

an evening of  
**Music & Motion**

presented by

**Drive Toward a Cure**

benefiting



**PARKINSON**  
**SUPPORT CENTER**  
OF NORTHERN NEVADA



*Thursday, April 18, 2024* at the National Automobile Museum, Reno, NV

Drive Toward a Cure  
**Access to care**

  
THE MICHAEL J. FOX FOUNDATION  
FOR PARKINSON'S RESEARCH

 **Parkinson's**  
Foundation

The  
Drive Toward a Cure  
**Special Assistance Fund**

[www.drivetowardacure.org](http://www.drivetowardacure.org)

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# CHAMPIONING EVERY MILE YOU DRIVE TOWARD A CURE

PENNZOIL IS PROUD TO SUPPORT THE DRIVERS THAT ARE SUPPORTING DRIVE TOWARD A CURE.



**LONG MAY**  
*we drive*



**Music** and **Motion** - two elements that, if you are any type of enthusiast, will make your heart sing.

Whether it's a song or an engine, in just one note, both can tap into our emotions and ease us back in time.

Our home tonight at the **National Automobile Museum** has that same power. Strolling through each curated gallery, the cars and thematic eras touch a part of us too. From the sound of a song, to the rumble of a hearty V8, there's a certain nostalgia that grabs us from within.

But it's the "motion" part that brings us here tonight - because motion is more than transportation, it's all about mobility - and that brings us to Parkinson's.

Since 2016, **Drive Toward a Cure**® has utilized the sheer force of motion to bring the automotive community at large together - raising funds and awareness for Parkinson's disease.

Through the love of the automobile and the bond of **Cars and Camaraderie**,® nationwide we've raised more than \$1 million and contributed to Parkinson's research and patient care within organizations ranging from the Michael J Fox Foundation and the more than 35 Centers of Excellence for the Parkinson

Foundation, to grassroots programs for nutrition and fitness including local clinics and Rock Steady Boxing facilities.

Our own grant-giving **Special Assistance Fund** and **Access to Care** program were created specifically to help individuals and groups make today's challenges easier.

Tonight, we're here to support the local Reno community - to help make the lives of the more than 5,000 individuals living with Parkinson's in this region easier - by giving to the **Parkinson Support Center of Northern Nevada**.

We're about giving and finding creative ways to give back while bringing people together.

We're about making a connection within a very large community, because - when you think about it - there probably isn't anyone on the planet who hasn't been touched by someone who has Parkinson's - nor is there anyone without some feeling for "**Music and Motion**."

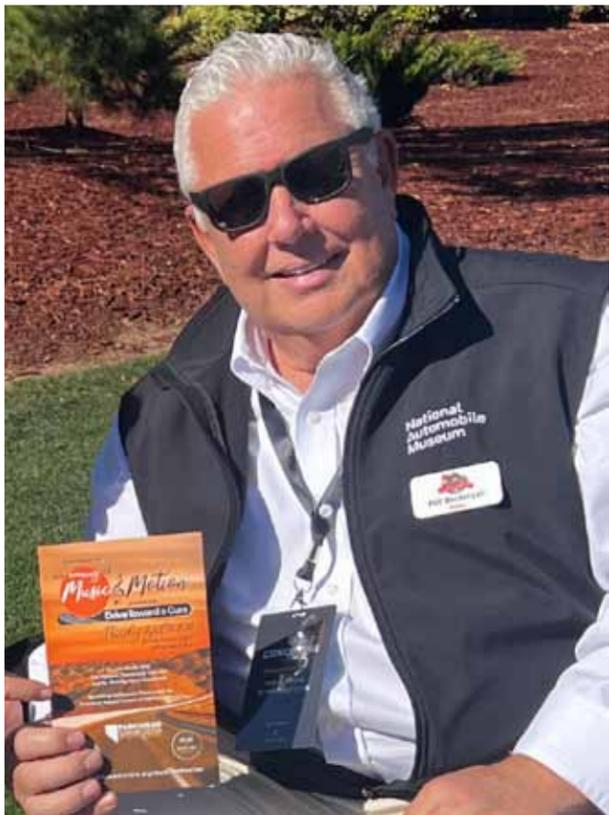
Thank you for joining us tonight - we look forward to remaining in harmony with you.

Deb Pollack  
Founder, *Drive Toward a Cure*

# National Automobile Museum



# PARKINSON SUPPORT CENTER OF NORTHERN NEVADA



The **National Automobile Museum** engages in impactful philanthropic endeavors by supporting organizations such as **Drive Toward a Cure** and the **Parkinson Support Center of Northern Nevada**.

Our goal for this partnership is to provide awareness and ultimately support a cure for those affected by Parkinson's disease. These efforts reflect the museum's dedication to not only preserving automotive history but also encouraging community welfare and making a positive difference in the field of health and support services.

Tonight's evening of **Music & Motion** has been a wonderful collaboration, allowing us to engage automotive culture with the type of pleasure we can all enjoy together for a good cause – and to appreciate the nostalgia that fosters a deep bond in which we can all relate.

We hope you'll enjoy the evening and come back to visit --

Sincerely,

Phil MacDougall  
President  
National Automobile Museum

On behalf of the **Parkinson Support Center of Northern Nevada (PSCNN)**, we welcome you to our **Evening of Music & Motion**. Today, we gather for an evening filled with great music, exciting cars, delicious food and an amazing conversation all to increase awareness around Parkinson's disease and raise funds to help the more than 5,000 people living with the disease in our community.

While April is international **Parkinson's Disease Awareness Month**, we are proud to be working year-round to help our community. We are immensely grateful to **Drive Toward a Cure** for organizing this event and the **National Automobile Museum** for providing such a wonderful venue. And we are thrilled to see such a diverse group of individuals who support our cause of assuring **no one has to face Parkinson's disease alone!** Your presence today signifies your commitment to making a difference in the lives of those we serve.

Throughout the **Evening of Music & Motion**, you will have the opportunity to connect with other passionate individuals who share your dedication to our Parkinson's community. Please reach out to any of our team members if you have questions, need assistance, or simply wish to connect. We are here to ensure that your experience is both enjoyable and rewarding.

And of course, a huge THANK YOU to our amazing panelists for our Conversations for a Cause – Vanessa Williams, Rasheda Ali Walsh, Shelby Hall and Dr. Deanna Brown Thomas! Your willingness to share your stories and passion about cars and music brings us all together this evening.

Our Silent Auction items are from incredibly generous local, regional and national supporters. Whether



you are bidding for a cherished keepsake, a unique experience, or a gift for a loved one, your participation in the silent auction plays a pivotal role in furthering our mission. Every bid brings us closer to our goals to *provide more support services, educational programming, and advocacy for our northern Nevada Parkinson's disease community resulting in a positive impact* in the lives of those we serve.

Again, welcome to our **Evening of Music & Motion!** Enjoy!

Mindy Lokshin, MD  
Founding Chair, PSCNN

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## Our Vision

We are inspired by the camaraderie found within the automotive culture – throughout both the enthusiast and professional communities. Our overall vision for **Drive Toward a Cure**® began quite simply — utilize the passion and emotion of driving to spread the word and help the cause.

Starting in 2016 with our first multi-day driving event, our all-inclusive **Adventure** rallies and newer **Getaways** have inspired a grassroots initiative with local **Drive Toward a Cure Day** events run by regional enthusiasts taking place from coast-to-coast. Whether it’s individuals participating in our annual **75 Days of Summer**, or growing our bonds through virtual events, we’ve taken a commonality and woven a means to help others.

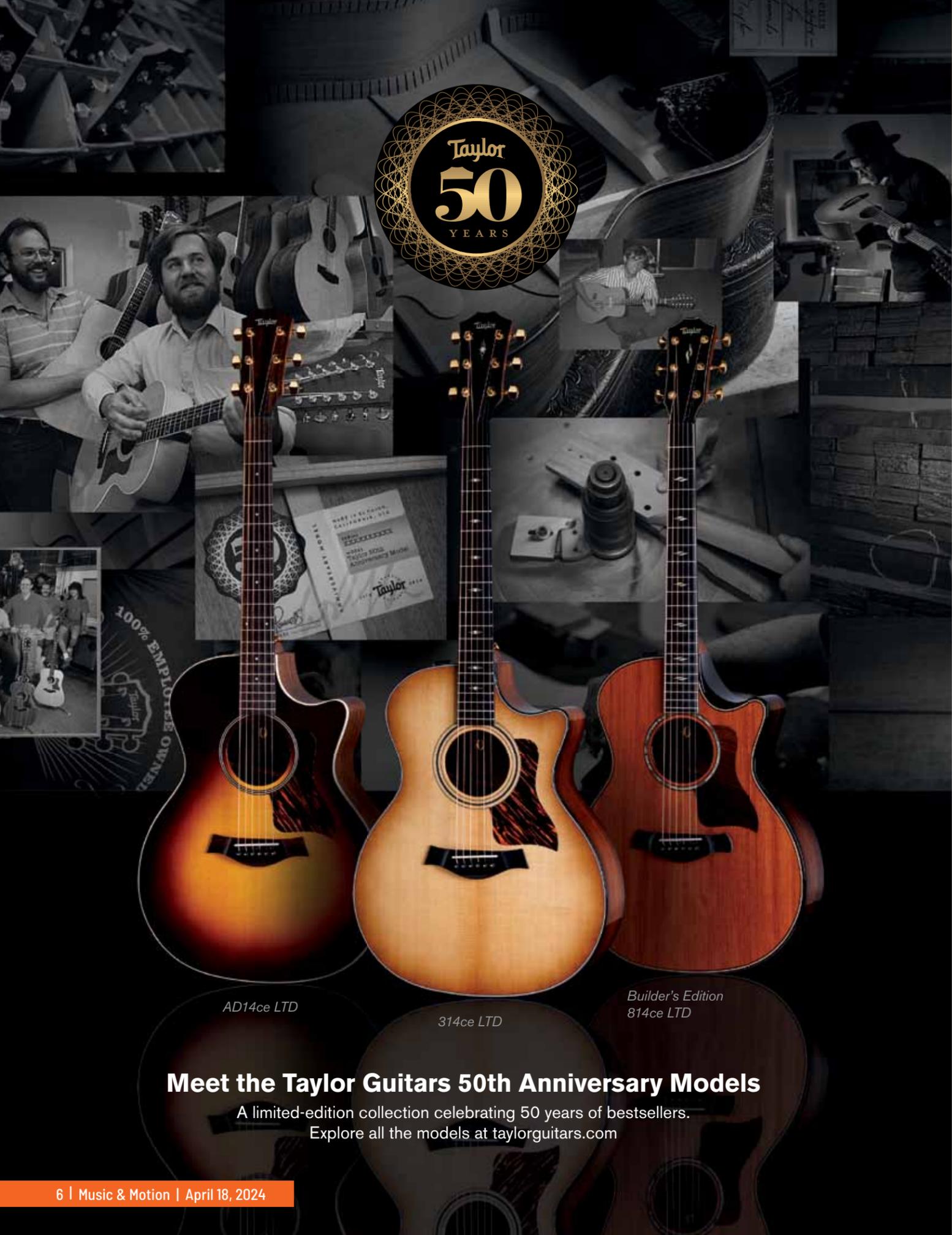
Our biggest goal is to start a movement that will lead to a cure, and to build a strong community of like-minded enthusiasts along the way. Come out and enjoy sharing **Cars and Camaraderie**® together.

## How You Can Help

Let us motivate you to organize your own local event to raise funds and awareness!

Every dollar helps, and by local individuals and communities coming together to do fun things that can raise money — whether it’s a drive, a BBQ, a poker run, a collector car garage tour, museum hopping, or whatever else you’re keen to organize — awareness is spread for the cause and helps to make a difference for someone else.

Join the many clubs, groups, tracks and other organizations nationwide that have stepped up to create their own events to raise funds locally on our behalf. Find out how we can support your efforts by emailing us at [info@drivetowardacure.org](mailto:info@drivetowardacure.org).



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## Dear Friends,

On behalf of Drive Toward a Cure let me welcome you to **An Evening of Music & Motion**. I am looking forward to all this event has in store. What else could be more fun than cars, music, friends, and doing it all to help find a cure for Parkinson's Disease.

My name is Derek Torry and I have Young Onset Parkinson's Disease. I am also a **Drive Toward a Cure** Ambassador and Board Member. I was diagnosed 12 years ago with Parkinson's. Despite a slowly progressing disease, I am more active today than when I was diagnosed.

In fact, my life has been full of activity! Since my diagnosis in 2012 at age 40, one of my favorite roles (in addition to enjoying my family), has been as a team leader with the Pass-to-Pass Parkinson's organization, combining exercise and back-backing to remain pro-active in my own fitness. Each year, my son Seth joins on the more than 250 miles we annually hike together – along with a number of 'Parkie' hikers we lead through multi-day trips and

camping experiences.

So why am I more active? Because of HOPE! In fact, during this event I look forward to sharing with you what Parkinson's and hope have in common for me. And, if you have any questions about Parkinson's Disease please feel free to find me and ask me. I'm on a mission to help others navigate this disease and live life to the fullest!

Your participation tonight in **Music & Motion** further inspires hope within me. I want you to know how sincerely thankful I am for your involvement. Your simply being here is so encouraging to me.

My wish for you is that you find **Music & Motion** enjoyable, entertaining, informative and meaningful.

Yours in the fight to cure Parkinson's,

Derek Torry  
Diagnosed 2012

Proud sponsor of Drive Toward a Cure

# Glâce™

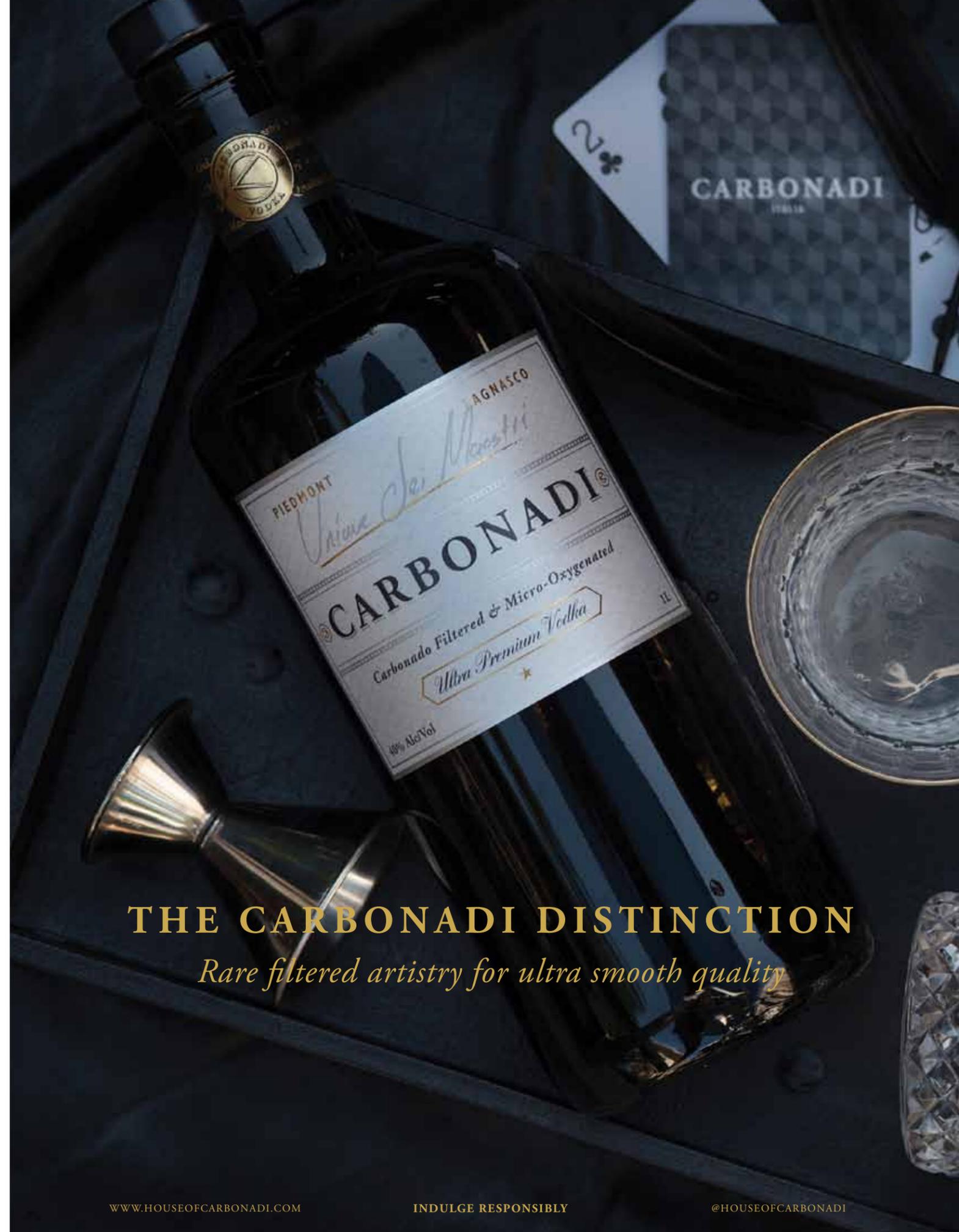
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info@intelliga.com

905-820-3189



# The Drive Toward a Cure Team

## Deb Pollack, Founder of Drive Toward a Cure

deb@drivetowardacure.org

Deb (@corsaprgal) is a car fan by nature and a brand champion by trade. She has been an enthusiastic member of the automotive community at large since the late 80s. Since 2009, she has served as the publicist for global luxury brand Singer Vehicle Design – the brand most recognized for celebrating the iconic air-cooled 911. Deb has spent the better part of three decades representing small companies with big names and big reputations – including the likes of Mitsubishi Motors, GM, Ferrari and Maserati, as well as various Concours events throughout the country.

However, she is also a philanthropist at heart. For the past decade Deb has advocated the ability to team cars and camaraderie together to open channels within the automotive enthusiast and professional arena that support the challenges of Parkinson's Disease – and in 2016 became the founder of non-profit *Drive Toward a Cure* (www.drivetowardacure.org) to honor her mother's passing from Parkinson's and to provide hope to those needing encouragement and care. She is a recipient of the 2015 'Spirit of Leadership' award presented during the annual NADA conference.

## Mark Davidson, President, Intelliga Communications

mark@drivetowardacure.org

Left to his own devices, Mark would spend every day 1. hanging out with the people he loves, 2. living and breathing cars and driving, and 3. designing and building creative things. However, Mark gives himself over to Intelliga, his clients, and his charitable endeavors! Mark counts his blessings to have clients including Ferrari and Maserati North America in his portfolio; those clients being how he and Deb met.

allowing Mark to capture countless photos from the back of a convertible, while keeping pace with exotic cars and without ejecting Mark from the back seat... for which Mark is truly grateful. Especially the not-being-ejected part.

He tries hard (*with mixed results*) to spend as much time away from his desk as possible, most often with the goal of spending that time with his much better half, Samantha. She is the jelly to his peanut butter. She's also his driver on *Drive Toward a Cure* events,

Mark also enjoys instructing at his local race tracks and lapping his own old-school 1980 Porsche 911 SC "outlaw" or his 2014 BMW M235i... and he's endlessly dreaming of owning any 911 GT3!

Mark, Samantha, and Intelliga are pleased to support all facets of the *Drive Toward a Cure* program as a "Partner-in-Cause".

## Board Members

Kevin Heimbaugh, SC

Derek Torry, CA

## Brand Ambassadors

George Ackermann, ~ *Together for Sharon*  
 Joey Andrews, CA ~ *NASA Teen Mazda Challenge*  
 Vikas Chinnan, CA ~ *Black Wheeled Beauties/Turo*  
 Tyke Durst, NC ~ *Turn 3 Motorsports, USF Pro 2000*  
 John Ehle, IL ~ *'Mother May I' Tour*  
 Gregg Gaylard, NC ~ *Hurricane PCA*  
 Shelby Hall ~ *Shelby Hall Off-Road*  
 Dennis Jimenez, NY ~ *Watacooled, SundayAMdrive*  
 Todd Lozier, WA ~ *NW Idea House Tour*

Sam Mosley, GA ~ *Peachstate PCA*  
 Kevin Murray, IL ~ *NCM Ambassador*  
 Lance Phillips, OK ~ *Cimarron PCA*  
 Michael Scafuto, CA ~ *Team Real Racing*  
 Federico Sceriffo, Italy ~ *FFF Drifting Department*  
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 Dave Stone, ID ~ *Sun Valley Auto Club*  
 Michael Thies, GA ~ *South East Wheels Events*  
 Ethan Vlaskamp, OR ~ *Drift Driver*

## Music & Motion Team

Deb Pollack, Dr. Mindy Lokshin, Carol Frimmer, Mark Davidson

# What is Parkinson's Disease?

Parkinson's disease is a progressive nervous system disorder that affects movement. The degeneration of dopamine-producing nerve cells can cause abnormal brain activity, leading to tremors, stiffness, rigidity and impaired movement.

