roadside needs. I think we only broke into the tool bag once on the whole trip. While it hadn't

been luxury driving by any extent, the car had managed to be an enjoyable companion.

Economically, the trip was roughly a wash with shipping the car to Colorado. Between the rental, hotels, airfare for four, food, drinks and gas, the trip cost roughly \$2,400, with bids to ship the car via uship coming in at roughly \$1,800. That doesn't however take into account that we brought back two additional motors and transmissions, which would have been a nightmare to ship. Holding everything equal, the trip presented a better value given the fun we were able to have along the way.

THE 90'S UNCERTAIN FUTURE:

While I had purchased the 90 for parts, over the trip and discussions with my co-conspirators, we gamed out several alternatives to parting the car. Currently, I am having the motor I purchased as spares built up with forged internals, mostly from parts that I had purchased from Patrick along with the car, to drop into my Ur-Quattro project.

This begs the question as to whether to part the car as a donor for other things, like its harness and ECU, brake and hub setup, exhaust and other items that could prove valuable along the way, as well as a number of parts for another hypothetical small chassis Audi owner's longitudinal 07k swap. Conversely, it could stay together for someone else to enjoy (alas, my stable is already over-full, and as endearing as this thing is, I can't justify kicking anything else I have out in favor of it). Its tough to say, as some parts of the car are really cool, and other parts of the car need the focus of being someone's primary project.

Either way, you can follow me on instagram for an unhealthy amount of vintage Audi tedium, where the 90's future will surely play out, among way too much other five-cylinder and Audi B2 platform junk. 🚩

 [Brendan Garst](#)

 [@idrivesomecars](#)



HAUNTED DATSUNS ARE AMONG US



Story: **Steve Clark** Photography: **Cheryle Derman (Contributed), Steve Clark**

In late October, temps were cool but the afternoon was sunny, fending off some of the chill. I loaded up the Alfa with Hot Wheels, CO C&C stickers, and headed over to Lakewood. Empire Lakewood Nissan hosted a trunk and treat event with the Empire Nismo Enthusiasts, called ENE22.H. Checking the Google maps, I noticed it was close to Rodz & Bodz over at Colorado Mills Mall, messaged Zack but he had some events up in Loveland, so he couldn't bring out his Skyline. Darn.

Things were in full swing when I arrived at Empire, I pulled up and the attendant asked if I wanted to park or show. Show, of course, I figured the Hot Wheels would make up for the lack of me driving a Nissan. I backed into a spot, set up the Hot Wheels and stickers, threw a large Colorado

Cars & Coffee sign on the windshield, and the kids started showing up in costume. I unrolled a couple of those rugs that look like a small town, with lots of connecting roads. Sign says



“Kids - Please take one Free!” and as the kids and parents walk over, I ask them, “Do you guys like Hot Wheels?” I can't recall a negative response, even moms and dads light up when they see Hot Wheels and yes, even a few Matchbox cars. I don't peddle Snickers, Twizzlers, M&Ms or other dentist loving candy, we're at a car show, full of wonderful Nissans, and a few outliers like my Alfa, a Mercedes Benz and a couple BMWs. Josh from Revhard Motors stopped by and said hello, always great to see him and his team.

A drone flew overhead, capturing the action from above, while Bruce the Pirate stopped by and said hello. He mentioned he was running out of candy, he must've been a popular stop! Another gentleman in costume

had a cup in hand and a sign around his neck, "Need tires for my 370Z and Food 4 my dog" - I hope he cleaned up! I grabbed a few shots of the youngsters in their awesome costumes. One kid had a full gorilla suit, Mario had a mustache, while one was in an inflatable chicken suit. While most took only a few seconds to select a car, for some kids it's an agonizingly tough decision. One older boy stopped by, said he was looking for a JDM car, the nerve of him! I mean, looking for JDM at a Nissan event, what was he thinking? I'm kidding, we were able to find him a sweet Trueno, and he was very, very happy!