## Who Has Parkinson's

- Parkinson's disease is the second-most common neurodegenerative disease after Alzheimer's and is the 14th-leading cause of death in the United States, affecting nearly one million Americans and 10 million individuals worldwide.
- There is no cure for Parkinson's and 90,000 new cases are diagnosed each year in the United States alone.
- Incidence of Parkinson's Disease increases with age, but an estimated 4% of people are diagnosed with Parkinson's before age 50. Men are 1.5 times more likely to have Parkinson's Disease than women.

## Visible Motor Symptoms

Parkinson's Disease symptoms and signs do vary from person to person. Early signs may be mild and often go unnoticed. Symptoms often begin on one side of the body and usually remain worse on that side, even after symptoms begin to affect both sides.

## Invisible Symptoms

Most people with Parkinson's experience non-motor symptoms, those that do not involve movement, coordination, physical tasks or mobility. While a person's family and friends may not be able to see them, these "invisible" symptoms can actually be more troublesome for some people than the motor impairments of Parkinson's.

## Early Diagnosis is Critical

The development of "invisible" symptoms may precede "visible" symptoms by years, making early diagnosis challenging.

## The Financial Burden

- Medications average \$2,500 per year and surgery can cost up to \$100,000.
- A single clinical trial can cost from tens of millions of dollars to a \$100 million or more.
- The cost of Parkinson's in the U.S. is estimated to be nearly \$25 billion per year.

## There Is No Cure... Yet

Symptoms typically only become clear after the sufferer has already lost 70% of the dopamine-producing cells. The best-known treatments include drugs and "deep brain stimulation" where a neurotransmitter is implanted in the chest and wires are inserted into the brain to electrically stimulate the areas that control movement.



*By taking the roads less traveled together, we can start a movement that begins with awareness and ends with a cure.*



## How We're Helping

Since 2016, we've been supporting Parkinson's research and patient care to benefit both the **Michael J. Fox Foundation for Parkinson's Research** and the **Parkinson's Foundation**, contributing to each with specific end-goal directives. Our regional events have furthered financial support to many grassroots organizations and **Centers of Excellence** including those in Atlanta, Houston, Phoenix, New York, Portland, San Diego, Nashville, San Francisco, Los Angeles, and Denver.



Our own '**Access to Care**' fund provides grants that offer touchpoints of hope for a meaningful purpose, creating areas of inclusivity and involvement. Specific patient care programs we have funded include the creation of a '**Caregiver Academy**' in the Pacific Northwest through Oregon Health & Science University (OHSU), as well as Hispanic outreach and in-clinic programs at the **Muhammad Ali Parkinson Center** at Barrow Neurological Institute in Arizona, serving patients by offering in-person and virtual support groups, art classes, and music and movement therapy to patients in both English and Spanish.

What began in 2018 as the California Wildfire Grant Fund has matured into our '**Special Assistance Fund**', providing help when unusual and unforeseen challenges arise. We help patients following catastrophic events and natural disasters to combat financial hardship and the effects of stress and depression that can hamper self-care. We supported applicants following recent California fires, Louisiana hurricanes, and Kentucky tornadoes, as well as exceptional individual patient care needs for transport and medical supplies.

# Putting The Money

# We Raise to Good Use!

In case you're wondering how the money **Drive Toward a Cure** raises is used, here are many of the organizations and institutions we have supported since our inception in 2016.

With the weight of larger donations comes the ability to specifically direct funds to be used for particular programs and initiatives that meet our goals of balancing research **and** patient care. Plus, when we pass along money, we also do our best to stretch every dollar by taking advantage of "matching funds".

Our most substantial annual contributions are directed toward these national bodies:



Throughout the year, we provide financial support to a balance of direct scientific research and local community programs undertaken by entities that include the following:



Additionally, **Drive Toward a Cure** has its own grant funds that are used to support individuals who need the financial support most:



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# National Automobile Museum

One of America's Top 10 Automobile Museums

The National Automobile Museum has captured the interest of hundreds of thousands of visitors who have delighted in historical street settings, galleries of exceptional automobiles, entertaining audio tours, presentations, and award-winning programming.



When the Museum opened in 1989, it set the standard for automobile museums worldwide with its unique period street settings, in-depth interpretation, renowned collection of automobiles and artifacts, and opportunities for visitor participation. The collection now contains more than 220 vehicles, the majority of which were formerly owned by the late, world-famous gaming pioneer and collector, Bill Harrah, and includes a selection owned by iconic musicians and entertainers ranging from Al Jolson to Elvis Presley.

The mission of the National Automobile Museum is to collect and preserve the automobile for future generations and to tell the story of the impact of the automobile on American society.

The Museum fosters the theory that learning can

be fun for both adults and children.

The Museum was formed solely for educational purposes and is a nonprofit, 501(c)3, tax-exempt corporation.

The Museum has remained a leader within the field, and has won many NAAMY Awards of Excellence in the national competition of the National Association of Automobile Museums (NAAM) across a variety of categories, including exhibits, education, publications, marketing, and more.

The Museum is regularly invited to exhibit automobiles at prestigious events, which have included the Pebble Beach and Amelia Island Concours d'Elegance and England's Goodwood Festival of Speed.

Dedicated to education, a visit to the Museum is a captivating experience in itself; however, the Museum's commitment has not ended there. Student education programs range from activity passports to field trip tours in which students experience more than 130 years of history through the progression of the automobile in our country.



Educational achievements include the publication of the Museum's first book, a beautifully-illustrated, hardback edition about the 1908 New York to Paris Automobile Race won by the Museum's 1907 Thomas Flyer.

The extensive Automotive Research Library spans more than 130 years of automotive history and the Museum specializes in research of automobiles formerly owned by Harrah's Automobile Collection, among other activities.

Since opening, visitors from all over the world and many charitable organizations, corporations and other groups enjoy unique after-hours events, parties and fundraisers at the Museum. The 157-seat theatre, equipped with a large high-definition screen and projector, is ideal for presentations and special programs. Volunteers provide staffing support in all areas and contribute thousands of hours each year.

**National Automobile Museum**

1 Museum Drive  
Reno, NV 89501  
(775) 333-9300

[www.AutoMuseum.org](http://www.AutoMuseum.org)

Monday-Saturday: 9 am to 5 pm  
Sunday: 10 am to 5 pm

General Admission: \$15  
Senior (62 and older): \$13  
Active Military, Veterans,  
and First Responders: \$10  
Youth (6 to 15 years old): \$10  
Children (5 and younger): FREE  
Member: FREE



FNF is honored to support Drive Toward a Cure<sup>®</sup> through their inaugural evening of **Music & Motion™**. We are proud to help them raise important funds and awareness for patients living with Parkinson's Disease.



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The **Parkinson Support Center of Northern Nevada** ([www.pscnn.org](http://www.pscnn.org)) is a 501.c.3 nonprofit organization founded in 2021, during the peak of the Covid-19 pandemic. It is dedicated to helping more than 5,000 patients and their families affected by Parkinson’s Disease in Northern Nevada. PSCNN is the only organization in Northern Nevada serving those affected by Parkinson’s. The Board has been recognized as a 100% giving board by the Community Foundation of Northern Nevada.

Truly a small but mighty organization, the PSCNN is growing rapidly to meet the needs of the community. PBS Reno Spotlight Awards rewarded these achievements with the “Extraordinary Community Group” recognition in September 2023. In addition, the founding chair, Dr. Mindy Lokshin, was awarded the “Woman of Achievement” by the Nevada Women’s Fund in May 2023.

**The PSCNN is at a powerful crossroads in development.** With its incredibly strong cadre of volunteers, we are moving to build a true center for Parkinson’s disease support. To learn more about PSCNN’s strategic goals and how ***your support will help us achieve those goals, contact [mindy@pscnn.org](mailto:mindy@pscnn.org).***



[www.pscnn.org](http://www.pscnn.org)



**ad·vo·cate**

*to speak or write in favor of; support or urge by argument; recommend publicly*

As people living with Parkinson’s disease and their loved ones know, you are — and often must be — your own best advocate. No one knows Parkinson’s better than those who live with it every day. When you share your story and experiences with lawmakers, you help them understand how their policy actions impact patients, families and care partners.

The PSCNN takes advocacy seriously! Under the **leadership of Dr. Mindy Lokshin**, we worked with the Nevada State Senator Melanie Scheible, the staff of the Michael J. Fox Foundation, and the UNLV Brain Health Department to draft **SB390** and get it passed unanimously through the state assembly and senate and signed into law!

This bill establishes a statewide research registry for ALL neurodegenerative diseases (Parkinson’s, Alzheimer’s, MS, ALS, etc). Nevada was such a stand-out that Dr. Lokshin was then invited to be panelist on a national webinar on the “State of the States” and Parkinson’s!



[www.pscnn.org](http://www.pscnn.org)

### Education is critical!



Imagine you have just been given the diagnosis of Parkinson's disease. What do you do next? You try to learn as much as possible about the disease and what you can do to slow the progression.

The Parkinson Support Center of Northern Nevada

(PSCNN) offers multiple resources for people with Parkinson's and their families, including:

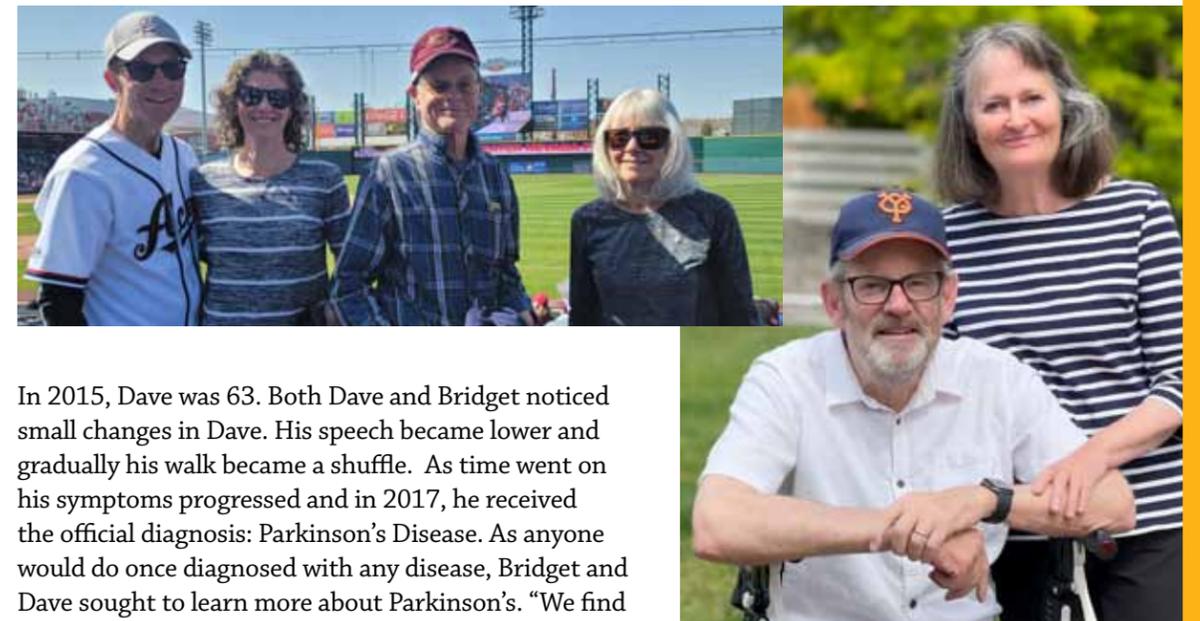
- Extensive information at our website ([www.pscnn.org](http://www.pscnn.org))
- Regular educational programs and webinars covering topics such as the science of exercise, emerging therapies, nutrition, legal issues, current research, etc
- An annual "Movement Fair" with keynote speakers and dozens of local providers of exercise programs, therapists, home health agencies, and other wellness programs
- Hands-on activities such as cooking classes and introduction to music therapy

In addition, the PSCNN offers educational programs for home health agencies, nurses, therapists and physicians – all to raise the quality of care for our Parkinson's community.

We believe **No One Has to Face Parkinson's Disease Alone.** To help make Parkinson's less isolating, we also give multiple presentations monthly to local groups to raise the awareness, understanding and acceptance of people with movement disorders.



### Support Programs



In 2015, Dave was 63. Both Dave and Bridget noticed small changes in Dave. His speech became lower and gradually his walk became a shuffle. As time went on his symptoms progressed and in 2017, he received the official diagnosis: Parkinson's Disease. As anyone would do once diagnosed with any disease, Bridget and Dave sought to learn more about Parkinson's. "We find that information is key in understanding and adapting to this disease and PSCNN the Parkinson Support Center of Northern Nevada (PSCNN) has been very helpful to us in this regard" explains Bridget. Bridget found so much help from the PSCNN that she now serves on the Board and is one of the Mentors for care partners!

In 2022, PSCNN began their Mentor Program, the only such program in Nevada. Based on the successful program in San Diego, the Mentors are people experienced with PD and who go through a special training program to prepare them for their role. The PSCNN then pairs them with Mentees, people newly diagnosed with PD, so they can get together one-on-one and talk about what they are going through.

In addition to our extensive website and the Mentor Program, the PSCNN has several PD Community Groups for people with PD, as well as for their caregivers. These groups provide a place for people impacted by Parkinson's disease to share information and experiences. Most groups are open to all Parkinson's patients, families, caregivers, and friends. Some are for patients-only or caregivers-only, while others are people with young onset Parkinson's disease. Groups typically meet monthly.

And PSCNN offers fun, community activities – like taking in an Aces baseball game!

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- Educational Outreach
- Parkinson's Library
- Tech Smart Facility
- All-Purpose Room

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# Vanessa Williams

Vanessa Williams is one of the most respected and multi-faceted performers in the entertainment industry today. Having sold millions of records worldwide, Vanessa has also achieved numerous #1 and Top 10 hits on various Billboard Album and Singles charts, from Pop, Dance, R&B, Adult Contemporary to Holiday, Latin, Gospel and Jazz.

Vanessa will release her ninth studio album early summer 2024. Her discography includes *The Right Stuff*, *The Comfort Zone*, *The Sweetest Days*, *Next*, *Greatest Hits: The First Ten Years*, *Everlasting Love* and *The Real Thing*. Her holiday albums, *Star Bright* and *Silver & Gold* became instant holiday classics. Her numerous hit singles include "Save the Best For Last," "Dreamin'," "The Right Stuff," "Work to Do," "Oh How the Years Go By" and "Love Is," among many others.

Her critically-acclaimed work in film, television, recordings and the Broadway stage has been recognized by every major industry award affiliate including 4 Emmy nominations,



11 Grammy nominations, a Tony nomination, 3 SAG award nominations, 7 NAACP Image Awards and 3 Satellite Awards. Her Platinum single “Colors of the Wind,” from Disney’s “Pocahontas,” won the Oscar, Grammy and Golden Globe for Best Original Song.

A graduate of Syracuse University, Vanessa is a strong advocate for equal rights, especially concerning the gay community and minorities. She was honored with the Human Rights Campaign Ally for Equality Award for her humanitarian contributions. Vanessa also achieved a career pinnacle with a star on the Hollywood Walk of Fame in 2007. Vanessa’s autobiography, *You Have No Idea*, co-written with her mother Helen Williams, was a New York Times Best Seller in 2012.



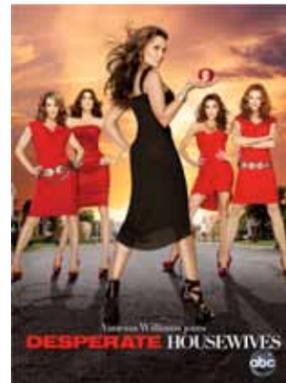
In 2020, Vanessa released *Bubble Kisses*, her first picture book for children, which tells the story of a young girl with the ability to transform into a mermaid. This effervescent, lively tale is based on a song which is also available with the book and as a download. *Bubble Kisses* was honored with The American Book Fest Award, The National Indie Excellence Award and The International Book Award in the Category of Best Children’s Picture Book – Hardcover Fiction.



This fall, Vanessa will star in the new musical, “The Devil Wears Prada,” in London’s The West End. Her Broadway credits include “POTUS: Or, Behind Every Great Dumbass are Seven Women Trying to Keep Him Alive,” “Kiss of the Spider Woman,” “St. Louis Woman,” “Into the Woods,” “Sondheim on Sondheim” and “After Midnight.”



She co-starred with Cicely Tyson in *The Trip to Bountiful*, (the #1 play of the 2013 season) and headlined a special limited engagement of *Hey, Look Me Over* at New York City Center in 2018. She starred in the revival of *City of Angels* in London and a special performance of Stephen Sondheim’s *Anyone Can Whistle* at Carnegie Hall.



Her many film credits include “Eraser,” “Soul Food,” “Shaft,” “Dance With Me,” “Hoodlum,” “Light It Up” and “Johnson Family Vacation.” On television, she starred in ABC’s global hit series “Ugly Betty” and “Desperate Housewives,” as well as “Daytime Divas,” “666 Park Avenue” and such television movies and miniseries as “Bye Bye Birdie” and “The Odyssey.”



In 2021, Vanessa joined the star-studded panel of judges for RuPaul's Paramount+ competition series, "Queen of the Universe," along with Michelle Visage, Trixie Mattel and Leona Lewis. Hosted by Graham Norton and produced by MTV Entertainment Studios and World of Wonder, the series will returned for a second season with Melanie Brown (Spice Girls' Mel B) joining the celebrity judging panel.



Vanessa is the mother of four - Melanie, Jillian, Devin and Sasha. Her charitable endeavors are many and varied, embracing and supporting such organizations as Black Theatre United, Special Olympics, Broadway Cares-Equity Fights AIDS and several others.

Vanessa is one of the world's most accomplished concert artists, appearing regularly on the concert and cabaret stage and performing with the most prestigious symphony orchestras in the world. ●



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presenting

# 1952 Jaguar XK 120 C

Chassis No. XKC 007



## A Brief History of XKC 007

This C-type (XKC 077) is one of 53 in the chassis number sequence, and the seventh to be produced. Phil Hill raced this particular model, which was the first to reach the USA, in the SCCA under owner Charles Hornburg. This historically significant car took the first ever win by a C-type in the United States with Hill at the wheel. He later said, "I was just in awe of the C-Type when I first stepped into it. When I look back on it now, it makes me smile. The steering was light – almost scary light. It was the first car I ever drove that had a really precise feel about it – it really felt like a racing car."

Hill made his debut in the no41 at Elkhart Lake, September 1952, and drove the C-type from California all the way to Wisconsin to race. He won the Sheldon Cup with a fourth-place finish in the main event and

then drove it back to Los Angeles. XKC 007 was also driven at Madera Airport in early November, with Hill finishing in second before Hill took a December victory at Torrey Pines.

This Jaguar then made its way through Hollywood, as it was sold to the son of a famous silent film actor, Carlyle Blackwell Jr in 1955. Blackwell entered it in 18 races in California (with a highest finish of second) before selling it to a Hollywood gunsmith in 1957. Robert Lane refitted the engine block with D-type cylinder heads and ran it at Bonneville, hitting 157mph. A clarinet player in the Phoenix Symphony Orchestra then took ownership, before it was sold on in 1972 and repainted in British racing green in preparation for numerous Concours events.

## Phil Hill At The Wheel of XKC 007

September 6, 1952	#41	SCCA National, Sheldon Cup, Elkhart Lake	1st OA
September 7, 1952	#41	SCCA National, Main Race, Elkhart Lake	1st IC, 4th OA
September 19, 1952	#2	Watkins Glen Grand Prix	DNF (race stopped)
November 9, 1952	#2	Madera Airport	2nd OA
December 14, 1952	#2	Torrey Pines	1st OA

*Thank you to the owner for bringing this wonderful, historic Jaguar to be with us for **An Evening of Music & Motion!***







# AL JOLSON'S 1933 Cadillac

Series 452C All Weather Phaeton

Cadillac Motor Car Company's first V-type engine design was introduced in October, 1914 as the Cadillac V-8 Model 51. In its quest for higher engine performance, Cadillac experimented for more than three years with a V-16 engine design. The V-16 was designed and engineered, prototypes were hand-built, and hundreds of thousands of miles of testing was accomplished without public knowledge. But when it was formally announced in December 1929, orders poured in from eager would-be owners who had not even seen one.

The new 16-cylinder Cadillac made its first public appearance in the form of a majestic Imperial Landau Sedan with Fleetwood coachwork at the 1930 New York Automobile Show. In an era of fours, sixes and straight-eights, the public was dazzled by the very notion of a 16-cylinder power plant.