A couple of older teens gazed at the Alfa Romeo, a Giulia Quadrifoglio, Misano blue, 505hp, twin-turbo V6, an Italian curiosity. I saw their interest and told them to jump inside, take a look around, you can't hurt anything. Friends, I love sharing car passion however I can. They sat in the driver's seat and I hope they enjoyed taking a look. As the shadows grew longer and longer, the numbers of kids dwindled, and some free time opened up to grab a few photos. I do not know my Nissans and Datsuns super well, but love the old Zs, the 240, 260, 280, and can appreciate the 300, the 350 and 370, snapping photos as I wandered along. A beautiful goldish 1970 (or thereabouts) Mercury Cougar XR7, plate XR7GCAT, stopped for some friends and the owner popped the hood. Quite the car!

Jay Rogers, coordinator of the car meets at Empire Lakewood Nissan, told me that it was their very first trunk and treat event, with 55 cars showing up. As a small family owned dealership, they love connecting with the local community, and enjoy hosting these types of fun community events. Even the food truck, Chivis Tacos, is owned by a Nissan enthusiast. One contest consisted of guessing the number of candy corn in a jar, Pat Wagner's guess of 950 took the \$100 prize (with exactly





962 candy corn in the jar). Bruce and Cheryl won 1st place for best car/costume, going full pirate style, Tom and Lynne in 2nd with Halloween kittens and Nate and Cheryl in 3rd with Money Heist bank robbers! But I believe it's safe to say the kiddos who attended were the biggest winners, bringing their best costumes, filling their bags stuffed full of candy (and a few Hot Wheels), and having fun in a safe environment among local car enthusiasts. Certainly a fun and entertaining evening! I hope to return next year! 🚩

-  Empire Nismo Enthusiasts
-  Empire Lakewood Nissan





PIKES PEAK INTERNATIONAL RACEWAY



GOLD RUSH 2023

Story: Rachel Tucker (Contributed) Photography: Pikes Peak International Raceway (Contributed)

Pikes Peak International Raceway (PPIR) in Fountain, Colorado presents the first running of GOLD RUSH 2023! PPIR is nestled in the heart of Colorado's Rocky Mountains and is one of the highest elevation competition race tracks in the United States. Named for its proximity to Pikes Peak, the highest summit of the southern Front Range known as "America's Mountain", Pikes Peak International Raceway has become an attraction for all kinds of events, ranging from grassroots motorsports to concerts and festivals.

GOLD RUSH is a Time Attack competition with \$50,000 in cash prizes. The event will take place on July first and second in 2023, the weekend after the Pikes Peak International Hill Climb brought to you by Gran Turismo.

Alongside the competition, there will be Exhibition Enduro, noncompetitive PDX, as well as a Car Show.

Time Attack competitors will compete in seven timed sessions where the first to break the track record, the fastest overall, and the top three in each class will receive a portion of the cash prize. The current production car track record is 53.097 seconds, held by Feras Qartoumy in his C6 Chevrolet Corvette.

Pikes Peak International Raceway's road course is a 1.3-mile roval, including nine turns and an eleven-degree embankment. The Time Attack configuration may appear simple from an aerial track map view, but it is deceptively technical. Drivers will balance

taking the fast line, hitting the apex, and their vehicle suspension.

As is the case with every road course that has a tunnel underneath the racing surface, there is a dip on the PPIR road course between turns 1 and 2. This dip creates a challenge, testing both vehicle and driver ability while creating options for drivers' to interpret the driving line.



Tracking out on the 85 foot wide road course from the oval is easily the fastest section of the racetrack; Drivers find themselves pushing farther and farther outside of their comfort zones in order to reach unimaginable top speeds. If you're braking late, you're not braking late enough. If you think you're hitting the apex, think again.

The GOLD RUSH Time Attack Competition is comprised of three classifications: Classic 200, Super 200, and Unlimited. Each class has a list of requirements that must be met to compete. Drivers will fill out a Driver Application and go through an approval process prior to registration.