Despite the technological innovations and high quality custom coachwork, Cadillac sales dropped yearly as the Depression continued to devastate the luxury car market. Cadillac's worst year was 1933 and it was announced that only a limited number of V-16's would be produced. Serial numbers would range from 1 to 400 and the owner's name and the car's serial number would be engraved on a special plate attached as an integral part of the car.

Al Jolson, a famous singer and movie star in the 1920s and 1930s, ordered this five-passenger All-Weather Phaeton. It was Cadillac's most expensive model for 1933, priced at \$8,000. Of an anticipated 400 V-16's, only 126 were produced in 1933 and Al Jolson's car was number 56.

Built By: Cadillac Motor Car Company  
Detroit, Michigan  
Body By: Fleetwood

Price When New: \$8,000

Engine: OHV V-16, 165 hp  
Bore: 3"  
Stroke: 4"  
Displacement: 452.4 cu. in.

# Grateful & Honored



*Kelly Telfer, motorsport artist, is working on the original painting that is available for purchase tonight.*

*Thank you to Deb Pollack, founder of Drive Toward a Cure, and tonight's special event, Evening of Music & Motion™, for the opportunity to create an original Phil Hill painting available in the Silent Auction. The proceeds from the sale of this painting are being donated to the Parkinson Support Center of Northern Nevada.*

*Sincere thanks to the panelists at Conversations For a Cause® and the National Automobile Museum in Reno, NV, as well as the many others who have offered their assistance.*

*I am grateful and honored to be able to help those with Parkinson's Disease.*

— Kelly Telfer,  
Artist



[www.telferdesign.com](http://www.telferdesign.com)



SAMMY DAVIS JR'S  
**1935**  
DUESENBERG  
SSJ Roadster

1971 REPLICA

Built By: Duesenberg Corporation  
Gardena, California

Price When New: \$29,000

Engine: Chrysler, Supercharged V-8,  
504 hp

Bore: 4 1/4"

Stroke: 3 3/8"

Displacement: 383 cu. in.

Manufacture of "J" series Duesenbergs began in 1929 after E.L. Cord purchased the Duesenberg firm. Duesenberg production ceased in 1937 when the Cord empire collapsed. "J" series Duesenbergs are among the most expensive collector cars today. During the late 1920s and 1930s, they were affordable only by the very rich. Celebrities such as Gary Cooper, Greta Garbo, Cary Grant and Clark Gable owned Duesenbergs.

During the early 1970s, a growing market appeared for what the automotive trade called "replicars" -- copies of popular classic cars with modern engines, running gear and other internal components that were sold as finished cars, not as kits. This replica of a Duesenberg SSJ Roadster was built in 1971 by The Duesenberg Corporation. Most replicar manufacturers produce molded bodies made of fiberglass; however, the body on this car was made of aluminum panels supported on an ash wood frame with fenders of machine-hammered steel. It has steel disc wheels, a Bijur chassis oiler, automatic transmission, power steering and a Paxton supercharged 383 cubic inch Chrysler V-8 engine. The engine had special features such as heavy duty bearings and crankshaft, special valves and rotators, and compression ratio suited to supercharging.

This car was owned by the famous singer and Hollywood star Sammy Davis, Jr.

*Donated to the Museum by: Sammy Davis, Jr.*



*Frank Sinatra's*  
**1961**  
Ghia L 6.4  
Hardtop

Built By: Carrozzeria Ghia  
Torino, Italy

Price When New: \$15,000

Engine: Chrysler OHV V-8, 335 hp

Bore: 4 1/4"

Stroke: 3 3/8"

Displacement: 383 cu. in.

Virgil Exner designed a series of Chrysler "dream cars" in 1950. Sales potential for the dream cars was limited and in 1955, Chrysler sold the rights to Gene Casaroll, owner of Automobile Shippers, Inc. and Dual Motors Corporation of Detroit.

Using a Dodge Firebomb V-8 engine and Dodge chassis, Dual-Ghia production began in 1956. The Dodge chassis were shipped to Torino, Italy, to be shortened and fitted with Ghia bodywork in convertible form. The power train was installed on completion in Detroit, Michigan. Production of a hardtop Dual-Ghia began late in 1960 with a 335 H.P. Chrysler V-8 engine. Complete assembly took place in Italy, under the name Ghia L.6.4. Dual was now simply the component supplier and exclusive American agent, having sold all design and manufacturing rights to Ghia.

Many of the Ghia's mechanical components were from Chrysler, including Chrysler's Torqueflite automatic transmission, suspension, air conditioning, power steering and brakes. American buyers were able to have their cars repaired and serviced at any Chrysler Corporation dealership. Interiors were very luxurious, having an impressive instrument panel with a console that drops and curves onto the transmission hump. After 26 Ghias were produced, production ceased in 1963 when Gene Casaroll died.

Frank Sinatra, famous singer and actor, purchased this car, the first Ghia L.6.4 built. Sinatra hired designer George Barris to make cosmetic changes (including flush headlamps and wire wheels) and added a stereo and CB radio.

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## **Elvis Presley's 1973 Cadillac Eldorado Custom Coupe**

This Cadillac Custom Eldorado was a birthday gift to Elvis Presley from his father, Vernon Presley. It was driven by Elvis as his personal car for several months until he gave it to his Karate instructor, Kang Rhee of Memphis, Tennessee, who instructed Elvis up to a 7th degree black belt. The custom interior was built by Fleetwood and the body was built by Fisher.

The front-wheel drive Cadillac Eldorado was first introduced in 1967 and received substantial exterior styling changes for 1973. The Eldorado Coupe sported a bold, new "egg crate" grille attached to the front bumper. When the bumper was struck at low speeds, the entire grille retracted inward several inches, preventing damage to the grille and front-end sheet metal. The hood, trunk lid and bumpers were redesigned, and the parking and turn signal lights wrapped around the leading edges of the front fenders. Sales of the Eldorado Coupe numbered 42,136 for 1973.

Built By: Cadillac Motor Car Division  
General Motors Corporation  
Detroit, Michigan

Body By: Fisher

Price When New: \$10,002

Engine: OHV V-8, 235 hp

Bore: 4 <sup>5</sup>/<sub>16</sub>"

Stroke: 4 <sup>5</sup>/<sub>16</sub>"

Displacement: 500.0 cu. in.

# Rasheda Ali

“My dad never let Parkinson’s bring him down”

by Thaddeus Mast



support groups to physical exercise, are offered by the Parkinson Association, and Ali hopes to help expand the organization further.

“It takes a village of support,” she said. “I’ve seen a lot of volunteers here. You couldn’t do this without a strong community. I think that’s what this association has — it has a dedicated, giving community that’s a great blueprint for others to follow.”

Nanda Pearlman knows this firsthand. She was diagnosed with Parkinson’s disease in September 2005. A week later she got in touch with the organization’s co-founders, Ellen Chaney and Jacqueline Urso.

“We’ve become brothers and sisters,” she said with a tear and a smile. “I felt so welcomed. The people here are incredible.”

Pearlman’s husband, Joel Pearlman, served several years on the Parkinson Association’s board and continues attending classes, including those meant for family and friends living with and caring for people with the disease.

“The people there — they’re amazing,” he said. “They helped me understand we still have a life.”



Rasheda Ali, daughter of boxing legend Muhammad Ali, signs a copy of her book “I’ll Hold Your Hand So You Won’t Fall – A Child’s Guide to Parkinson’s Disease.”

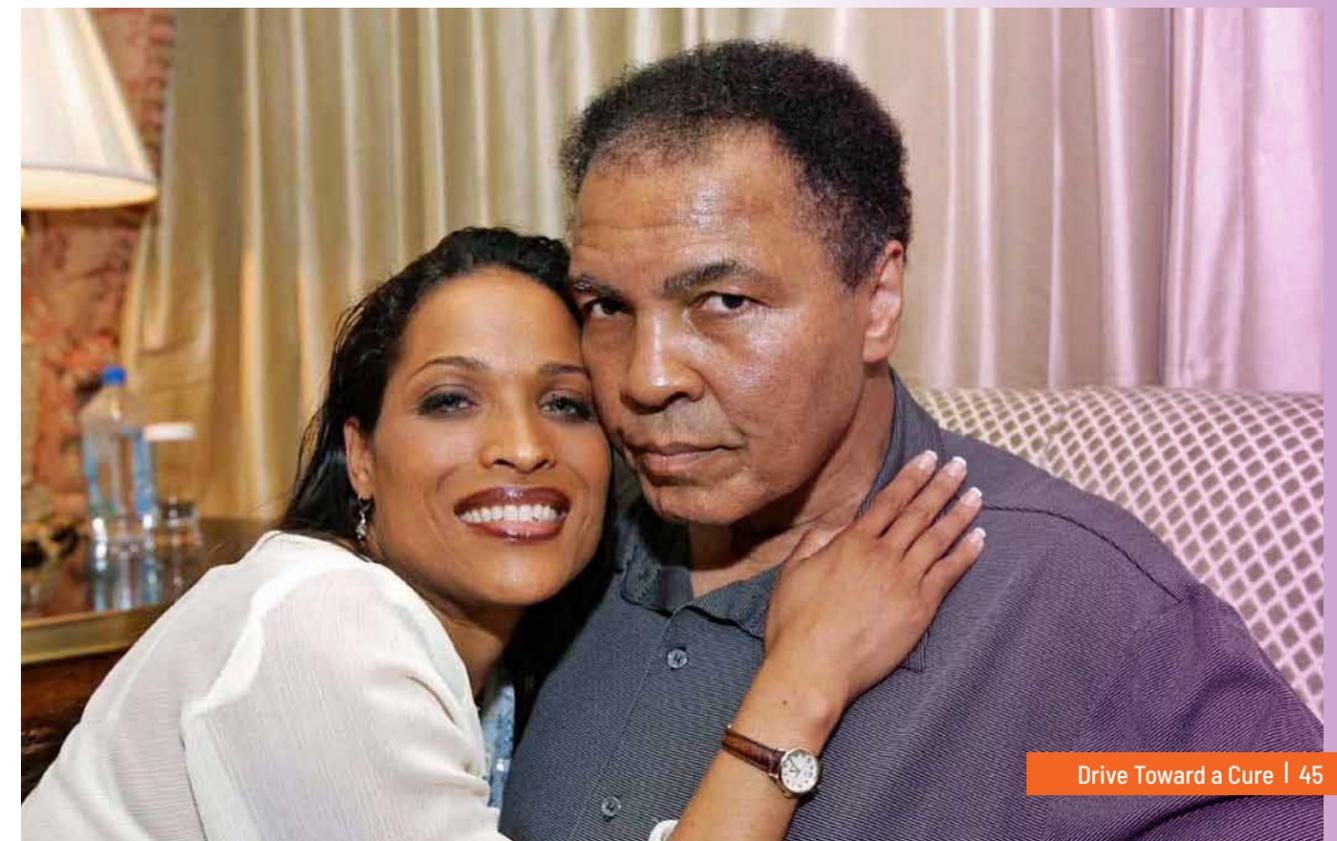


Muhammad Ali could be called the world’s best fighter. The three-time heavyweight champion ruled the boxing ring. A worsening disease was not going to put him down, and his daughter is making sure others stand up and live their life.

Rasheda Ali spoke to a room full of people affected by Parkinson’s disease, either directly or through family and friends. The Parkinson Association of Southwest Florida invited her to the annual Naples luncheon Tuesday, its largest fundraiser of the year.

“Today is about my story,” she said. “My journey. My family’s journey. I just want to share and inspire the audience with some of the advice I have. It’s been a tough journey but a beautiful journey at the same time.”

The organization has changed since Ali’s last visit 10 years ago. Dozens of classes a week, ranging from



Courtesy of Naples Daily News.

**Naples Daily News**

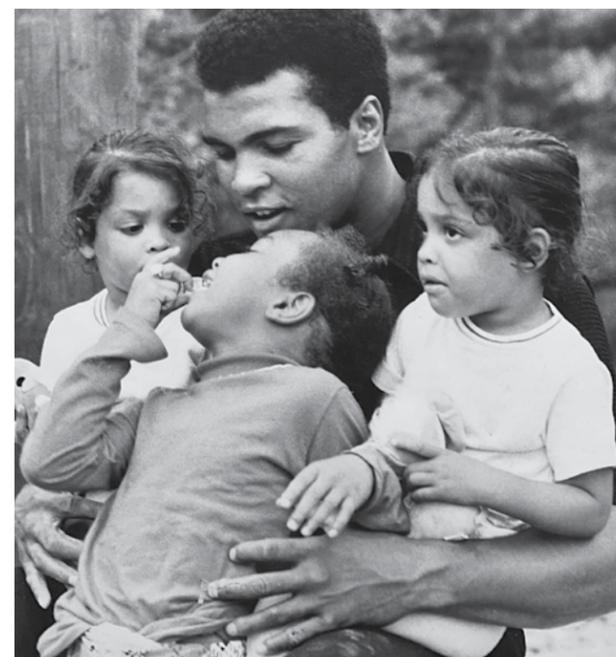
WWW.NAPLESNEWS.COM



A charcoal portrait of Muhammad Ali, created by local artist Marcus Zotter, stands prominently at the Parkinson Association of Southwest Florida's annual luncheon at LaPlaya Beach and Golf Resort in Naples on Tuesday, Jan. 24, 2017.

Nanda Pearlman takes advantage of several physical therapy classes as well as support and education courses. Both are needed to make a strong Parkinson association, Ali said.

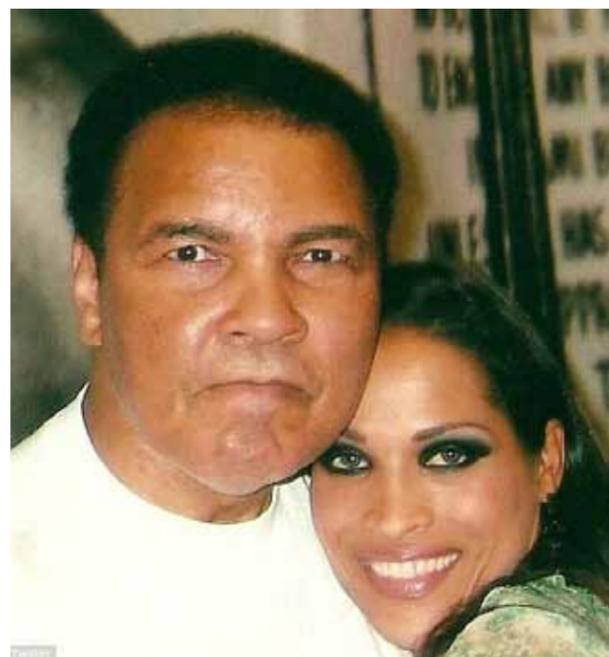
"Physical therapy is important — I can't even



stress the importance — but having other services like a support group where you can have an open conversation is just so important," she said. "Parkinson's can't kill you, and you can live for a long time, but (what) we're focusing on now is quality of life, because there is no cure."

That quality of life is what drew Nanda Pearlman in and keeps her involved 10 years later.

"We have to live in reality — we aren't going to get well again," she said. "But the association makes our



quality of life much better. Alone, it's hard to do. If you have a group behind you, they hold you up."

George Dettloff, vice chairman of the Parkinson Association Board of Directors, said the organization strives to be an open home for people struggling with the disease, whether they know it or not.

"There's a lot of people that are out there that don't know they have Parkinson's," he said. "This is a place they can go after finding out."

Parkinson's disease is deteriorating — the symptoms become more severe as the person ages, although it varies person to person. But even in his later years, Ali explained, her father never let it gain control of his life.

Rasheda Ali, center, daughter of boxing legend Muhammad Ali, laughs with Soni Dimond, right, during the Parkinson Association of Southwest Florida's annual luncheon at LaPlaya Beach and Golf Resort in Naples on Tuesday, Jan. 24, 2017. Rasheda, inspired by her father's battle with Parkinson's, is an advocate for Parkinson's awareness and research.

"My dad has never let Parkinson's bring him down and define who he was," she said. "If they can try to do activities that don't remind them of Parkinson's,

and we did that a lot. If he's feeling well, let's go to a movie. Let's go dance. Let's do something else that lets us get away from it."

Ali considers her service an extension of the legacy and support Muhammad Ali provided before his death last year.

"One of my favorite quotes from my dad is, 'Service to others is the rent you pay for your room in heaven,' " she said. "That quote is on his grave marker, because I think that encompasses everything he stood for while he was here."

She encouraged everyone to get involved with organizations like the Parkinson Association.

"I think a lot of people feel they can handle it themselves — and you probably can — but I don't think your life would be fulfilling," she said. "If you do take a chance and go to just one event, they'll see how incredible their life would be if they have others to lean on and support. They'll realize this community will embrace them." ●



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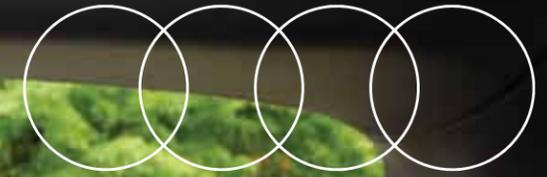


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## DR. DEANNA BROWN THOMAS' CHARITABLE SPIRIT RUNS IN THE FAMILY

As president of the James Brown Family Foundation, named after her father, Thomas makes food, toys and music education accessible in Augusta, Georgia.

by Brad Farberman | March 12, 2024

On a 1974 episode of Soul Train, for a performance of his new track “Hell,” James Brown brought along a special guest: his five-year-old daughter, Deanna. In an outfit matching her father’s, she danced on a small platform. 50 years later, Dr. Deanna Brown Thomas is president of the James Brown Family Foundation, a nonprofit in Augusta, Georgia, that keeps the Godfather’s toy and turkey giveaways going. Thomas founded the music education program James Brown Academy of Musik Pupils, or J.A.M.P., and she appeared in, and was an associate producer on, the recent A&E documentary James Brown: Say It Loud.

In the following conversation, Thomas reflects on her work with the foundation; demanding respect; doing James’ hair on the road; and the empowerment her father’s music encouraged.

**I wanted to ask you about the James Brown Family Foundation. If you could tell us about the mission and the different charitable projects you work on.**

Well, we started the James Brown Family Foundation right after dad passed away. He was a charitable giver. He was a philanthropist. He was always giving. Especially during the holidays, it was the James Brown Turkey Giveaway and the James Brown Toy Giveaway. But throughout the years, dad was a giver. He would give away jobs to different young people — so he would give scholarships for them to go to school, but he would also give young people jobs at his radio stations, and restaurants that he owned and clubs that he owned. One of the first questions I got after daddy passed was, “Are you all going to continue the James



Courtesy of TIDAL Music AS.  
WWW.TIDAL.COM

green. James Brown Arena is it. [laughs] So we do that, we do the charitable giving during the holidays and we give away hundreds of turkeys each year and thousands of toys each year. And also I started the James Brown Academy of Musik Pupils. And that’s where we teach kids how to play musical instruments and how to read music. That’s a year-round program. After school, during the school year and about six weeks in the summertime when they’re out. That’s my baby. That’s my passion, because that’s something that dad talked about all the time. How important it was to keep the music in schools, you know. Arts and music is usually the first thing to go when the budgets get down. So we created J.A.M.P. so that we could do our part in helping kids stay off the street and do something positive. And that’s what my dad was an aide for. You know, I don’t sing and dance, so you won’t see me out there doing the James Brown and following in his footsteps that way. But this way, I know if dad was still here and we were doing this, he’d probably be down there at that school every day he possibly could, because I know that would be something that he would be proud of.

Brown Turkey Giveaway?” And at that moment, that’s when I realized how important that was. I mean, it wasn’t just an event that he decided to do. He really remembered where he came from and he never forgot where he came from. Being those humble beginnings and being very poor. My grandparents were very poor in the segregated South and having no food. So that’s why my dad decided that, “God has blessed me. Much is given, much is expected.” So he wanted to find his way — do his part — to give back. So he went right back to the community in Augusta, Georgia, where he grew up; started the James Brown Turkey Giveaway as well as Toy Giveaway; and we continue doing those things now through the foundation at the James Brown Arena, which is here in Augusta, Georgia. And, sidenote, there is no other arena named after any other artists. No place, nowhere. Black, white, purple,



**What are your earliest memories of James? Do you remember when you realized, “Oh, he’s not just dad, he’s James Brown”?**

Well, you know, it’s something, because everybody had to call him Mr. Brown. And he reciprocated that respect. He demanded respect, but he would also call you by your last name, too. He wouldn’t be calling you by your first name. He would be, you know, this young journalist here, Mr. ... what’s your last name?

**Farberman.**

He would say, “Mr. Farberman.” And then he would want to know about your family. “Where are your people from? Where’s your daddy from?” Those kind of things, because he was old school. But he reciprocated the respect that he demanded. And he



felt as though if you don’t demand respect, people are not going to give it to you, they’re just going to give you what they want. So growing up with my dad, I learned to show respect if you’re going to demand respect. He was a very loyal man, but also, too, it was strict in the household growing up Brown. My father was very strict. He did not play. “Papa Don’t Take No Mess” — he wrote the song, I lived it. Papa didn’t take no mess.

**In the documentary, you talked about lessons you learned from going on the road with him. Can you expand on those a little bit?**

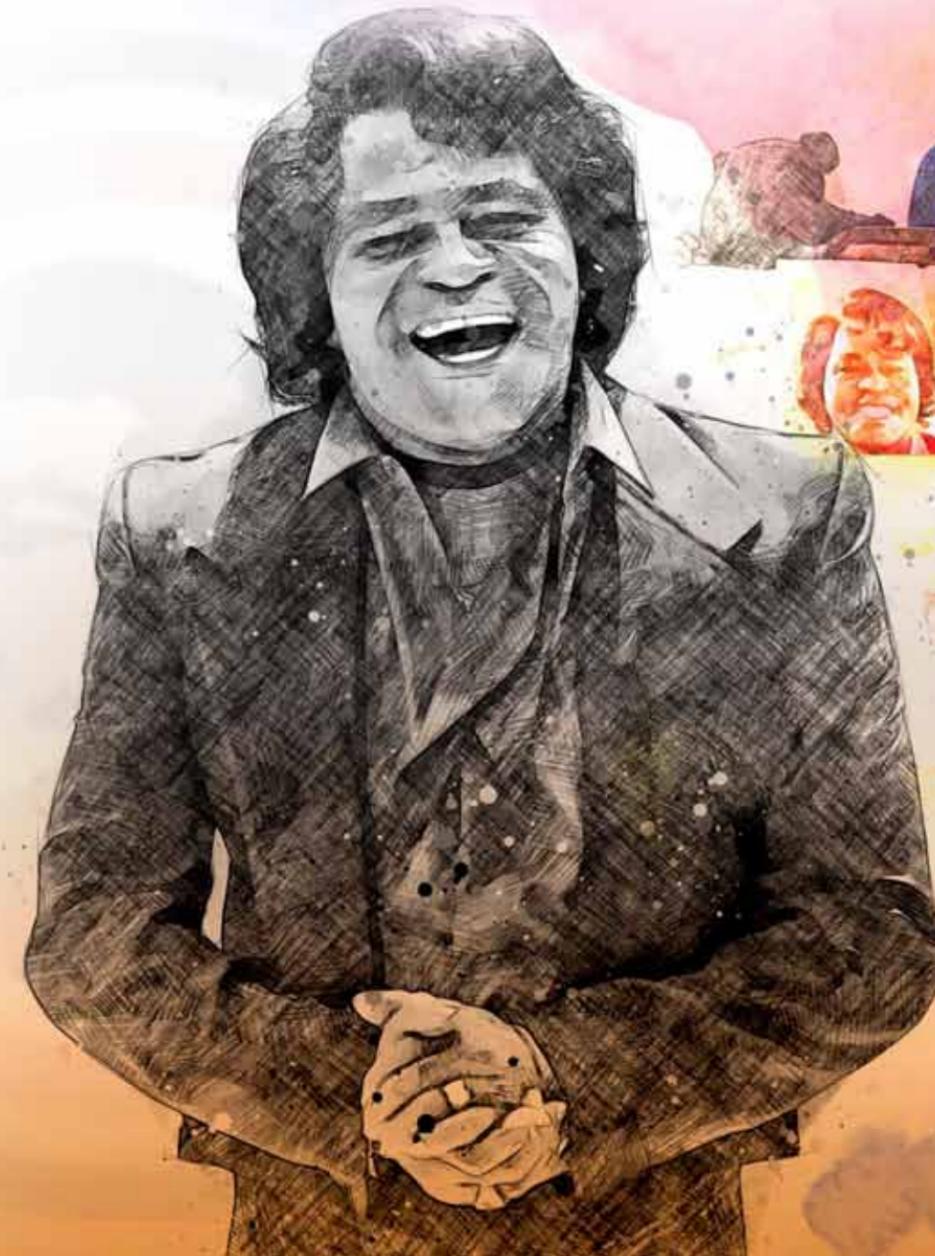
Oh yeah, I loved those days. I tell you, Brad, those are some of the best days because, you know, of course it’s exciting to be out on the road with a star like James Brown, who is your dad, but also too, it was work for me. He was making me work. He was making me learn. He was teaching me the business. So you know why? It was some fun stuff, especially when we got ready to get on the stage. Kind of stood on the side and danced a little bit, so got to dance with the background singers and all that kind of fun stuff. And of course the artists, the stars that you meet that come to see his shows, you know, some of everybody. You know what I mean? From the top artists all down. I remember meeting Bono of U2. He came to one of my dad’s Vegas shows, he was performing after a fight. That’s, like, a late-night show and Bono came and he was all giddy and excited to have met dad. It was really cool. I mean, Mike Tyson. I remember him walking up on dad. We were standing outside of a hotel in New York and he just happened to be there, and he walked up. And so when you see one star fanning out on another star, and all these people start coming around, you’re like, “Wow.” I didn’t recognize my dad’s true popularity [until] later in life — I guess I’m a late bloomer — because he was just daddy. You know, he was just, get up in the morning, eat your cornflakes, get your hair done. He was just daddy. Although I had that opportunity to go out on the road with him and I had to do his hair. Check that out. But in doing that, Brad, I learned this business, because what my dad did is he had a 75-25 rule. 75 percent of the things that you do, the business that you do, is the business of it. And you can apply that to anything. 75 percent is the contracts. Make sure your paperwork is right. Make sure you do your research. Whatever you need to do, the business part of the performance. Because the 25 percent is the performance, or the presentation that you do. And if you don’t have that

75 percent together, you will give away 25 percent. You’re just gonna give away a performance and a presentation if you don’t have your business straight. If you don’t have your business straight, you come off the stage, you don’t get paid, or you don’t get what you’re supposed to get, anything. So you always got to have your business together.

**You also mentioned the famous Boston concert after Martin Luther King was assassinated. Was that a special story everyone talked about when you were growing up?**

Well, I mean, that’s just a household story, to be honest with you, because, you know, you can talk to anybody who grew up during that time. They remember watching my dad on television when President Lyndon B. Johnson requested that he speak

to the masses on television to calm everybody down. And that goes to show you that they recognized the power that my father had. The president recognized the power that he had, and all he needed him to do was to speak and ask everybody, “Cool out.” That’s for real and that’s what Deborah Riley Draper, when she got ready to write the treatment to do [the documentary], when she was asked to do this, she started from one question. She said she started from, “Was James Brown the most important Black man in America?” That question was asked on the cover of Look magazine in 1969. And yes, he was. Because people not only listened to his music, danced to his music, enjoyed his music, they lived it. They became proud because they were Black. They stayed in school when he said, “Don’t be a dropout.” They went and applied for that job, and went to school and went when they had to do with “I don’t want nobody to give



me nothing. Open up the door and get it myself.” So he gave us these messages and gave so many people — a whole nation of people — some directives to do better for yourself. And those we will have until the end of time.

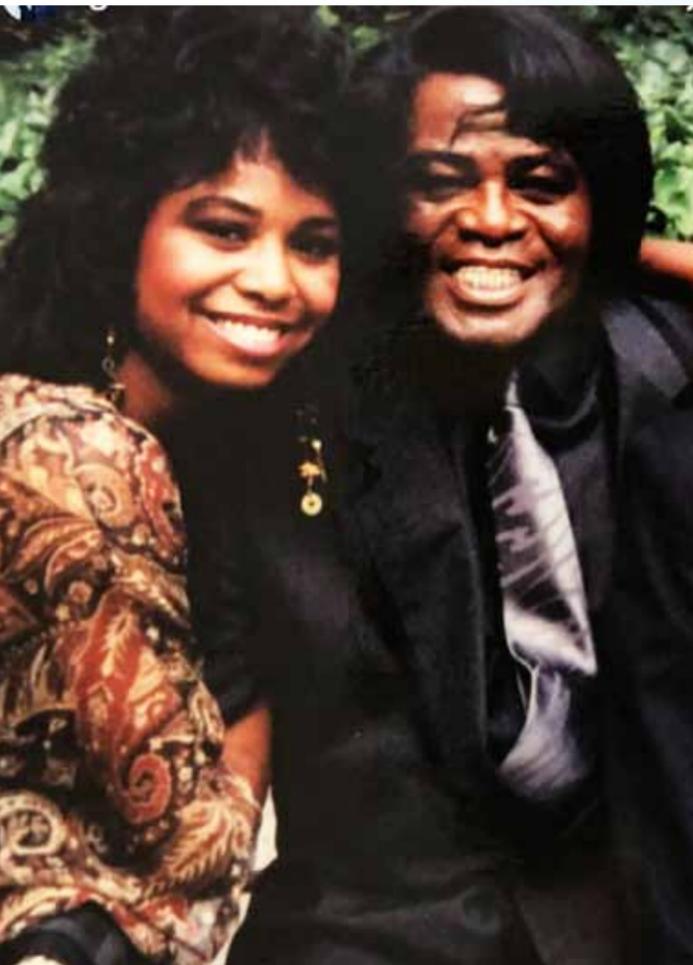
**That was such a touching moment in the documentary when he pulled you up on stage to dance with him. I’m sure there were a lot of moments like that over the years.**

Well they started only two years old, and I danced on the tables of the Cotton Club, the original Cotton Club in New York City. So it started there. Then I was on Soul Train — if you go to YouTube and type “James Brown,” and type in “Hell,” cause that’s from the album Hell, you’ll find me and him dancing with his-and-her outfits on Soul Train. And my dad was so funny, he was like, “Yeah, she gonna take the camera from me.” And it’s so funny ’cause the camera guy does stay on me quite a bit. [laughs] So funny.



**Also growing up, of course, as his daughter and a family member, did you sometimes find it difficult to reconcile the brilliant musician with, sort of, the flawed person that he sometimes could be?**

You know, again, he was daddy. I mean, there were times when it wasn’t good. There were times — in any family. Have family issues and things happen and, you know, it’s not good. It’s painful, you get angry, you get mad, you hurt, you cry, you do all of that. And our family was no different. You know, when my dad was incarcerated, it affected all of us. I was in college. And it affected everything that I lived, my whole life. Because people know who you are. But in our position, and in anybody’s position that may have that issue in their family, you still love your family member. You still care for your family member. You’re still there for them, you know? So it’s just like no other family. It’s just that the only difference is, your particular family member, the whole world knows. And so because the whole world knows him, they get to know some of his business. [laughs] That would be the only difference. You get to share your business with the world. [laughs] At least some of it, you know? A lot of it — not every single thing — but, you know, that’s just the difference. ●



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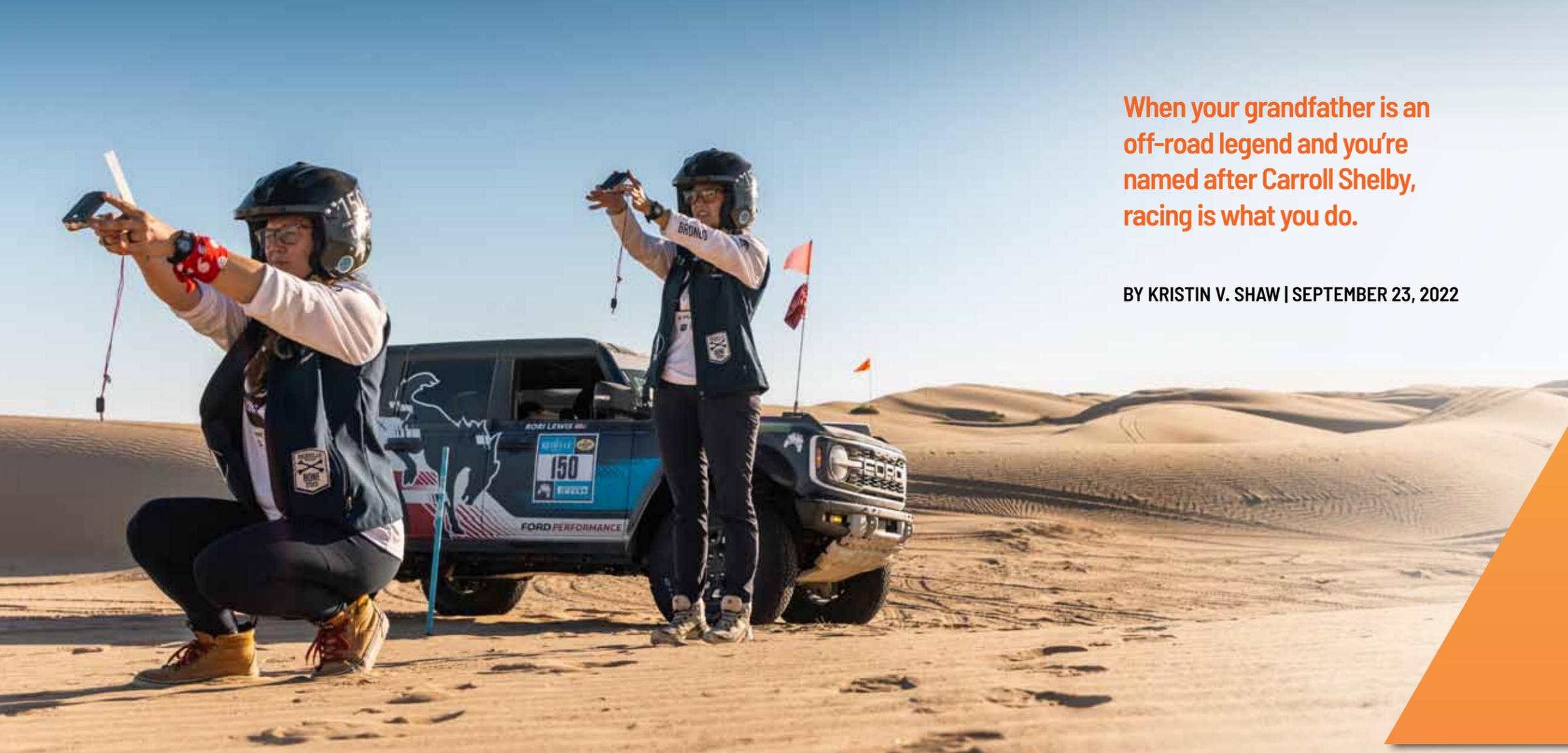
  
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# How Shelby Hall, Granddaughter of Famed Off-Roader Rod Hall, Is Creating Her Own Legacy

When your grandfather is an off-road legend and you're named after Carroll Shelby, racing is what you do.

BY KRISTIN V. SHAW | SEPTEMBER 23, 2022





A third-generation professional off-road driver, Shelby Hall started learning how to command vehicles in the dirt when she was a child. She's emerged to become a serious competitor in her own right in the last few years, winning her class at the 1,500-mile Rebelle Rally and competing in several other well-known races like the Baja 1000. Not that you'd expect anything different from the granddaughter of off-road racing pioneer, Rod Hall.

It seems that stepping a mere toe into the off-roading waters yields a connection to Shelby's legendary grandfather, who is one of the reasons the sport exists today as it does. Rod Hall made a name for himself winning his class in the first-ever Baja 1000 back in 1967, winning it overall in '69 in a Ford Bronco, then running it 50 years in a row (with 24 more class wins) before health issues ended his career in 2018. He was omnipresent, one of the most dominating forces in desert racing over the last half-century. But as Aaron Shelby said about his grandfather (and incidentally, Hall's namesake) Carroll Shelby, Shelby Hall didn't see her grandfather through the lens of his fame until much later in life. He was her beloved "Papa," and that was enough.

Hall and I will both be competing in this year's Rebelle Rally, and she was an off-road instructor at my first training weekend in April. She's relaxed behind the

wheel, brimming with easy confidence built from years of experience. Hall grew up in the desert and the dirt, joining her family in off-road pursuits. She was a kindergartner tagging along and hanging out with her sister in the family RV while her parents ran an off-road driving school. The family business shaped Hall's future, and she traces it back to those early years.

"I saw that they were adventuring and they were out having an awesome time," Hall said. "They were free in the desert, making their own plans and calling their own shots. I wanted to do that too. I don't think I realized what they were doing until later, but it just was so much fun."



Often, at the end of each training day Hall would ask her dad, 4WD racer Josh Hall, to take them for a ride in the school's racing truck.

"I was tiny," Hall said. "I couldn't even see over the dash, and he would strap me in and take me for a ride."

I remember I'd always tell my dad to go faster, and that was my mentality evermore. I wanted to be out in the dirt, doing what my dad was doing."

Starting when Hall was about 10, Hall's family started working with Hummer and General Motors, and Rod would host "Hummer Happenings" for H1 Hummer owners. That's when she really learned how to drive, she said.

"I'd ride on Papa's lap; he'd work the pedals and I'd steer," Hall remembered. "Now, I can imagine how frightened I'd be to have a 10-year-old in charge of the vehicle, but my grandpa loved it. He had no fear and would coach me on how to place the vehicle and what to do. We'd get that thing on crazy side hills and lead the group through the trail."

When she was still a teenager, Hall started helping out at the Off-Road Hall of Fame, where her grandfather was the chairman of the board. She started out dusting the vehicles, checking the mail, and became the human presence at the Hall of Fame. She wanted to do more, so she started working more closely with the executive director, who started giving Hall more responsibilities. Slowly, she started taking on more and became the executive administrator, working for the organization full time from an office at the National Automobile Museum in Reno.



“There were moments I thought ‘Holy Smokes!’ I had no idea [Papa] had been so instrumental in the growth of desert racing,” Hall said. “It was really cool to me that he didn’t run around touting how amazing he was. Even as his granddaughter, I didn’t know these little things about him. And the more time I spent at the Hall of Fame, the more I got to chat with tons of people and learn their stories. The number of lives he touched over the years in his time in off-road was really awesome.”

Hall’s family business led her to a similar path her grandfather and father had traversed, and she drove in her first race in 2012. By then retired from the professional circuit, Rod Hall asked his granddaughter to compete with him at a VORRA (Valley Off-Road Racing Association) event, and they signed up as a privately funded team in an H3 Hummer. For this race, Hall rode in the right seat, but that was just a warm up. Soon after, her grandfather had her driving at the highly competitive Baja 1000.

They went on to race several more times together after that, but Hall had to skip a race when she took a “real job” in an office to support herself, and she recognized how much she missed the desert. She was attending the Mint 400 with her grandfather about nine months after she started her job when he asked her how it was going.

“It sucks,” she recalls saying. “It’s not for me. I miss all this.”

“Well, you’ve made it there longer than I thought you would,” he replied. “Do you want to go into business with me?”



Rod Hall’s idea was to start a business for just the two of them, managing a fleet of Jeeps and side-by-sides and conducting off-road driver training and adventure trips. They worked with destination management companies in the area, local dealers, and casinos, attracting people who wanted to off-road in the beautiful deserts of Reno. Unfortunately, the pair had to shutter its doors after two years due to Rod’s declining health. At first, doctors thought it was Parkinson’s disease, but the treatments weren’t working. Then he received his diagnosis of Progressive

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supranuclear palsy, or PSP, a brain disorder that affects walking, eye movements, balance, and more essential functions.

“Grandpa was probably sick in 2017 and we didn’t know it,” Hall said. “It was a pretty quick decline; the business was a lot, and he was at a point he couldn’t do anything. It became very stressful for him.”

Hall’s voice, thick with emotion, softened.

“It was a bit of a crossroads for me,” she said. “I never thought about losing my Grandpa. He was still racing at 75 and starting new businesses and I thought I’d have him as my racing buddy and business partner forever. It was really a tough time for me in 2019. I think I had relied on my Grandpa a lot; I spent all my time with him. He was my best friend and when I lost him, I felt pretty lost myself.”

Within the year, she found her passion reignited again in a new partnership with Ford. Before Rod Hall passed away in 2019, Ford representatives contacted Hall’s grandmother and told her about a special vehicle they were working on: the new Bronco.

“Ford said, ‘We’re relaunching the Bronco, and we’re so grateful for all Rod has done for the brand. We want to come to Reno and show him what the new Bronco is going to look like.’”

During a top-secret visit with Hall and her grandparents, Rod donned a virtual reality headset and Ford reps showed him what the new Bronco would look like clad in his own 1968 Bronco racing livery. Hall’s grandfather couldn’t drive it in the real world by that point, but he was honored Ford would do this for him. “This is so cool,” Rod Hall told them. “I wish I could drive it.”

Later, Hall sent a message to one of the three Ford representatives who had come to Reno to show the Bronco to her grandfather, expressing her gratitude and explaining how much it meant to her Papa. Soon after that, Hall was invited to Dearborn to see the Bronco on the production floor. Now, Hall represents Ford at various Bronco events and competes with the Ford Performance team.