The \$50,000 cash pot will be separated into several categories for the Time Attack competition. The first to break the production car track record and the fastest overall will receive \$10,000 each. The top three drivers from each class will receive a portion of the remaining \$30,000 with the following breakdown:

	Un-limited	Super 200	Classic 200
1 st	\$6,250	\$5,000	\$3,750
2 nd	\$3,750	\$3,000	\$2,250
3 rd	\$2,500	\$2,000	\$1,500

The Gold Rush Enduro drivers will be able to participate in our inaugural Endurance Race. With a unique format, drivers will be taking to the track for 2 hours of green flag racing, conducted over multiple sessions.



Teams will have time to make repairs, change drivers, and refuel their cars in between sessions. Cars will be staged in their current race position in the next race.

For the second session, the drivers will be led back out for another 40-minute session on the legendary Roval, but with a new approach. The Enduro drivers will race in a clockwise rotation of the Roval, reverse of the prior session. This will require fresh eyes, fresh minds, and the ability to adapt to change. The final session will take place on Sunday. The Gold Rush Enduro pays \$1,500 to first place, \$500 to second, and \$250 to third!

Do you have what it takes to win? Prepare your race car and your mental grit. Come compete in Pikes Peak International Raceway's Gold Rush

coming in July of 2023! Camping will be available for spectators and drivers. Spectators are encouraged to bring an RV or tent to camp in spaces that overlook the road course! Can't make it to the event? Then be sure to tune into the GOLD RUSH Livestream on both Saturday and Sunday to keep up with the drivers! 🇺🇸

🏠 www.ppir.com/goldrush2023

📘 Pikes Peak International Raceway

📷 @PPIR





SHIFT LOCAL CLUB HIGHLIGHTS PRESENTS: COLORADO THE UNIVERSITY OF COLORADO CAR CLUB

Story: *Elijah Rivera* Photography: *The CU Car Club*

In the shadow of the Flatirons, on a Friday night toward the beginning of the school year, there is a gathering of auto enthusiasts. Walking around, the sun slowly setting over the sprawling college town below you, you see sights common to any car meet in the Centennial state: Subarus and Volkswagen Golfs in various states of modification, Mustangs anxiously awaiting their next burnout, and BMW owners being told to stop 2-stepping before the cops arrive. You also see some sights that you'd expect to see at a Cars & Coffee event, not here among those that hate to wake up early, including an immaculately kept 1972 Mercedes 250C brought by TFL Studios, an equally well kept BMW E30 convertible, a neon green Mercedes AMG GT Coupe, a survivor 1986 Toyota FJ60, and an older gentleman with a very expensive and fast Nissan GT-R.

From this scene, one can glean that this car club is thriving, and this

success is attracting attention from outside the "Boulder Bubble". What's less evident is how humble of a beginning this club really had; interestingly enough, the story of this group of auto enthusiast alumni is a tale of two clubs.

The first club has its origins in 2014 as the Colorado Auto Rally Sports Club, a small university sanctioned club which hosted meets among friends who happened to be studying at the University of Colorado at Boulder. In the summer of 2019, the club's then president needed to find someone else to run the club for reasons unknown. Enter Emalee Takashima, who knew the incumbent President through Japanese classes, and offered to "take the keys", attending mandatory leadership workshops and filling out a mountain of paperwork to become the new (and current) President of the club.

As mentioned before, the genesis of

the car club question is a tale of two clubs. In the Fall of 2018, another small club of auto enthusiasts was born on the University of Colorado at Boulder campus called the CU Car Club. The collective endeavor of good friends Jon Packwood, Drew May, and Matthew Bowersox, this small club held spontaneous meets of 5 to 10 enthusiasts, which eventually grew to 10 to 20 throughout the school year, in addition to a remote membership of around 60.

Eventually, Jon got into contact with Emalee and they decided to merge the two clubs into The Car Club at CU. Jon takes on a role in the club analogous to a Secretary of State to Emalee's Presidency, supporting the organization and promotion of the club. Meets are held regularly throughout the school year, attracting current and former students, as well as those familiar with the club through its growing social media following.



In June of 2021 Drew May, one of the club's founding members, passed away. Since this tragedy, Jon and others within the club have done much to commemorate and memorialize their friend, the most visible aspect of which being various **"#ForDrew"** decals placed prominently on the cars of many members of the club.