And every time she hits the road, she recalls the lessons she learned from her grandfather.

“I learned to just be myself from him,” Hall said. “I hear his voice in my head all the time and channel my inner Rod. I don’t know that he knew how much he was teaching me. We spent so much time together and I really listened to everything he said.”

This third-generation motorsports enthusiast is creating her own legacy, built on the foundation she built with her family. ●



Authority Magazine

Courtesy of Authority Magazine.  
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## Social Impact Heroes: Why & How Deb Pollack of Drive Toward a Cure Is Helping To Change Our World

by Yitzi Weiner



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*As part of my series about “individuals and organizations making an important social impact”, I had the pleasure of interviewing Deb Pollack.*

*Deb Pollack is a car fan by nature and a brand champion by trade. Since 2009, she has served as publicist for automotive luxury brand and restoration house Singer Vehicle Design — the marque most recognized globally for celebrating the iconic air-cooled Porsche 911 — and has spent the better part of her professional career representing small companies with big names and big reputations — including Mitsubishi Motors, GM, Ferrari, and Maserati. However, she is also a philanthropist at heart, and for the past decade Deb has advocated the ability to team Cars and Camaraderie™ together to open channels within the automotive industry that support the challenges of Parkinson's disease and is the founder of national non-profit Drive Toward a Cure.*

• • •

## **Thank you so much for joining us in this interview series! Can you tell us a story about what brought you to this specific career path?**

Having been in the car industry for several decades — blending cars and camaraderie has always been something of second nature — but when I lost my mom to complications from Parkinson's in 2006, I realized there were meaningful ways to share friendships with the joy of driving, to support the challenges others may face.

My vision for *Drive Toward a Cure* was quite simple — utilize the passion and emotion of driving to spread the word and help the cause. And it's only grown as I've met, befriended, and supported so many nationwide touched by the disease personally or acquainted with those challenged by Parkinson's disease.





**Can you share the most interesting story that happened to you since you began leading your company or organization?**

We planned our first event with literally NO funding, and naively thought we could plan an event based on only the registration fees to cover the costs and a small donation... all our publicity came through editorial coverage rather than advertising to save on costs, and we relied on a network of industry friends to help us share our plans. We also naively planned not one, but two simultaneous drives (starting in Northern AND Southern California) to meet in the middle, in Santa Barbara County, creating double logistical planning!

When it came time to give the hotel the deposit we still hadn't gained even one registration — thankfully, before we could consider canceling, I received my first call — an older gentleman had seen our promotion in an automotive magazine, decided he and his wife would drive up from Southern California in a vintage Porsche 356 (coincidentally my favorite car on the planet) and his best friend who had competed in an historic racing series with him in the exact same model car, would be joining with his wife and driving down from Northern California — giving us our first two entries! And, as if that weren't thrilling enough, before he got off the phone, he half whispered *"by the way, I have Parkinson's."*

At that moment I knew someone above must be

looking down, and we were indeed doing something right — something with meaning and that I couldn't fail — this had to move forward.

And somehow, after the call, it all fell into place — we sold out with thirty-six entries including luxury, exotic and vintage vehicles and raised our first \$20,000 for Parkinson's disease.

Since that time, we've had numerous events and have additionally gained support by clubs, groups and organizations that put on their own 1-day programs on our behalf — and together with our donors we've now raised more than \$1 million to help create patient care programs for regional Parkinson Foundation Centers of Excellence as well as provide contributions for research to the Michael J. Fox Foundation.

**It has been said that our mistakes can be our greatest teachers. Can you share a story about the funniest mistake you made when you were first starting? Can you tell us what lesson you learned from that?**

By far, and unfortunately occasionally continuing within our small resourceful team — is underestimating exactly how much time EVERYTHING really takes — even for the simplest of things that we thought were pre-planned. Adding a mental note — don't rely on Fed-Ex to meet your deadlines at the last minute!

For our very first multi-day event, we had created a



wonderful 60-page route book which was basically the bible of the program so to speak — containing turn-by-turn instructions for our near 300-mile event, along with background stories and all our sponsorship inclusion. Unfortunately, the printer ended up shipping to my home address rather than the location where our event was to begin, and Fed-Ex didn't meet the timing — and worse for us, it was stuck in a warehouse somewhere, nearly ruining the premise of our entire event. We sat up through the night trying to create 'Plan B' when we finally got a call that all was found and fortunately we could dispatch a volunteer to get the boxes, while we were still sweating it out. Lessons learned, failure to plan (on time) is planning to fail —

**Can you describe how you or your organization is making a significant social impact?**

In addition to raising money and simply 'giving it away' we've aligned with various Parkinson Foundation regional Centers of Excellence in the areas

we hold events — so not only can the contributed dollars stay local, but they provide programs that enhance patient care.

Over the past few years, we have grown our 'Access to Care' fund from one overall donation to individual opportunities building a greater connection within the local communities where those challenged by Parkinson's call home. We provide dollars for grassroots approaches that can include anything from bringing patients virtual nutritional education and exercise programs, to creating touchpoints of hope for a meaningful purpose. Most important, we are helping to provide areas of 'inclusivity' and involvement.

Specific patient care programs we have funded include the creation of a 'Caregiver Academy' in the Pacific Northwest through **Oregon Health & Science University (OHSU)**, as well as generating deeper Hispanic outreach and in-clinic programs at the **Muhammad Ali Parkinson Center at Barrow**

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Following a wildly successful partnership on the **One-of-One "Bullitt 50" Chronograph** that raised \$85k for Parkinson's Disease, BRM has created an all-new **limited edition** with a portion of sales once again supporting Parkinson's through **Drive Toward a Cure**.

Assisting those challenged by Parkinson's through programs such as its **"Access to Care"** fund, *Drive Toward a Cure* has raised more than \$1,000,000 since its inception in 2016 and with your help, can continue to move forward. Through local and national events, drives, track days, and virtual programs, a difference is being made – and you can help along the way.

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**Neurological Institute** in Arizona — importantly serving patients during COVID-19 by offering virtual support groups, art classes, and music and movement therapy to patients in both English and Spanish.

Winston Churchill once said, "We make a living by what we get, but we make a life by what we give" — whether through kindness, friendship, volunteerism or simply helping those that can't help themselves — there is nothing more meaningful to incorporate into our existence. It's not about money, it's about care and realizing that when we contribute to making a difference, our one little part keeps adding on and can make a substantial difference in the world — even if it only affects one individual at a time.

**Can you tell us a story about a particular individual who was impacted or helped by your cause?**

For us, it's less of one individual and more of a village who came together to create the gift that kept on giving...

In 2018, two strangers met and realized they both had more in common than cars — Nashville-based Sean Kiernan and I each had lost a parent to Parkinson's but together we showed the world that despite our loss we could collectively do something good.

Beginning on the eve of the 50th anniversary of Steve

McQueen's iconic "Bullitt" film — when Sean, the owner of the original "Bullitt" Mustang movie car, brought it out of hiding for the first time in 45 years, to display to the public at the Detroit International Auto Show — we met and became fast friends.

Our village then grew with watchmaker **BRM Americas** and automotive fine artist **Nicolas Hunziker**, who together created a visual opportunity to design and handcraft a unique raffle item — the **1-of-1 Bullitt 50 Chronograph** watch (valued at \$35,000) — we then gained permission by those who held the licensing for the Bullitt film, car and name including **Chad McQueen** (son of Steve), **Warner Bros Entertainment** (who held the film licensing), and automaker **Ford** (who produced the original Mustang).

With only social media to thank, we sold raffle tickets in thirty-six states and twelve countries — with 100% of the proceeds going to the **Michael J. Fox Foundation** to honor the original owner — father of **SEAN KIERNAN** who passed away from complications of Parkinson's disease.

**But the true story emerged** because the watch itself signified more than just a special prize — when the raffle winner later showed his watch to another donor of ours happening to be a Bullitt Mustang owner and fan of unique watches, that donor then matched the dollars raised and took possession —



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**AND LATER** an additional chapter continued — as similar to the “sisterhood of the traveling pants” this was not to be the watch’s final home — in December 2019, a new custodian came forth offering an additional donation to *Drive Toward a Cure* securing the watch’s current ownership.

In the end, we raised a total of **\$85,000** because a village came together and supported those that often can’t help themselves — and it all began with a new-found friendship and a bit of pixie dust sprinkled for a common cause.

**Are there three things the community/society/politicians can do to help you address the root of the problem you are trying to solve?**

**1. Get organized** — Many are working very hard to achieve new outcomes, however if research could be done on a more coordinated basis, therapies and medications could gain FDA approval faster, and developments could be accomplished more quickly

**2. Remove barriers to research** — unfortunately

due to Covid, there are very few therapies currently in Phase 3 trials with even fewer participants — so sadly, those trials need to start again. Any help provided to get folks into trials/clinics could help move things quicker to become approved by general population — we need to move the ball faster to the goal line to get this solved

**3. Educate, educate, educate** — too many afflicted patients don’t know the opportunities outside of medicine that are there to help — whether about diet or exercise — what you put in your mouth and what you do with your body — encourage people with Parkinson’s disease to read, read, read and learn more ways to help themselves, whether through PSAs or otherwise and realize it’s not only drugs that can change our bodies and esteem.

**How do you define “Leadership”? Can you explain what you mean or give an example?**

Leadership to me is defined by setting the example — one doesn’t need to be a CEO to be an effective leader, they simply need to have vision, integrity, and the

ability to communicate wisely to bring others along in an encouraging way. If you’ve got motivation to make a change, can stand true to that conviction and are open to collaboration, you’ve got the traits to be a leader.

**What are your “5 things I wish someone told me when I first started” and why. Please share a story or example for each.**

**1. The power of social media is not only about ‘likes’ on Instagram** — realize that LinkedIn and the professional networks you align with can be equally as efficient while potentially providing more credibility than all the ‘likes’ you might gain on Instagram, not just in terms of raising awareness and revenue but gaining like-minded and enthusiastic volunteers.

**2. It’s not always WHO you know, but rather WHAT “they” know** — selecting a working Board structure can begin based on relationships and trust BUT, should incorporate varied skillsets and different backgrounds that can offer strong leadership

capabilities in addition to providing your organization recognition based on one’s prior accolades — by combining individuals with financial, marketing, and other business acumen with those that are involved in the community and hold strong networking capabilities, you can gain a well-rounded team that can succeed through strategy and creativity.

**3. Allow your teammates their own ‘piece of real estate’ within the organization**, so they can amplify your needs by doing what they do best — they can feel proud of their own accomplishments within the success of the foundation — remember ‘it takes a village’ to succeed.

**4. What’s in a name??** Without any one of today’s many ‘influencers’ on your side, you want to be sure you can be recognized and remembered for your mission and your vision — overall, your ‘why’ — and for us, *Drive Toward a Cure* touched upon it all — our goal was to open channels within the car community, create inclusive programs and touch an emotional chord — not just for our cause, but for those helping us reach our goal. Key is consistency in all your

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messaging and blending your name in all you do — what started for us with the word 'Drive' may have touched upon cars — but in a bolder, bigger sense, it's really about 'Initiative' and can be applied well beyond those with a passion for cars.

5. **Legalities matter** — upon meeting my first potential Board member, he asked "what do you want to do?" and all I knew was I wanted to be "real" — and for me that meant getting 501(c)3 status, registering our trademarks and gaining enough credibility to one day top \$1 million dollars raised — I'm proud to say we accomplished all three within our first five years but it also took having the first four bullets above to help us get there 😊.

**You are a person of enormous influence. If you could inspire a movement that would bring the most amount of good to the most amount of people, what would that be? You never know what your idea can trigger.** 😊

I'm a firm believer that if you can help just one or two

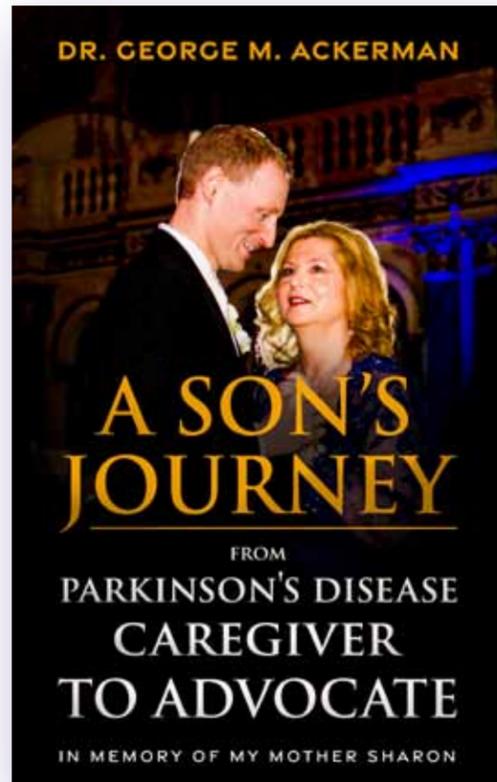
people, you moved a mountain — while we continue to give a great deal of our contributions each year to organizations that support Parkinson's research, we've worked equally as hard to bring in grassroots programs throughout the country that can seed patient care needs — I continue to hope that the research to find a cure will happen in my lifetime, but knowing the daily challenges my mom faced with her own Parkinson's, I also want to help those NOW that need it most while they are living.

We're building our **'Special Assistance Fund'** to provide help when extra challenges are faced — like challenges affecting patients with Parkinson's disease AFTER catastrophic events — including natural disasters that can further dampen their spirits and self-care. In the past we supported applicant's needs following California fires, Louisiana hurricanes, Kentucky tornadoes — and individual patient care needs for transport and medical supplies.

Every dollar helps, and by local individuals and communities coming together to do fun things that

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*We started TogetherForSharon as a family for the purpose of keeping my mother, Sharon Riff Ackerman's, memory alive and to share the message of Parkinson's Awareness and hope for a cure.*



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## Mom's Story

*Sharon Riff Ackerman -  
mother, sister, and grandmother!*

Born 9/28/1950  
Passed on 1/1/2020 due to  
Parkinson's disease.

*"Sharon Riff Ackerman lived with Parkinson's for decades, but it started to affect her daily activities in 2014. Up until then she was able to spend her favorite day of the week, Sunday, with us in the backyard, blowing bubbles with her grand kids, eating the best meals we could find, but only after a lively debate over where and what she wanted to eat. I miss those funny arguments."*

www.togetherforsharon.com

can raise money — whether it's a drive, a BBQ, a poker run or a bake sale — they spread awareness for the cause and help to make a difference for someone else.

**Can you please give us your favorite "Life Lesson Quote"? Can you share how that was relevant to you in your life?**

My mother would always say "imagine the possibilities" — a phrase that I've lived with throughout my life, offering me the belief to try, try and try again, and never give up — who knows where the next accomplishment might just be.

**Is there a person in the world, or in the US with whom you would like to have a private breakfast or lunch with, and why? He or she might just see this, especially if we tag them. 😊**

One of the most prolific leaders in today's modern world may have been **General Colin Powell** — as the type of leader who crossed both sides of the party lines and became one of the most respected

personalities in American history. General Powell was also a car aficionado, owning an eclectic collection of cars that included old Volvos, various Corvettes, a Mercedes Pagoda and even a PT Cruiser. But even more relevant to me, he was challenged by Parkinson's disease — and had he still been here today I would choose to speak with him and determine better ways to gain advocacy for our cause.

**How can our readers further follow your work online?**

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**This was very meaningful, thank you so much. We wish you only continued success on your great work! ●**



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# Ranson Webster: Collection and Collector

Words and photos by Matt Stone

Reno, Nevada's Ranson Webster has carefully curated and assembled one of the world's great Porsche Garajmahals. Other than a few vintage wood-bodied Chevy powered Riva boats, a musclicar or two, some trucks and Porsche TAG powered McLaren F1 cars, no other marques need apply.

Ranson Webster was born in Oregon, moving to the San Francisco Bay area as a kid. In his early days as an automotive enthusiast, he did his high performance driving a quarter mile at a time, mostly at the wheel of something powered by an American V-8 engine. In the mid 60s he quit his job working in a warehouse and took a job selling copy machines, he made another career change in 1968 joining Control Data Corporation and moved to Reno, Nevada in 1970; he'd fancied Porsches from afar, but at the time was driving Camaros and Corvettes. He was aboard a Corvette when he went to visit

he wished with his time. He began the pursuit of a serious Porsche collection in earnest in the late 1990s, and by 2001 needed a place to house and work on his toys. By then he'd been dabbling in real estate development in the Reno, Nevada area, so he acquired some land and built "a building." Then a second one, across the driveway from the first, in 2004. And the cars came, by the dozens and now hundreds...

And by "Buildings" we don't just mean cold, empty warehouses -- No. Mr. Webster's collection is strictly private, and the properties are unmarked, secured and not identifiable unless you are invited and know where you're going. The interior of the main building is finished to an immaculate and high degree, combining an office, shop and machining areas, a near dealer-level parts department, and a museum quality car and automobilia gallery comprising over 40,000 square feet -- fully carpeted, insulated, lighted, and climate controlled. Amazing. Garages With Style.



a friend who had a Porsche 930 and was offered a drive. The epiphany was strong and instantaneous; he was hooked, and it wasn't long before his friend convinced him to purchase his "77 Turbo at a price he could afford."

Webster ultimately parlayed the computer mainframe sales job into the purchase of a floundering computerized payroll business for just a dollar. Webster nurtured the company along, seeing potential in the computerization of these types of business functions, and then sold the company to a much larger computer software concern, pocketing enough money to essentially retire and do much as

Ranson Webster doesn't just go for numbers. Like a world class museum, everything is carefully and sensitively curated. Mr. Webster's tastes tend to the rare and unusual, one-offs, and the firsts and lasts of certain models. He shows a particular penchant for great air cooled four-cam Carreras (those with roller cranks, later Carrera 2 models, plus a dazzling pair of Italian-bodied Abarth Carreras) not to mention a spectacular and historically significant roster of racers. Is there a crown jewel in this otherworldly monarchy? If there is, it's likely the eight-cylinder Porsche Type 804 Formula One in which the unfortunately late, and perennially great, Dan Gurney won Porsche's first points paying Grand



Prix victory. The All American Racer himself has visited and authenticated the car as the one he was aboard that day at the French Grand Prix at Rouen in 1962. Where you wonder, might Mr. Webster ever find another Type 753 air-cooled flat-eight engine to replace the one currently in the car, in case of a major mechanical meltdown? Simple enough; the car's spare engine is mounted on a rolling metal stand, topped with glass, and is currently serving as his desk, where else but right in the middle of his shop and museum. Hiding in plain sight, literally right under his nose.

Nearly every car in this assemblage is worthy of a feature story all its own, but the main showroom, even sans cars, can take your breath away. The long walls are ringed with glass display cases filled with another museum's worth of Porsche automobilia, from tickets to books to watches and autographed ephemera of all stripe. Nothing fake or reproduced; all original and all authentic. As are the many rare

Porsche dealer and racing posters, 427 in total that are framed and hung in neat, soldier-like rows, by year on the walls. Not a replica to be found.

And what does such a man drive every day? A Porsche, naturally, which could be from his stock of



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Drive Toward a Cure | 85



Turbo cabriolets, or his Guards Red 993 Turbo, or a Cayenne Turbo. Or maybe his Carrera GT. Which he loves driving, but about which he bemoans the over-steering tendency and the lack of storage and luggage space. Webster is an active vintage racer and moves his cars about as needed in a fabulous, fully equipped enclosed trailer, pulled by a custom-bodied GM Kodiak crew cab truck appropriately named “Big Red”.

Who cares for this fleet of crown jewels? “We do most of the work on the older cars ourselves, but the big racecars and such are prepped and cared for by Campbell, California’s Jerry Woods Enterprises.” We marvel as one of Webster’s technicians cleans and preps the components of an early four-cam Carrera engine, for its complete in-house rebuild. It’s doubtful there are more than a small fraternity of mechanics in the world that can build and properly set up and dial in one of these engines.

Mr. Webster doesn’t quote his exact age, but connecting the dots of his life and career, and little

things he says, as well as knowing some of his friends, places him somewhere in his late 60s, or perhaps early 70s-ish. And he’s not afraid to mix it up with the young guys either. Another of his weekend racing toys is a GT3 Cup car, which he runs in the Pirelli GT3 Cup series – serious racing in serious cars among seriously fast and talented racers. He likes running this car in this series, as it keeps him fit and up to speed on current Porsche racing hardware, and he holds his own: “I’m seldom first, but I’m never last.”

How do you see Mr. Webster’s amazing Porscheplatz? Ordinarily you can’t, but on occasion, and for a fat donation to one of the many charities he supports (in this case particularly for Parkinson’s Disease research), you can buy plates to an on-site fundraiser dinner (prepared by Webster’s chef, in the property’s large, fully equipped commercial kitchen).

Ranson Webster is a classy guy, put together, smart, and nice in every sense of the term. He’s done very well for himself, a self-mader who has a consuming



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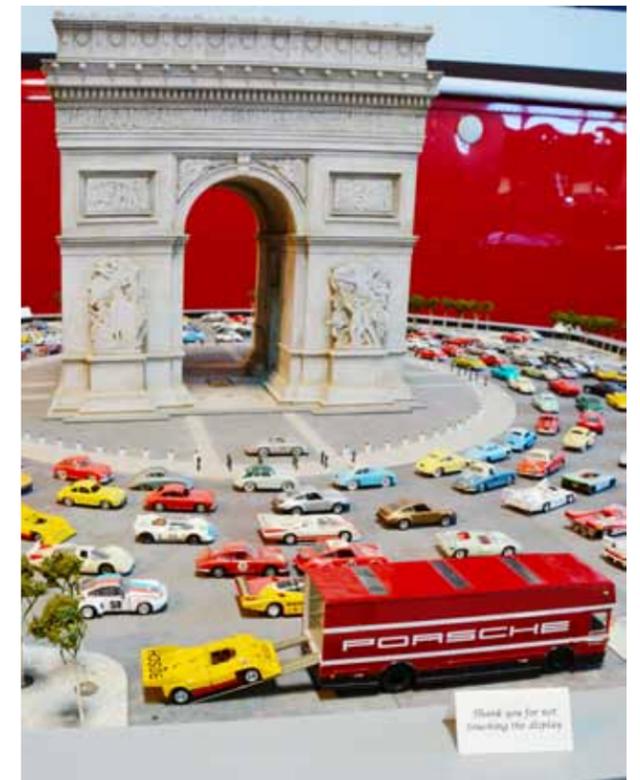


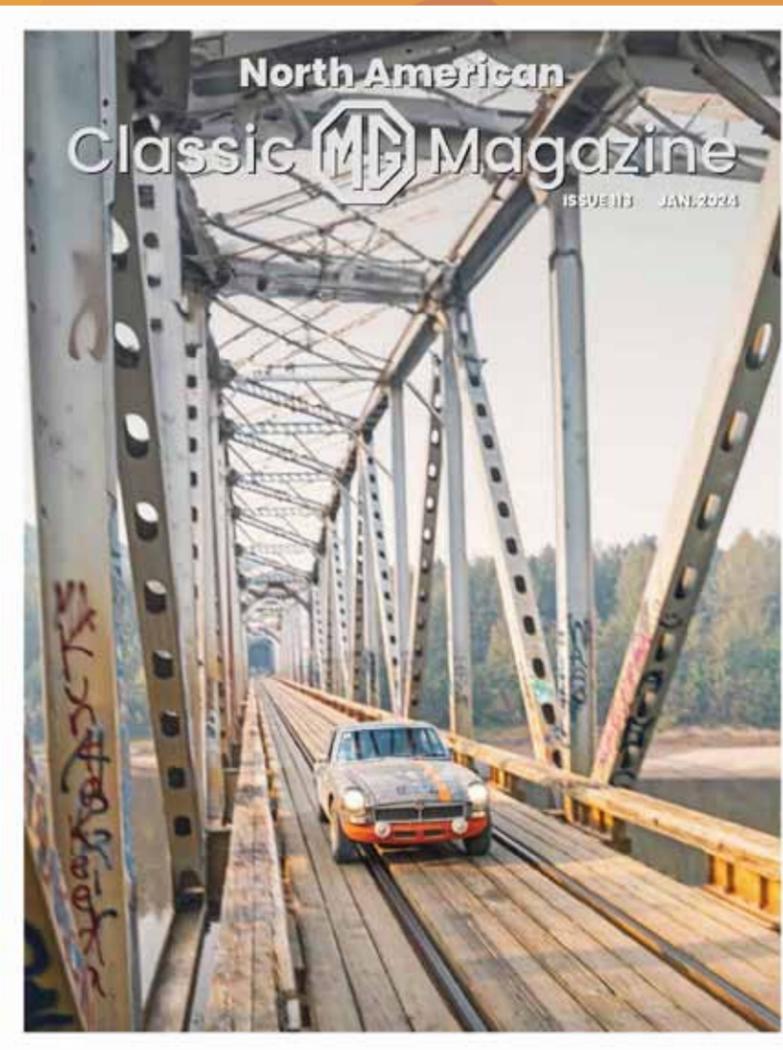
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passion for Porsches and lives it at a very high level. He has also given back by supporting countless good causes, and in his "spare time" shares his knowledge, business acumen, and considerable influence with the automotive community, and the areas of Reno and Lake Tahoe, as Chairman of the nearby, non-profit National Automobile Museum – Harrah's Collection. He also prides himself on the ability to tear-down and reassemble any classic big- or small-block Chevy V-8 engine, from memory and by hand, without so much as cracking open a manual.

How to summarize such an individual? One quip comes to mind, that being when he purchased his 993 Turbo. Upon delivery, the Guards Red finish didn't live up to his standards, with more orange-peel in the paint that he expected or felt attractive. Most wealthy buyers would either send the car back or summon their "detail guy." Not Ranson Webster; he mustered a supply of super fine 2,200 grit sandpaper, and color sanded, then polished, his brand new 911 Turbo – himself, by hand. That's a true Porscheophile. ●





Our 1968 MGB GT Rally Car crossing the Yukon River on the 2023 Rally the Globe Alaska to Mexico Marathon

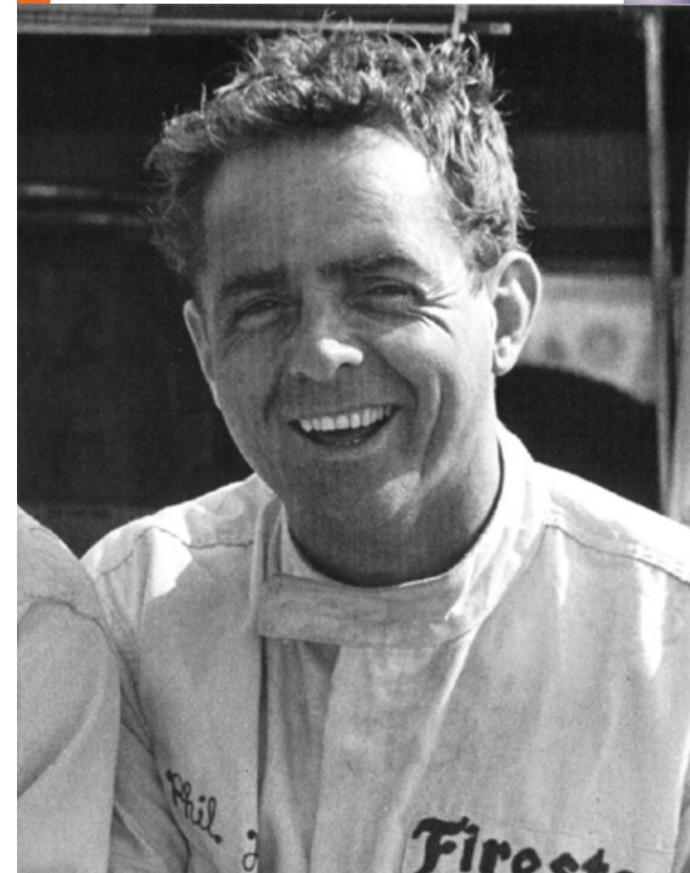
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# Me and Phil

and **Drive Toward a Cure**  
 by Deb Pollack



You might not normally put “racing” and **Drive Toward a Cure** in the same sentence ... just how could our small foundation ever align within the big world of motorsports??? After all, we’re always preaching about **Cars and Camaraderie®** and off-track experiences.

In remembering our beginnings for **Drive Toward a Cure**, the influence of motorsports was actually a big portion of the inspiration – and it came from getting to know some of the winningest racers, specifically, those that have been challenged by Parkinson’s.



Legendary drivers like **Phil Hill, David Love, Sam Posey, Parnelli Jones, and Rod Hall** that for so many decades were widely recognized and made our hearts skip a beat while earning podium finishes, later became part of the spirit behind **Drive Toward a Cure**. Most importantly, each symbolized and proved that *people with Parkinson's can indeed do great things*.

I first got to know 'gentleman driver' and Formula One Champion Phil Hill (*one of the greatest*) in the early 2000s. He not only lived close by in Santa Monica, but he was a parent with Parkinson's – something I could well understand as my mom was battling the same. About the time we lost my mom in 2006 I had also learned more about Phil's debilitation and also his involvement with a small concours event in Northern California raising money for the Parkinson's Institute. Phil was a mainstay there, at both the Institute as a patient and the fundraising



concours. I was working with Ferrari/Maserati – which was, of course, Phil's 'alma mater' – and I saw it as a 'must' to establish a connection.

Later, in 2008, while I was still working with Maserati, my colleague Jeff Ehoodin and I created an opportunity to celebrate Phil's 80th birthday among media in what unfortunately was to be his last on-track experience. With his son Derek at the wheel of a Maserati MC12, Phil's last drive later became an inspiration to take on the cause at a higher level.

Our day with Phil Hill was a momentous one for everyone in attendance. We had invited him, his wife Alma, and his son Derek, as our guests to come to a special media day for the Western Automotive Journalists (WAJ) group in Northern California. We

held a special champagne reception in his honor, but the most moving moments came when he first arrived at Laguna Seca with Derek, where we had not mentioned to one journalist we were bringing along a special surprise. When Phil arrived and made his way to our 'loaner' for the day – a rare **Maserati MC12** supercar owned by Maserati collector extraordinaire Doug Magnon – he was instantly recognized and there was not a dry eye in the house!

At Maserati, we believed we were the bookends of his racing career – his first



Left to right: Doug Magnon, Deb Pollack, and Derek Hill at Laguna Seca next to Doug's Maserati MC12.



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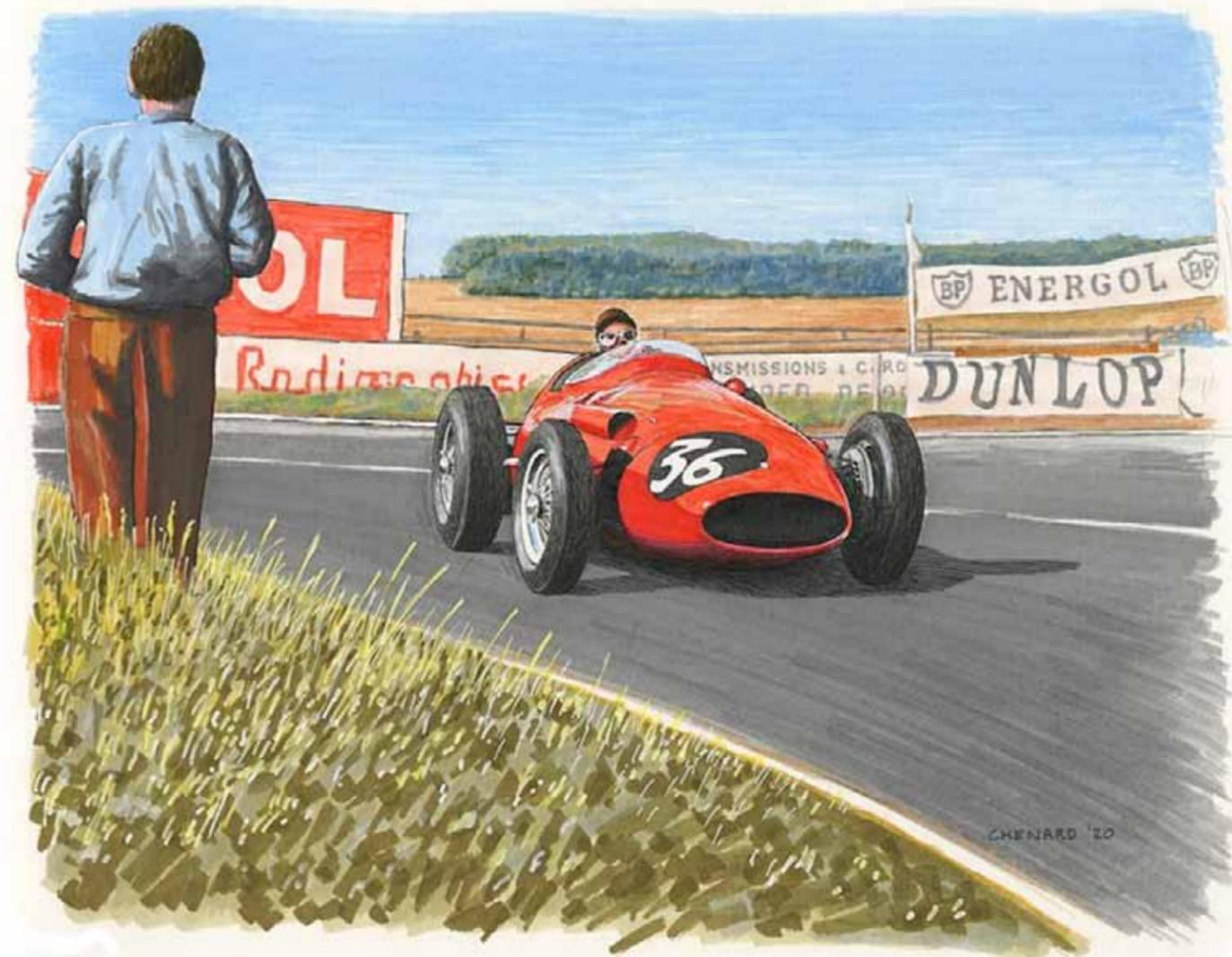
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Grand Prix ride was at Reims in a **Maserati 250F** in the 1958 Grand Prix of France – and now his final time on track in the illustrious MC12. And what a happy time he had – making all of us the happier.

And that same year, when it was time for The Quail event during Monterey Car Week, once again we hosted Phil and Alma, and brought them to the most prestigious event in the hometown area of his most famous and enjoyable road races along the Monterey Peninsula. That Summer day too was unforgettable, because not only while driving him in a golf cart throughout the event (and stopping to chat with everyone wanting to say hello and shake his hand), he couldn't have had a better day – which sadly became his last in public, as that evening he unfortunately entered the hospital for a final stay.

But it wasn't the end of our story with and for Phil, because several months after his passing, we came

back to Laguna Seca – bringing back the very same MC12 and Derek – to offer 'passenger hot laps' for donations – laps in the same passenger seat, with the same driver on the exact same track where Phil enjoyed his last ultimate joyride with his son.

Within 90 minutes we had raised \$7,500! It was all stuffed into my purse and before heading to the airport, delivered directly to the Parkinson's Institute and donated all in the name of Phil Hill.

This began a near decade of involvement bringing car enthusiasts and Parkinson's together, and furthering a personal desire to start my own non-profit to support those living with the chronic disease.

Since our official beginnings in 2016, we've made it a point to keep him and his legacy involved one way or another. In fact, during the pandemic we held our first virtual event which was presented by Maserati.



We called it “Up Close and Personal -- Untold Stories of Automotive Legends,” and we threw open the books and told tales during a panel discussion with **Derek Hill**, discussing the world-renowned legacy he leads, American racing legend **Lyn St. James** who shared the many triumphs she’s achieved (not just for women, but for motorsports in general) and



Derek Hill



Lyn St. James



Jean Jennings



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May 25



**Jean Jennings**, automotive editorial extraordinaire who began her quest in the industry as a taxi driver, later enjoying decades-long experiences among the most esteemed executives, racers and car experts worldwide.

The more than \$10,000 raised during that initial virtual event became part of the **2020 Phil Hill Challenge Match** which provided a dollar-for-dollar match up to a total of \$50,000 provided by a generous group of anonymous donors that teamed together to honor Phil.

So, it’s only fitting that in our special event this year at the **National Automobile Museum**, Phil is well represented – because he’s a wonderful symbol of hope and inspiration for all we try to achieve, and the initiatives we continue to create for those challenged by Parkinson’s disease.

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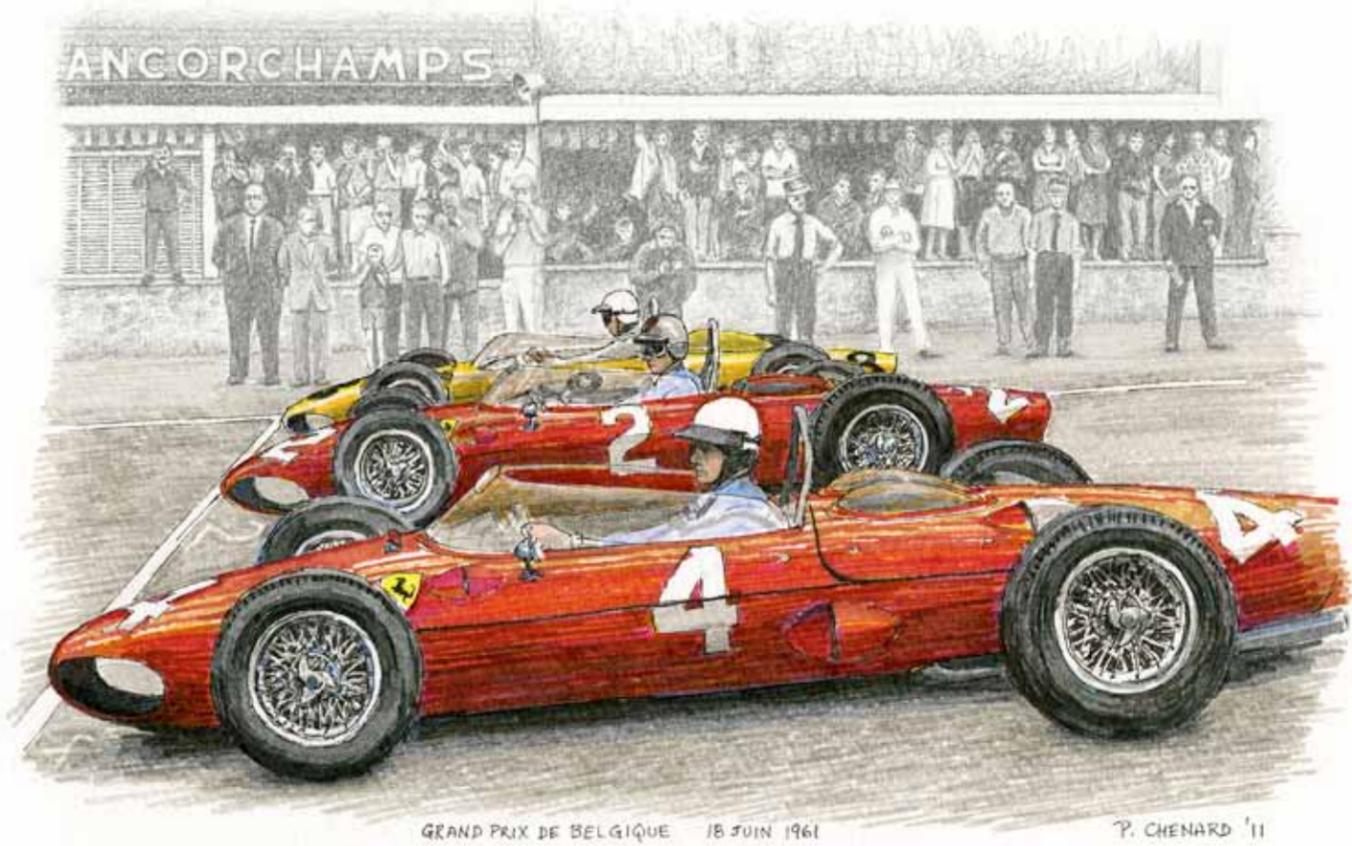


The special appearance of our 'halo' car, the wonderful **1952 Jaguar C-Type** (Chassis XKC-007- the first C-Type to be imported into the United States) victoriously raced and driven by Phil Hill will be taking center stage – *another reminder of the great things those with Parkinson's can do.*

Four years ago, I attended a private evening function at a collector's home during the annual Arizona auction week – and what a wonderful surprise to see this beauty among his other rare collectibles. I had the chance to sit in the seat from which Phil reigned

during the 1952 racing season, with his autograph clear as day on the rear bulkhead. I was smitten then, and more so now, when that same collector agreed to share this car tonight with all of us.