Aside from regular meets, The Car Club at CU hosts various larger events throughout the year, the biggest of which being the Saturday mega-meets at WeatherTech Broomfield in collaboration with the CSU Car Club and Colorado School of Mines Car Club. These morning meets draw a diverse crowd beyond the members of the respective clubs. The parking lot at WeatherTech's facility fills with the usual stanced Audis, BMWs, Volkswagens, and Subarus that are popular among the

young crowd. At these gatherings it can also be common to see various vintage vehicles in well kept condition, like a museum quality 1926 Packard, or a slammed 66' Chevy Suburban. Offroaders, new and old, are also dispersed within the crowd of cars: seeing a red 1976 International Harvester parked next to a first-gen Ford Taurus SHO is another example of the juxtaposition of attendees at these meets. The clubs involved have worked to ensure there have been no "Mustang moments" thus far through communication with meet participants. WeatherTech also is not in as food centric a location as most Cars and Coffee-esque gatherings are, so one or two food trucks happily show up to meet the demand. Coffee is also served inside WeatherTech itself in the cafe, because you can't have cars without coffee.

Large day meets like this are a great opportunity for intergenerational interaction between car enthusiasts, which is incredibly important for the continuation of the auto enthusiast





lifestyle. Sometimes differences in taste play out online to create animosity that divides the community, like USDM versus JDM, or classic versus modern cars. This animosity has a hard time thriving in an environment such as the mega-meets, where groups that are

in opposition or completely ignorant of each other can mingle. A positive, welcoming atmosphere where discoveries and friends can be made is so refreshing, and it can be easy to forget that this is what the car community is all about when you stay online instead of getting out to

experience it for yourself.

The Car Club at CU also hosts dyno days roughly once per semester. Only regular members are allowed to sign up for the dyno itself, but spectators are welcome and often present. When at such an event, you see the cars that you'd normally see at a regular meet, but here they can actually be loud and show what their car can do without disturbing the peace or endangering the community.

Each car awaits its turn in the parking lot of the dyno. Predictions are made as the owners brag about their modifications or make excuses. The moment finally comes and the car is loaded up onto the dyno. More predictions are shared as anticipation mounts: will the Subarus survive? Which BMW will go into limp mode? Which Mustang is the loudest? Why didn't I bring ear protection?

Then the run begins, as we cover our





more than that, if these club hosted events are anything to go off of, the club's growth indicates a positive impact on the future of Colorado car community as a whole. The success of the club demonstrates that the community that we love will live on in the generations to come, even in the shadow of the Flatirons.

ears and glue our eyes to the dyno screen. After a few runs, the test is over, and we can hear each other again. Predictions are vindicated or refuted, often coupled with more excuses from the owner, before preparing for the next vehicle. Events like this have a great atmosphere; there is often trash talk at dyno days, but it is always playful, and seldom taken seriously. It's great to see a fellow member make as much or more

horsepower than they were expecting, and the cheerful vibe reflects this. When there is an eventual breakdown, those present do their best to help out, and be supportive.

The community built up by the Car Club at CU under Emalee's leadership has been a positive one for the student auto enthusiasts that needed an outlet in a town that isn't too friendly automotive enthusiasm. But



 [ColoradoAutoRallySport](#)

 [@cucarclub](#)



TIME SLIP

December Events Listing

December is **HERE** and with it comes Winter and the cold weather it brings. Be that as it may, we still have some shows in store. Shine up the car, grab a coffee and hit up some of the events we've highlighted below. Join our mailing list (<https://tinyurl.com/CCC-email-signup>) to get all the events every 2 weeks!

Would you like your car to be featured? Do you know of some car events coming up? Contact us at Newsletter@ColoradoCarsAndCoffee.com.