So tonight, we celebrate not only Phil, but the everyday people that enjoy blending cars and music as well as the everyday people that have Parkinson's disease or share a commonality in caring for someone else who does. We salute those with vision, and those with hope – and we won't stop, whether building awareness on-track or off – until we find a cure. ●



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# THE GOOD LIFE

Racer Sam Posey shines bright despite a fight with Parkinson's



By Jamie Kitman |  
Photography by Michael Shaffer

# SAM POSEY

is 72 years old and as colorful as ever. As if to prove it, when we catch up with the race-car driver, Formula 1 commentator, and author of “The Mudge Pond Express,” one of the 1970s most-gripping racing autobiographies, he’s padding around his studio in Sharon, Connecticut, with an easel and a multihued array of oil paints at the ready. At the opposite end of the high-ceiling barn-cum-studio—designed, like everything else on the property, by Posey, who did the landscaping as well—we see where his wife, artist Ellen Griesedieck, has been assembling the American Mural Project, a 3D collaboration of artists from around the country she’s directing that honors the American worker. When unveiled later this year, expect it to be the world’s largest piece of interactive indoor artwork, spanning 125 feet wide and 30 feet tall.

Posey beams with pride describing his wife’s work but apologizes for his speech. He worries he may be difficult to understand on account of the Parkinson’s disease he was diagnosed with 22 years ago and which has worsened over time. But Posey remains easy to follow and—better still—well worth following. Energetic and youthful in appearance, with trademark eyebrows that look like they have their own electric power supply, he’s an effervescent archetype, a midcentury Yankee Renaissance man. A uniquely American character, Posey’s journey from Connecticut country homes and elite New York City private schools to an eclectic and industrious life spent racing, writing, broadcasting, designing buildings, and painting can’t be replicated.

Looking back at it all, Posey observes with genuine surprise and bemusement: “It’s just, things keep coming out right when I do them.” Known on air and off for economical, insightful prose—sometimes upbeat, sometimes elegiac—Posey stands out among racing commentators. He’s wry, thoughtful, and particularly well-informed. The subject is something he knows quite a bit about, having been a driver of some note in the day when

competition was as long on excitement and glamour as it was on danger. His years on the track (1965-1982) coincided with the closing hours of racing’s free-for-all period, a less-regulated time that some see as the sport’s most interesting era, though also among its most dangerous with a depressingly high fatality rate. Driving in all manner of cars, series, and formulas, Posey often placed and sometimes won, with stops in Formula Vee, Indianapolis, Le Mans, Can-Am, Formula 5000, Tasman, Champ Car, NASCAR, Trans-Am, and F1 with cars as diverse and brutally powerful as the Surtees TS9B, Ferrari 312M, and Dodge Challenger as well as McLarens, Bizzarinis. Even the Caldwell, a car devised by engineer Ray Caldwell and his designer, driver, and chief financial backer, our host, Sam Posey.

Born to a well-to-do family that split its time between Manhattan’s Upper East Side and old money, Brahman northern Connecticut, Posey spent all of one day with his father before he went off to war in 1944. His father would later lose his life to a kamikaze in Okinawa. But Sam was young, and he had a mother, Mary, who doted on her son and enthusiastically supported his youthful fixation on competition and speed. In 1958 when he was 14, she agreed to buy him a 2-year-old Mercedes-Benz 300 SL Gullwing from a charter member of post-war Connecticut’s elite international racing fraternity, the racer and sometime car dealer John Fitch, for the princely sum of \$2,500. In this silver machine, which Posey still owns, he taught himself to drive fast, garnering car-control basics by whipping through rural fields of alfalfa and setting the stage for a victorious run up Vermont’s Mount Equinox hill climb. “It turned out it was an absolutely perfect car for the thing because you turned in, and the rear suspension jacked, you’d floor it, and basically it would slide out behind, the axles would come back, and then you’d have a straight shot,” he says. A Formula Vee car sharpened his skills further.

Some call driving quickly an art. Posey and wife Ellen have embraced the lifestyle away from the track.



“It was remarkable to me that she would let me do this,” Posey admits of his mother. “But she always said it was the only thing I was good at. I was terrible in school. Bottom of the class all the time, just couldn’t do math, couldn’t do languages. English was fine. I was in good shape there.”

“The only race that my mom really was scared about was Indy, and when Indy started she went into her laundry room and ironed a shirt for three hours, the same shirt. She came to a lot of the races. I think she liked going, and I don’t think either of us in any way perceived the danger. We just didn’t understand it. We were too naïve. I mean you look down the grid now for 1959, let’s say, and it’s ‘dead, dead, dead,’ right down the list.” In her grandmother years, Posey’s mom picked up her grandkids at school in her 1969 Plymouth Superbird, and her estate included a Citroën Traction Avant. “She loved cars, and she was a very good driver,” Posey says.

Down the road from his compound in Sharon is Lime Rock Park. Founded in 1947 and celebrating its 70th anniversary this year, it’s one of the three oldest continuously operating race tracks in the country and very definitely his home base. They named the Sam Posey Straight here for him a few years back, and until recently when doctors began advising against it on account of a blood thinner he takes—its effects make any crash potentially fatal—he’d visit the track to reel off the occasional hot lap. Running solo in a Formula Ford prepared by his friend, Don Breslauer, with a rule-bending 185 horsepower to push around but 880 pounds, it kept his skills sharp.

Posey remembers having one of his greatest races at Lime Rock in 1969 with a Trans-Am Mustang run by Carroll Shelby’s team and driven by Peter Revson. “Peter got in the show at Indy, and I was congratulating him. We were friends, and he said, ‘You know, the Mustang is going to be open. Why don’t we call Shelby?’ So we called him right from the pay phone and got Lou Spencer, who was his right-hand man at the time, and Lou shouted, ‘Shel, we need a driver for Lime Rock. How about Sam Posey?’ And Shelby came back, ‘Who’s that?’

“But we got the deal and put the car on the pole with a hell of a run. At Lime Rock, you do the turns, but the last thing is the downhill. And so you got your lap, and it’s really good, but now you’ve got to take the chance going flat out of that last turn. It was an exhausting, hot day, and the race was more than three hours. I won it, and then I won at Laguna in the 5000 [series] the next weekend—or was it the weekend before? Either way, I was feeling good.”

Earlier in his career Posey had the wherewithal to design a car and start a racing team with Caldwell, a fellow New Englander, acting as his partner. Posey had money but not enough to see it very far. “My mom never put one penny toward my racing,” he says. “She lent me money for a week once. I had a monumental crash in Riverside in the spring of ’69, and we needed another car. I mean, our car was written off. So she advanced me the \$13,000 that it took to buy this car, and I paid her back right away. But people saw her writing the check, you know, and they assumed. ... [But] I had an inheritance from my dad. It wouldn’t buy a set of wheels today, but it was enough to do the Caldwell car.”



Memories are always at the fore, from the gullwing Mercedes, above, to a model of his mother's Citroën, below, to racing at Le Mans, bottom.



LE MANS: LAT PHOTOGRAPHIC





The Can-Am sports racer Caldwell engineered was notably aerodynamic—Posey worked the shape out with an MIT professor, and when Bruce McLaren’s cars showed up that year sporting more or less the same nose, the famous race-car designer semi-seriously accused Posey of stealing it. The Caldwell unpromisingly featured solid axles front and rear, the theory being that the wide tires newly in vogue would get more power down if suspended perpendicularly to the road. It might’ve worked better, Posey maintains, if tracks were smoother and flatter than they actually are. The Caldwell was plagued by a tendency to “jerk from side to side as if it was going down the trolley tracks.”

Posey returned to driving for hire, and notable finishes included third at Le Mans in 1971 and fifth at Indy in 1972. He won Sebring in 1975, racing BMW’s legendary “Batmobile,” the 3.0 CSL IMSA, and he had a hand in BMW’s famous art cars. He also twice ran a Surtees at the U.S. F1 Grand Prix at Watkins Glen. His career as a racing analyst for ABC television ran parallel to the end of his main racing years, beginning with an on-air stint in 1974 at the Indy 500 and continuing for the next 22



years. Later, he joined Speedvision. With his writing—he’s had a home at *Road & Track* since he sold it his first piece at the age of 14—his thoughts have never been out of motorsports.

Like many retired racers, Posey makes a fine after-dinner speaker. But how many of them are also successful, museum-collected fine artists? Like some 18th century polymath, Posey maintained parallel careers. He is not just a racer or a painter. He’s also the designer of dozens of elegant homes and structures, including the tower and other service buildings at Lime Rock. And he is a respected model railroader. In the basement of the home he designed and shares with Griesedieck, his wife of 40 years, we see an amazing HO-scale layout he masterminded and fastidiously assembled. Unsurprisingly, it’s also the subject of a book he wrote. Other tomes concern his art and building designs, and there’ve been two on his racing life, the aforementioned “Mudge Pond Express” (out of print) and “Where the Writer Meets the Road,” a 2015 compilation of his essays and commentaries.

And yet Posey says he is not a car guy. “I don’t know what my favorite car is.” Pressed to think harder, he says, “I loved the Formula 5000 car we had for ’71. It had really big numbers. I loved the Ferrari 312s. And it breaks my heart that I can’t drive the Formula Ford.

“I’ve now gotten to where it’s OK. I mean, if I could drive again, yes, but I have a perception now of who I am in the giant scheme of things in racing. If I was out there at Lime Rock with my car, I’d be nothing but a has-been driver, you know? I mean, I’m not much anymore.

“Dan Gurney put it perfectly. He said, ‘Sam, sometime between when you’re 50 and when you’re 100, you’re going to lose speed. It may happen all at once or happen slowly.’ ... John Fitch gave me a great piece of advice, he said, ‘Sam, the racing takes place on the black stuff not the green.’”

A big crash in 2012, when someone spun in front of him at Lime Rock during a practice session in a Formula Ford, helped convince Posey it was time to hang it up. “I was unconscious for 4 minutes,” he says. “So that wasn’t good. Ellen didn’t like that much.”



Posey, opposite page, raced in Can-Am, top, and drove in two Formula 1 races, each a U.S. Grand Prix at Watkins Glen at the wheel of a Surtees-Ford. This one in 1971, middle, was the first of them. He is also known for piloting BMW’s famous 3.0 CSL “Batmobile,” bottom.



Posey still likes to go fast, though. He has a Corvette, which he enjoys, along with his mother’s ’46 Ford woody wagon and the Gullwing, plus some modern metal. He designed a course amid a large stand of high grass on his farm property, and he drives a Hammerhead 250-cc racing buggy flat out around it lap after lap, with apparently undiminished skill. He loves this place; from here went forward all his careers, from here came his two children, and here is where he’s always worked, alongside his wife, she on her art, he on his.

“I would come back from racing or an ABC thing at 3 in the morning, she’d be painting,” he recalls. “I’ll never forget walking up. The grass was just iridescent with light coming out of the studio. It happened many times. What I realized is that I’d look at her paintings for a while and I’d look at my paintings for a while and start working again. There was never any slippage between racing and painting. The two were absolutely on the same wavelength. My brain didn’t have to change at all because you start with nothing and build slowly, and the way you feel determines the elemental character of the thing. There are just dozens of little comparisons. Driving and painting have been the saving grace for me.” ■



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# Drive TOWARD A CURE

CAR ENTHUSIASTS SEEK TO BEAT PARKINSON'S DISEASE

STORY BY STEVEN KITTRELL

PHOTOS COURTESY OF MARK R. DAVIDSON

*Via Corsa*

Courtesy of Via Corsa Magazine.  
WWW.VIACORSA.COM

A caravan of classics  
all driving towards  
the same goal,  
finding a cure.

# T

**wo Drives — One Cause.** This simple mantra was the driving force behind the delightful and scenic second annual Drive Toward a Cure, California Adventure rally. Northern and Southern California's car enthusiasts combined, all winding their way in, around and through some of the best back roads that the Golden State has to offer. Deb Pollack is founder of this drive and many others in association with assisting in the research and patient care of Parkinson's disease - one that has affected her personally. Three days out on the open road with three dozen other cars taught me three things I didn't know about myself. Let's talk about just how my trip off the grid in a modern emerging luxury sedan showed me how the car connection changes the lives of many.

## The Drive

**G**enesis Motors is the luxury vehicle division of the South Korean vehicle manufacturer Hyundai Motor Group. Established in 2015, Genesis set out to capture a new audience with their Luxury Evolved mentality. The 2018 Genesis G80 Sport, my ride for the weekend, was a refreshing change in driving experience. Mostly immersed in the classic car world, I'm accustomed to foul smells, erratic gauges and the general ill temperament of a car twenty or thirty years my senior. Drive Shop, a wonderful marketing agency that pairs people with new model cars, dropped off the Genesis prior to the rally. My classic car skepticism kicked in, but



An Acura NSX leads the way for the Northern California group.

I was excited to broaden my horizons and stretch her legs a little bit.

What is this? Comfortable premium leather and heated sport seating? Is that a 9.2" touchscreen with connectable Apple CarPlay and a wireless phone charging pad? Carbon fiber and aluminum trim with a sweet power panoramic sunroof that literally received 'ooh's and ahhhh's' from my automotive counterparts.

Standard on this model is the 3.3T 8-speed automatic transmission with Shiftronic & paddle shifters, Sport CDC suspension with what they call 'Intelligent Drive Mode.' Sitting on attractive 19-inch sport alloy wheels with Pirelli all season tires, no less. Blind spot detection, which I absolutely loved, multi-view cameras, front & rear parking sensors, the driver attention alert, a smart cruise control feature that changes speed with traffic — okay, yes — I was all set for style and peace of mind on this drive. Lesson #1, I have a new appreciation for modern creature comforts.



A Porsche 911 makes its way up, down and around Mulholland's famous curves.

**Middle:** This Mercedes 280SL is the perfect touring car, especially on the wine country roads of the Central Coast.

**Bottom:** Our author's 2018 Genesis G80 Sport looking elegant as it approaches the Alisal Guest Ranch.

## NorCal vs. SoCal

**O**f course, this wasn't a completion, but rather a spirited jaunt to reach the Alisal Guest Ranch & Resort in Solvang, California - a fantastic retreat location with 73 cottages, 50 miles of horseback trails, a pair of championship golf courses and 100-acre private lake, just to highlight a few of its many attributes.

Southern California drivers met at The Petersen Museum in downtown Los Angeles for a tour of their world-famous car vault. Lunch followed and a tour of automotive rock-star, Bruce Meyer's private collection overlooking Rodeo Drive in Beverly Hills. Not to be outdone, the Northern California crew congregated in Scotts Valley at Bruce Canepa's workshop for a museum history lesson along with showroom and restoration tours. Both teams were then briefed on the first leg of their drive to their hotels and receptions that evening.

Being a Monterey, California resident, I represented the NorCal fleet which were a group of very seasoned drivers and co-pilots. Here is where the start of lesson #2 two began — I'm a terrible navigator. Being only a single driver, I struggled to keep directions in order, as there were many signs and trivia questions in the log book. Following a new Acura NSX, Dodge Challenger Hellcat, Maserati GrandTurismo and Lavante, Porsche Cayen and a 1965 Chevrolet Corvette driven by members of the Hagerty DriveShare team, I had to keep my sights on these cars the entire journey, fearing I'd lose the trail, even after switching into sport mode on the twisty roads and straightaways. We reached the Monterey Plaza Hotel & Spa on Cannery Row, right about the same time the SoCal group finished up at the Four Seasons Hotel in Westlake Village.



Via Corsa

Staged at the top of the Petersen Museum, the SoCal group is ready to hit the open road.

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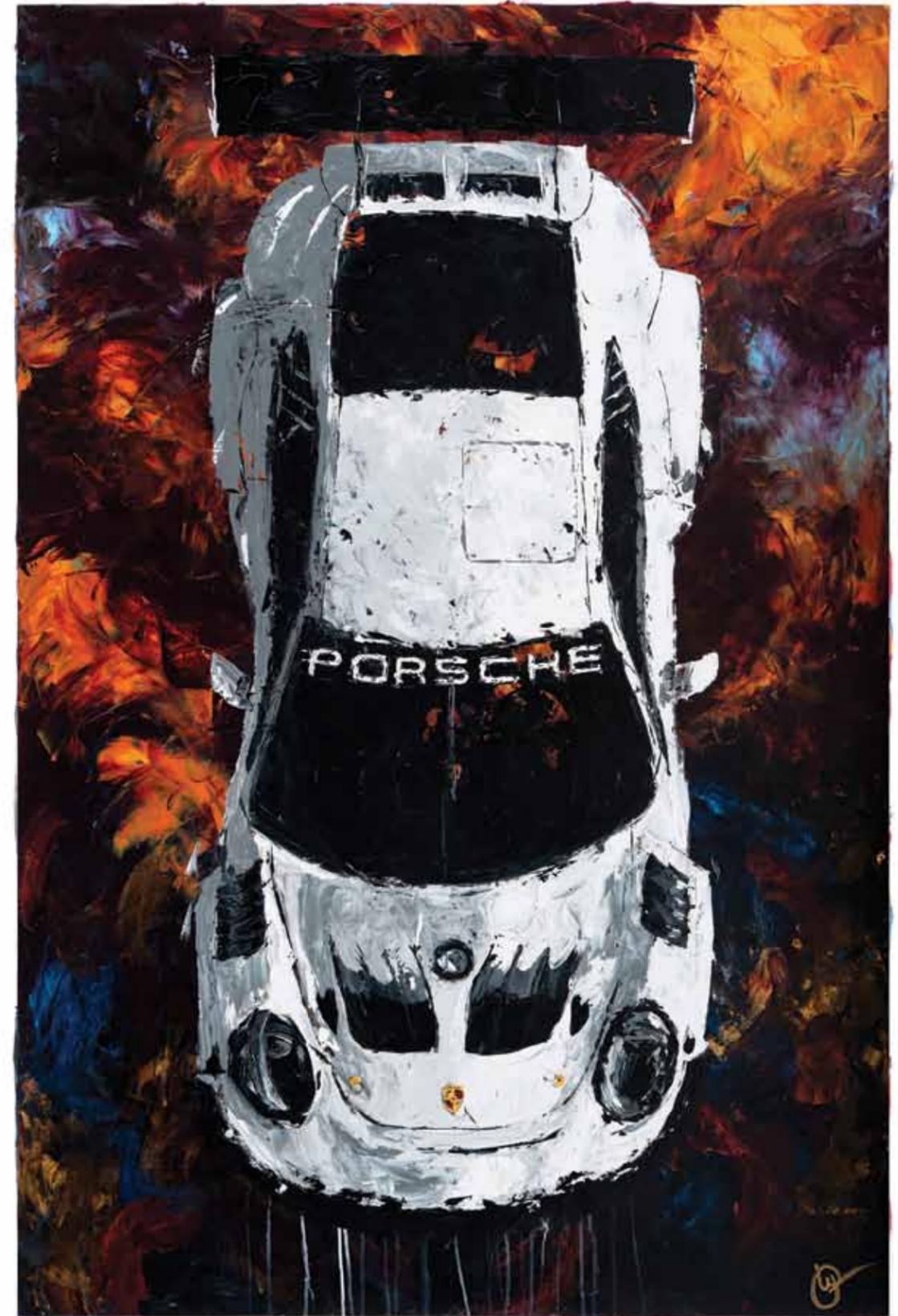
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### The Cause

Day two began early for both teams, but certainly everyone was eager to get on the road. Pulled in by central location, we all began the real drive toward the cause. In 2006, life changed for Deb Pollack when her mother passed away after a battle with Parkinson's disease. Deb was a long-term executive in the automotive industry, working recently with Maserati North America and currently with Singer Vehicle Design. Her experience began the expedition of creating a non-profit

and making us all aware of how Parkinson's might affect us in the future.

"I had created an opportunity for America's First Formula One World Champion Phil Hill, also challenged by Parkinson's, to celebrate his 80th birthday among automotive media in what unfortunately was to be his last on track experience. With his son Derek at the wheel of a Maserati MC12, Hill's last drive later became an inspiration to take on the cause at a higher level," spoke Pollack as she reflected on the drive.

Following Hill's passing later that year, Deb returned with Derek and Maserati North America to sell passenger hot laps to raise funds in Phil's name and provide a significant donation to the Parkinson's Institute in Sunnyvale, Calif., where Phil had been treated. This was the beginning of a near decade of involvement bringing car enthusiasts and Parkinson's together, and furthering a personal desire to start her own non-profit.

"I had a very personal vision to get involved with supporting Parkinson's Disease through research and patient care -- and it's only grown as I've met, befriended and supported so many throughout the country that are both aligned with or afflicted by this challenging disease. Everyone you meet seems to have a story or knows someone that Parkinson's has touched.

My vision of Drive Toward a Cure was really very simple — utilize the passion and emotion of driving, to spread the word and help the cause."

### The Dude Ranch

Alisal Guest Ranch was nothing short of a blessing, which gave us all the opportunity to truly unplug, enjoy nature and group activities in an inviting environment, which our busy lives don't always allow. Arriving at the ranch after an outstanding full-day drive was a great way to just check out of the grind and tune into our surroundings. Getting a group of more than 50 individuals together for a choice of horseback riding or a hay wagon for a home cooked outdoor breakfast — or enjoying a sunset lake BBQ dinner — offered memories and new friendships not easily found in other programs I've been on.

The relaxed nature of the day three trip, coupled with new roads to explore, allowed for guards to be lowered and communities strengthened. This also led to gratitude and an understanding of what Parkinson's is about. Lesson #3 — this disease hits closer to home than you realize.

Derek Torry was a member of the NorCal staff, who joined us every step of the way. It wasn't until we spoke in confidence that I understood how he was affected by 'young onset' Parkinson's. A family man with two kids, who is active in his community while relishing any chance to camp and fish with family and friends — much like myself. I came to understand it's its like living with the disease and some of the real facts associated.

Parkinson's disease is a neurodegenerative disease where cells responsible for producing dopamine die off in the substantia nigra area of the brain. Dopamine is essential for movement as it acts as a transmitter for signals from the brain to other parts of the body. Did you know Parkinson's effects twice as many men as it does women? Or that it costs over \$25 billion in medical costs in the U.S. alone each year? Most importantly, there is no known cure.

"Our goal is not to make a competitive drive, but more of a scenic journey that includes personal interaction. Not only do our events create wonderful networking opportunities, but they bridge an important commonality that our registrants all share — that we are all in this together. Everyone seems to have a 'reason' for coming and while they all enjoy the event, they each want to support those they know that are affected by Parkinson's.

"It's easy to plan a fun weekend of driving — but we've been fortunate that the folks that choose to be with us have a desire to also help others along the way," said Pollack.

Over \$50,000 was raised over the weekend, with help from Derek Hill emceeding the final night's dinner and telling great stories of his father. Deb's biggest goal is to start a movement that will lead to a cure — and build a strong community of like-minded enthusiasts along the way. So check out their website [drivetowardacure.org](http://drivetowardacure.org) — join one of their multiday rallies or start your own one-day program in support of Parkinson's. They're in this to win this — #jointheadventure. *W6*



Deb Pollack, founder of Drive Towards a Cure, practices what she preaches, driving her Porsche Speedster enthusiastically.



Bruce Meyers' loft above Rodeo Drive is the ultimate man cave. Plenty of 'used cars' to be found here.



Many people with young onset Parkinson's disease can feel overwhelmed by the diagnosis and Vikas Chinnan hopes to offer them support and encouragement.

## Dad Diagnosed with Parkinson's at 45 Shares 'Shocking' First Symptoms

**When the stiffness and rigidity started, Vikas Chinnan and his doctors thought it was because of an old illness. He was later diagnosed with Parkinson's.**

By Meghan Holohan

When Vikas Chinnan began experiencing stiffness on his right side, he thought it was related to a viral infection he had in his spine as a child. After numerous tests and treatments failed to help, doctors began investigating other potential illnesses, and he was ultimately diagnosed with young onset Parkinson's disease.

"I was very unfamiliar with Parkinson's disease," Chinnan, 46, of San Carlos, California, tells TODAY.com. "For me, it was such a relief ... having answers and knowing what I was dealing with."

### Stiffness on right side, tremors

When Chinnan was in seventh grade, he contracted a viral infection of his spinal cord that impacted how he walked. So when, years later, he noticed he had less flexibility on his right side, he chalked it up to his past infection. Still, he went to a doctor, kicking off an investigation into his brain and spinal cord.

"For a while, I went through physical therapy. I saw lots of neurologists. I tried Botox and muscle relaxers," he says. "Between my age and my medical history, there was a misdirect for several years."

As Chinnan sought answers, he began developing new symptoms, including tremors in his right arm, cognitive impairment and apathy — signaling to his doctors that the problem might be neurological. He was also diagnosed with depression.

"That led my doctors to say, 'Let's at least explore Parkinson's as a possibility,' even though they were skeptical that that's what it was given my age," he recalls. In some ways, being diagnosed with young onset Parkinson's disease (when someone is diagnosed before age 50) in 2022 felt like a relief.

"I had been searching for an answer for so long, and I had really hit a wall with my physical therapy and the meds that I was trying," he says. "I was just exhausted."

The symptoms Chinnan had been experiencing had kept him out of work, and as soon as he was diagnosed, he could start various treatments. He met with a neural movement disorder specialist and began Rock Steady Boxing, a type of no-contact sparring that can help Parkinson's patients manage their symptoms.

"I attacked it head on. I was open with my family about it," he says. "I had already started seeing a therapist because of the cognitive and emotional things that I was dealing with."

After his diagnosis, he learned a cousin also had Parkinson's disease, which surprised him. His family member preferred keeping his illness quiet.

"I would say to anyone who gets diagnosed not necessarily that they need to be open and bless the world, but it's really important to find their people, their network and their care team," he says. "It's not something that anyone should go through alone."



Vikas Chinnan finds that boxing, Tai Chi and yoga can help him feel better and he hopes slows the progression of some of his symptoms.

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## Young onset Parkinson's disease

Parkinson's disease is a neurodegenerative condition that targets neurons that produce dopamine. It's typically diagnosed after age 50, but about 5% of the total number of people diagnosed with Parkinson's disease are diagnosed before 50.

"Young onset, it's rare," James Beck, Ph.D., chief scientific officer of the Parkinson's Foundation, tells TODAY.com. "The numbers are hard to come by simply because we don't have a comprehensive way of tracking who's getting diagnosed with Parkinson's disease, yet."

The symptoms of Parkinson's are generally the same regardless of age at diagnosis, but "one of the key symptoms for young onset Parkinson's disease" is more involuntary muscle contractions, also known as dystonia, Beck says. "Like a bad writer's cramp ... bad feet cramps. Those are often early signs."

Dystonia can occur unrelated to Parkinson's, he adds, so doctors might misdiagnose younger people at first.

Other common symptoms of young onset Parkinson's disease include pain in the joints, especially the shoulder, stiffness, slowness of movement and dyskinesia, or "uncontrolled movements," Beck explains.

Dyskinesia often occurs as a result of medications that Parkinson's patients may be taking. Constipation and sleep problems are also frequent in young onset patients, but they are often attributed to other causes.

Like Chinnan, a lot of patients receive a depression diagnosis before the Parkinson's diagnosis, regardless of their age, which is likely due to the changes that occur in the brain with Parkinson's.

"It's an indication that changes in the brain ... are more widespread than just the movement," Beck says. "It's not just about getting a terrible diagnosis



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Vikas (left) with his good friend, Sunil James. Sunil was recognized for his Outstanding Fundraising efforts during the 2022 Drive Toward a Cure 75 Days of Summer annual fundraising/driving program fueled by Hagerty, having raised \$3,525 supporting Parkinson's Disease on behalf of his friend.



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### Coping with the apathy that's part of Parkinson's disease felt tough for Vikas Chinnan and his wife. He finds that regular exercise, doctors' appointments and therapy can help him better manage his symptoms.

that can lead to someone being depressed. ... It's the disease process itself that's leading to these chemical changes that can contribute to depression."

Beck notes that the Parkinson's Foundation conducted a registry to see how often Parkinson's patients receive mental health treatment. The findings indicate that the majority of patients do not.

"Only a small percentage of individuals are getting referred to mental health professionals," he says. "Meanwhile, 40% of people get referred to a physical therapist. So one of the things we see as an organization that is ... depression is something that's not really routinely screened for, and we think that's one of the issues for people getting the treatment they can really benefit from."

### Grappling with invisible symptoms

Chinnan experiences depression and apathy as part of his condition, and sometimes these invisible symptoms feel tough to navigate. Before he received his diagnosis, he started taking "epic" naps for two to three hours a day, where he would have very vivid

dreams that he thought were real, he recalls, adding that he often forgot important things, such as the death of a friend's dad.

"Even now that I'm on medication, I experience periods where I have this brain fog," he says.

He felt particularly stunned by his mental health symptoms, his apathy in particular because he thinks it's much less understood than depression. He went from being an extrovert that loved social activities to someone who often feels indifferent about many things.

"I find myself in situations where I don't enjoy those things that I previously enjoyed," he says. "That was really unnerving. It's unsettling for my wife because she didn't know that side of me."

Chinnan says maintaining a low-stress level allows him to box, visit his doctors and rest when needed, which bolsters his health and reduces his symptoms.

"My hope is to be a resource to people that are experiencing (depression and apathy) and to help fight the hidden symptoms and to give people the hope that they can fight," he says. ●

There's a universal appeal to road trips that attracts riders of all types. The feeling of escape, the desire for freedom, and the possibilities around the next bend—these are essential ideas that every motorcyclist understands.

WORDS BY BASEM WASEF  
PHOTOS BY SCOT TOPHER

# A REASON TO RIDE

And then, there are more personal experiences.





**JONI PURSELL EMBARKED ON AN EPIC JOURNEY TO RAISE MONEY TO FUND PARKINSON'S DISEASE RESEARCH AND CARE.**

On the surface, financial advisor Joni Pursell is not unlike countless Harley-Davidson enthusiasts who have answered the call of the open road. But when she embarked on a 34-day, 8,000-plus-mile odyssey through 19 states and four Canadian provinces, her story took on special significance. Despite the deceptively simple premise of eating lobster in Maine with her friend Mike Burke, Pursell's journey would leave a lasting impression.

"By the way, Maine lobster tastes just like Idaho lobster," Pursell teased, revealing that sometimes a flimsy excuse hides a deeper message. Her initial impulse to start riding was sparked by a familiar empty-nest milestone. "I'd made a decision to get a Harley" motorcycle when my son graduated high school in 2002 because I'd done my responsible piece and raised my kids," she recalled. Like many people (and particularly women) who choose to ride, Pursell faced resistance. As with headwinds in life, she tackled it head-on. "I don't need to check it out or ask a bunch of questions," she said. "It's how I do my life. If I've made a decision, I don't need people to step in; I just want to do it myself, so I signed up for [the Idaho STAR] rider training course." Upon completion, she rewarded herself with a Dyna® Wide Glide.® The purchase caused a snowball effect with friends, who followed her H-D lead and joined the riding ranks.

As her riding experience grew, so did her repertoire of motorcycles. Following the Wide Glide, she acquired a 2006 Deuce,™ then a 2010 Softail® Deluxe, which led to her interest in a Street Glide.® Her salesman urged her to go for a 2013 Road Glide® instead, suggesting its frame-mounted fairing would make it better suited to the long-distance riding she preferred. Then in 2017, the unthinkable happened. A female friend who had recently joined the two-wheeled ranks went out for a ride with her at dusk. While Pursell's husband, Clyde, was cooking dinner at home, her friend rounded a corner that she couldn't negotiate. She didn't survive the ride.

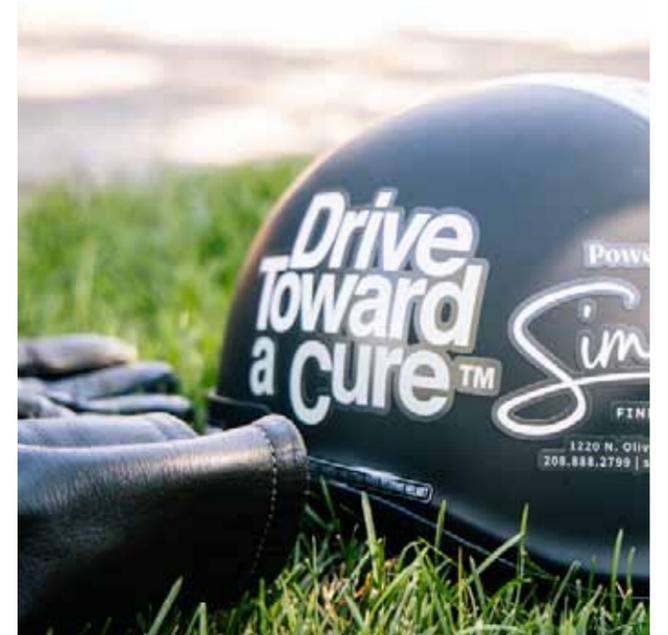
The tragedy led Pursell to sell her bike and hang up her helmet for a

## **"I MISSED RIDING BECAUSE IT'S SUCH GREAT THERAPY FOR ME"**

year and a half. It was a challenging period in which she also endured two back surgeries and a hip replacement. "I missed riding because it's such great therapy for me. I'd [see bikers] and say, 'There go my peeps,'" she recalled. "It was just like the commercial with the little kid standing outside the fence on the playground; I was watching everybody else having fun."

When the doctor eventually gave her the okay to ride, Pursell checked out a new 2020 Road Glide Special Eagle Eye, a limited-production model that only saw 900 units built worldwide. She revealed her feelings to her salesman, Ryan. "I'm terrified," she admitted. "I'm scared to death. It has been a year and a half, and I haven't ridden a bike." After a short ride, she said it took her about two seconds to say, "Let's go."

The itch for a big road trip lingered. After one canceled ride before the global pandemic, she knew she had to make the call. "Every-



A conversation with client and friend Blake Simmons led to a lead sponsorship from his company, Simmons Fine Jewelry.

body has their time out. Life, for me, I want to live it.” The sentiment is echoed by her personalized license plate, which has become a motto for Pursell: “YRUW8NG,” short for “Why Are You Waiting?” After other friends pulled out of the big road trip, she announced to Clyde – who doesn’t ride – that she would go it alone. He refused and suggested he trail her in a car, which she said would make it the worst trip of his life. When her friend Mike agreed to ride with her, Clyde held the line on following in a car, which Pursell eventually agreed to. Her husband earned the affectionate nickname “Sherpa” for the trip.

A conversation with client and friend Blake Simmons led to a lead sponsorship from Simmons Fine Jewelry, where he’s store manager. Blake lost his grandfather to Parkinson’s disease, a neurodegenerative disorder that affects millions of people worldwide. He introduced Pursell to Deb Pollack, who founded the 501(c)(3) charitable organization Drive Toward a Cure, which raises money for Parkinson’s disease. “Blake and I both lost people in our lives to Parkinson’s,” Pollack explained. “I lost my mom in 2006, and 10 years later I started Drive Toward a Cure to honor her. It turned out that one of Joni’s very dearest friends in Illinois she was going to see also has Parkinson’s. There’s a connection across the board, and that’s really how it began.” Pollack’s organization has raised more than \$1 million since it was founded in 2016 and continues to run fundraising events, drives, and rallies that support research and patient care at Parkin-

**“I’M REALLY JUST HONORED AND PROUD TO BE ABLE TO BE A CONDUIT TO RAISE SOME MONEY.”**

Pursell’s ride was sponsored by High Desert Harley-Davidson in Boise, Idaho.

son’s Foundation Centers of Excellence nationwide. Drive Toward a Cure raised more than \$15,000 from Pursell’s ride. “I’m really just honored and proud to be able to be a conduit to raise some money,” Pursell said. “People are coming out of the woodwork. When I got home, my sister-in-law told me she was in awe and inspired by what I did, and that her father died from complications from Parkinson’s. I didn’t even know that.”

Pursell added that organizing her ride, which was also sponsored by High Desert Harley-Davidson,<sup>®</sup> unfolded a series of connections that she credits to Pollack’s expertise in pulling publicity together. “All these angels just went to work to create something. All I had to do was say yes, and across the country I talked to people on radio stations, did a podcast ... everything just fell into place, and the reward was wonderful. They turned it into a magical experience for Mike and I.” She added, “I love her, Debs, and I haven’t even met her yet.” No ride is without its challenges. Pursell rode into snowstorms that forced her to stop for safety. But even under sketchy circumstances, strangers opened their doors, and offered warm food and a room for the night. “I was so taken aback by all of the kindness and inspiration people felt. Things just always seem to work out.” Pursell said. “There wasn’t one day when we got up and said, ‘Ugh, we’re not gonna do this day.’ Every day we got up and were on to the next destination. Every day was something new.” Toward the end of her nearly 8,600-mile ride, Pursell and Burke were treated to a VIP experience and

escorted ride at Harley-Davidson headquarters, where they toured the company’s historical collection with Archives Manager Bill Jackson and met with Bill Davidson, museum head and great-grandson of company co-founder William A. Davidson. In her blog, she described the experience as being “... like Cinderella on a bike.”

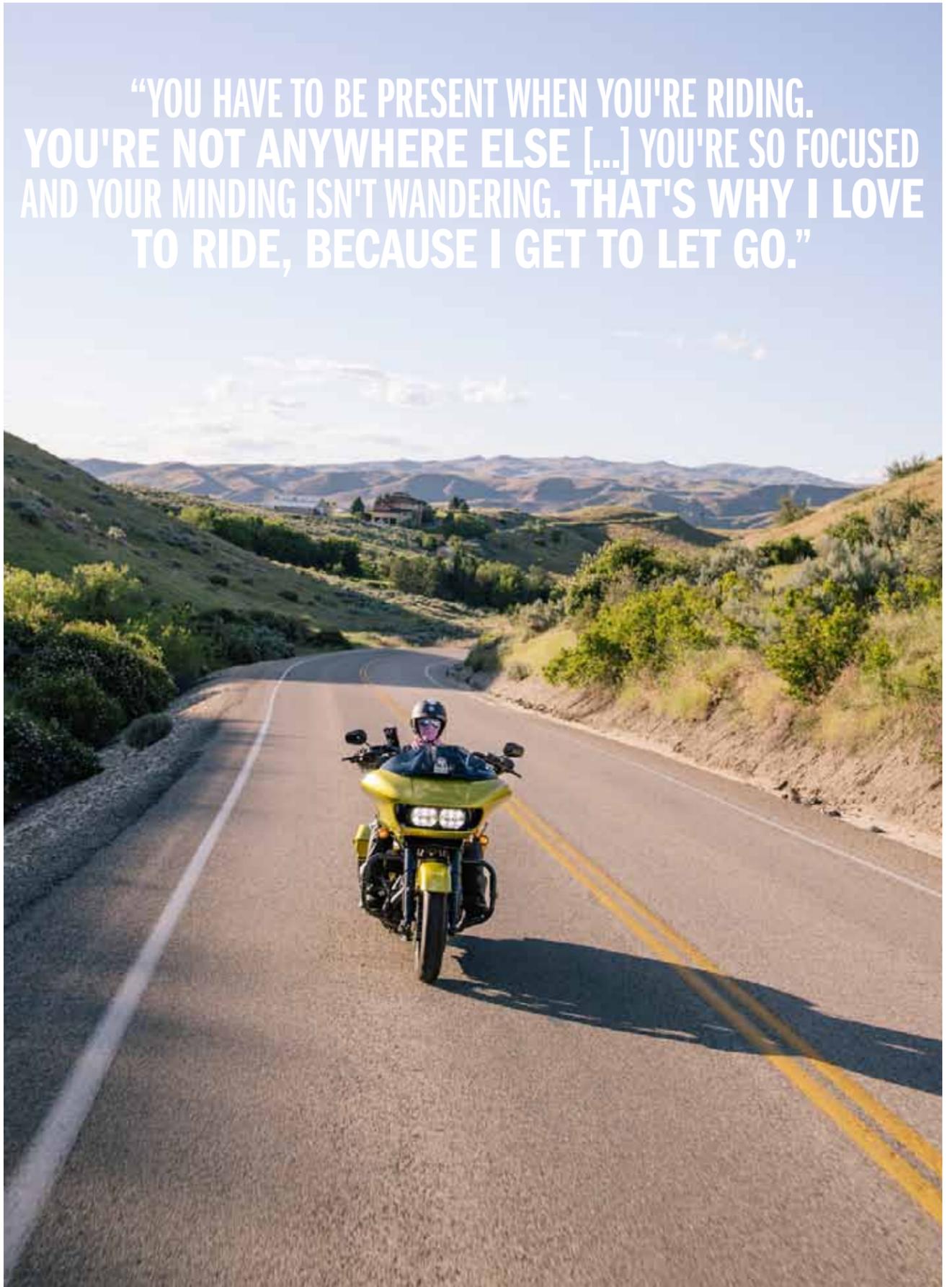
When Pursell finally made it home to Boise, Idaho, and the dust settled from more than a month of riding, she said her journey transported her to another mental plane. “You have to be so present when you’re riding. You’re not anywhere else; you’re right there. You’re noticing everything, and you are so focused and your mind isn’t wandering. That’s why I love to ride, because I get to let go.”

Fundraising also introduced a different perspective, inspiring some to tell her that she’s a hero for her adventures. “I’m not a hero,” the grandmother responded. “I’m ballsy and I’m gutsy and I’m determined, but what we did is nothing compared to what people are going through with Parkinson’s, or any health ailment that is debilitating and paralyzing. We made a difference, and it was so amazing that people were living vicariously through me.”

Ultimately, through facing her fears, Pursell not only answered the challenges she encountered but also enabled others to do the same. A Cinderella story, where the heroine steps up in her own boots. “There was no downside to any of this ride,” she added. “Not anything.”



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May 15, 1950 - April 6, 2023

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