Every Friday Night, 6pm - Twisted Steel Cruise At The Park

Colony Park, 108th & Colorado Blvd
<https://www.facebook.com/groups/2527579954193794>

Every Friday Night, 5:30pm - Friday Night Cruise Car Show

Gunther Toody's, 5490 E. Woodmen Rd, Colorado Springs
<https://tinyurl.com/ywvn9rwk>

Every Friday Night, 4pm - Cars & Shakes

Sonic Drive-In, 18501 E. Hampden, Aurora
 Aurora Cars & Coffee

Every Sunday, 10:30am - Audi Group Colorado

Red Rocks Amphitheater, Upper North lot
<https://www.instagram.com/audigroupcolorado>

December 10, 8am - Cars & Coffee in OCC

2409 W Cucharas St, Colorado Springs
<https://www.facebook.com/events/709201143586813>

December 10, 9am - Espresso & Exhaust at Vehicle Vault

18301 Lincoln Meadows Pkwy, Parker
<https://www.facebook.com/events/309067547847644>

December 10, 9am - 29th Annual Hope Memorial Toys For Tots Christmas Cruise

3620 Manhattan Ave, Fort Collins
<https://www.facebook.com/events/858342642010942>

December 10, 9:30am - Lotus Of Denver Toy Drive

Lotus of Denver, 1480 E. County Line Rd, Highlands Ranch
<https://www.facebook.com/events/1152151565720395>

December 10, 10am - Vettes & Jets Showcase

Wings Over The Rockies, 13005 Wings Way, Englewood
<https://www.facebook.com/events/1234275967302761>

December 10, 1:30pm - Hops & Horsepower

Coal Mine Ave. Brewing Co, 9719 W. Coal Mine Ave, Littleton
<https://www.facebook.com/events/416644513594790>



Image: Ian Carr

ARVADA POLICE AND FIRE

TEDDY BEAR AND TOY DRIVE CAR SHOW

One of the last car shows of 2022. Let's have a fun free show supporting the community

Arvada Police give children teddy bears when they are involved in a call. These bears provide comfort when times are tough. These animals keep kids comfortable and let them have something to hold.

Arvada Fire collects toys, clothes, and other essential items for Operation Santa. They partner with local volunteers to give families in need a fun and warm holiday season.

Arvada Police will accept Teddy Bear donations.

Arvada Fire will accept all other toy and clothing donations.

Fill a squad car Bring 1 donation item or 20. No min. Or max. Pomona HS

Fill a fire vehicle

8101 W. Pomona Dr.
Arvada, CO 80005
Sat. December 17
Noon - 3:30

December 11, 9am - World Wide Vintage Autos Cars & Coffee

4001 Forest St, Denver

December 10, 1-5pm - Wrapped Rides Toys for Tots

Utah Park Back Lot, 1737-1799 S Troy Street, Aurora, CO 80012

<https://www.facebook.com/events/841524997090102/>

December 10, 5:30pm - Parker Cruisers Light Cruise

7007 Bayou Gulch Rd, Parker

<https://www.facebook.com/events/1247746269133992>

December 17, 7am - Cars & Coffee North Denver - Hosted by Adam's Polishes

Denver Premium Outlets, 13801 Grant St, Thornton

<https://www.facebook.com/events/1113460192748702>

December 17, 10am - Colorado Ladies of Lowriding 12th Annual Santa Cruz'n The Hood

Barnum East Park, 500 Federal Blvd, Denver

<https://www.facebook.com/events/876197690028382>

December 17, 12pm - Teddy Bear & Toy Drive Car Show Benefiting Arvada Police & Fire

Pomona High School, 8101 W. Pomona Dr, Arvada

<https://www.facebook.com/events/5631917370189751>

December 18, 10am - Exquisite & Eternity Toy Give Out 2022

American Legion, 5421 E. 71st Ave, Commerce City

<https://www.facebook.com/events/2646207168843771>



Enjoying SHIFT|COLORADO?

We certainly hope so! SHIFT|Colorado is compiled in three months over hundreds of hours by a staff of talented volunteers, contributing their time, energy and enthusiasm to covering Colorado's amazing car scene! While you may have noticed we ran a few ads in Issue 2, our ad proceeds cover editing software, web hosting, and other critical tools for the magazine.

If you love our content, consider making a donation to support our efforts via our Ko-fi account! Donations benefit our staff directly, and we have multiple ways to contribute: a one time donation, or a magazine subscription tier for \$5 a month, that includes discounts at the Colorado Cars and Coffee Redbubble shop, and an optional shoutout on the Colorado Cars and Coffee Facebook group!

While we don't have any expectations, we'll be incredibly grateful if anyone is moved to contribute to our work! Use the QR codes to the right, or visit our page at <http://ko-fi.com/coloradocarsandcoffee> Thanks for reading, and helping our team to continue to provide the best coverage available of Colorado's car and event scene! 🇺🇸



One Time Donation

(Include 'Magazine' in the Donation field!)



SHIFT Membership Tier!





Give the Gift of Time!

Do you find yourself constantly asking what day it is? Not sure why it's a Monday? Does your desk have a boring calendar, or worse, a digital one?

Solve all these problems and more through the judicious application of the Colorado Cars and Coffee 2023 Community Calendar!

Containing 15 months of calendrical intrigue, our Community Calendar features some of the best local automotive photography around. Don't take my word for it, you picked it! What's even better about this wonder

of day-keeping is that it's the gift that keeps on giving; Colorado Cars and Coffee will donate the net proceeds from our Community Calendar, as we have in years past, to Colorado Toys for Tots in the form of toy donations.

So what's not to like? Need a calendar for your workspace? Perfect! Know someone who loves car shows? It makes a great gift! Don't like someone who is always late to things? Passive aggressive victory to the max!

Score yourself or others a copy of the Calendar below, and as always, happy holidays from the Colorado Cars and Coffee team! 🚗☕

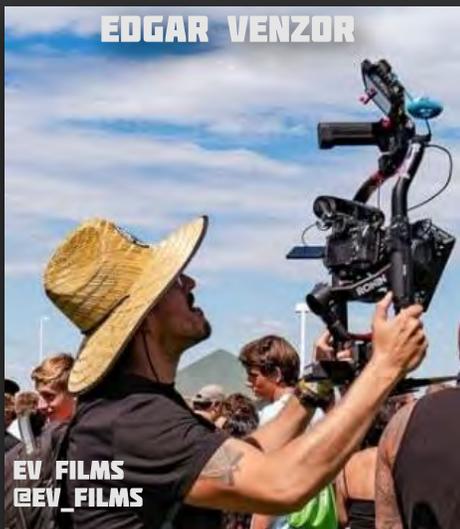
-  [Zazzle - Calendar Shop](#)
-  [Colorado Cars and Coffee](#)
-  [@COCarsandcoffee](#)



PADDOCK

Shift Colorado is made possible by the tremendous efforts of a lot of people, but one group in particular we wanted to thank are the wonderful professional photographers who shoot the Colorado car scene! You often see them at events working to capture what makes each event cool and unique to attend, either as mementos for folks that did, or as a way to share with those that couldn't.

Photographers who appeared in this issue are listed below, be sure to say hi if you see them shooting the next local show you attend, and drop them a line if you need professional photography services!



HUGE THANKS GO OUT TO ALL PHOTOGRAPHY CONTRIBUTORS, AS SHOWN ABOVE AND CREDITED THROUGHOUT!



Empassioned Plea/Shameless Content and Staffing Promotion: **Brendan Garst**

WE WANT YOU!

Well dang... you made it to the back of the magazine. Color me impressed that you made it through our 112 pages of Colorado coverage on Colorado (and admittedly a touch of non-Colorado) car scene coverage.

We are so thrilled you gave us a read. In reflecting on the process, the day before we publish, I'm feeling a bit like the embarrassing picture above, which illustrates the chaos of driving to Colorado Springs during one of their trademark Red-Flag hurricanes they have seemed to enjoy so much this summer...

Carrying on with the wind jokes, I'm blown away (I'll see myself out, thanks) by the amount of contribution we received towards getting this first issue into the books by the people out making it happen!

We already have some awesome events covered and in progress for

Issue 3, which we can't wait to deliver in early March 2023, but this brings me to my point:

Without all of you, Shift COLORADO would not be possible!

How can you help? It's Simple!

- Do you have a cool car we can write about? Cool is subjective, we can find plenty to say about most cars...
- Are you hosting an event that should be covered? We have a team of writers and photographers who can do that and are happy to work with you to get them onsite for your event!
- Do you do other cool stuff that doesn't fit the previous two categories? Racing or race team? Vehicle exhibition or museum?
- Are you a local or national business in a vehicle related field?
- Are you a local car club?

• Do you have or want to learn skills in Journalism, photography, writing, graphic design, layout design or multiple of the above?

• Do you know of anything else car tangential we can cover?

If the answer to any of the above was yes, drop us a line! We are always looking for new things to cover, and new team members to join us in covering it! I have had a blast stewarding issue #2 through the process, and look forward to future issues so much, and would love to write about any of the above! Drop us a line with the contact info below! 🇺🇸

✉ team@shiftcoloradomagazine.com

f Colorado Cars and

📷 @idrivesomecars



DOGLEG DREAMIN'

Content: *Steve Clark*

We love this time of the year! After we've enjoyed the leaves changing colors and dropping, we switch gears to putting our efforts into Toys for Tots, helping local kids have a fun holiday time with a few toys. The mission of the Marine Toys for Tots (T4T) Program is to collect new unwrapped toys and distribute those toys to less fortunate children at Christmas. The primary goal of Marine T4T is, through the gift of a new toy, help bring the joy of Christmas and send a message of hope to America's less fortunate children. The 2022 holiday season marks the 75th anniversary of the Marine Corps Reserve Toys for Tots Program!

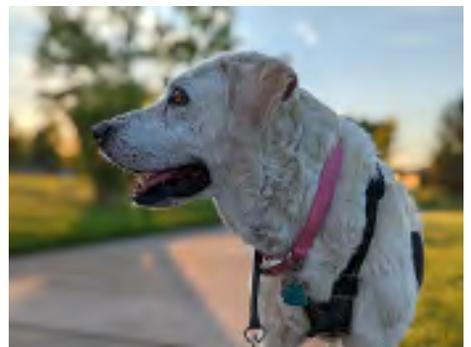
For the past six years, Colorado Cars & Coffee has worked with sponsors, local businesses and local car groups to spread the reach of toy drop off locations, get the word out, and increase that toy count. This year, we worked with 12 sponsors and car groups, and appreciate their response to the call! They are: [Autowash](#), [Aurora Cars & Coffee](#), [Big Bear Dent Repair](#),

[Community West Mortgage](#), [Denver Detail Club](#), [Lowry Insurance Agency](#), [New Image Paint Protection](#), [NOCO Auto Detailing](#), [Paddock Imports](#), [Revhard Motors](#), [Rodz & Bodz Museum](#) and [Slick Mobile Oil](#). We're very proud to have them on our Toys for Tots team, and we appreciate you taking the time to visit them and drop off toys.

In May, we held our first movie night of the year at Hagerty, showing the movie Ford vs Ferrari, an instant car classic, following the exploits of Carroll Shelby and Ken Miles. During this event, we collected new, unwrapped toys from attendees. In August, we also organized a movie night hosted by Hagerty at their Pit-Lane location in Littleton, showing The Fast and The Furious. The event raised \$110 for Toys for Tots, with a fun, sold out event. Always a good time with Dom, Letty, Brian, Jessie, and Mia showing us the best in family. The first F&F is a special one, and one of our favorites.

Next year we hope to expand our Toys for Tots efforts, and we hope you join us to bring some joy to less fortunate kids! If you wanted a way to donate today, here's how! [Official Toys for Tots Donation](#) 🚩

Thank you,
Steve
Publisher, SHIFT Colorado



Why Dogleg Dreamin'? Renny is my 14 year old yellow Lab, who I enjoy watching her bark and chase bunnies while she dreams. I think that's like a lot of us car guys and girls who have cars on the brain, even while we dream. Keep dreamin'!



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