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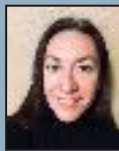
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Please email material or any questions to
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P R E S I D E N T ' S

P A G E

JOHN SOMMERWERCK, SILVER SAGE PRESIDENT



I want to thank all of you Silver Sage Porsche enthusiasts for electing me president of the region for 2018. I will do my best to continue the tradition of excellence in fun car events, fellowship and good works that I have been privileged to enjoy with all of you in this region. Fortunately, all the wonderfully creative, enthusiastic, intelligent and hardworking members who come together to make our events happen make this position in Silver Sage easy. We have a cadre of folks who have continually stepped up to suggest and run events.

I am writing this column fireside while a winter storm is dumping an estimated six to eight inches of snow. This causes me very mixed emotions. It will be longer until I can get my 911 out, but the skiing is going to be great. But I digress.

We have started our year with three great events. The weather is precluding drives but that does not stop us from having fun and informative events. In January, our new Membership chair, Robert Sturgeon, created a great format for our New Members Meeting. We had over 100 members attend! Thank you, Robert, for a job well done. Derek Parker and his team have set up three Tech Sessions. The first was held at the Rag Company, where we all learned to wash our cars correctly. I heard many; '...I did not know I was doing it wrong all these years.' Our next Tech session, Collector Car Market, was once again a sellout. At this session, one lucky member found that his Porsche was very valuable. The last Tech Session was held at EuroSport on March 10th. The session was focus on Porsche Chassis and Engine Management Systems.

We have already had three Board of Directors meetings, which are held on the first Wednesday of each month, at **Porsche of Boise**. These are your meetings, open to all members and I encourage you to attend. In these meetings the board and membership discusses the nuts and bolts of the club's activities. We field questions from members, entertain proposals for new events or adjust existing events, and make changes as needed to the region By-laws, etc. I'll admit the board meetings aren't as much fun as the events, but we need fresh ideas to fold into the club activities and those meetings are the place to do that. If you have an item you'd like placed on the BoD agenda, contact me by email or phone and I'll add that item. Or just attend and speak your mind at the New Business portion of the meetings.

Next up on the club calendar are; AX Auction, Spring Fling at the Nest, Kaffee Und Autos (*we renamed our monthly drives, so they would not be confused with other car club events*) will be starting the first Saturday in April, weather permitting, and The President's Mystery Tour. Check out our website www.silversageporscheclub.com for a complete listing of club events and dates.

Remembering, it is not just the cars, it's the people. Volunteers make our club successful. ❖



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TICK TALK

FRANK HEINRICH, SAGE TICK EDITOR



Hooray! Spring is coming! As we publish this spring issue of the Sage Tick there are many exciting events coming and opportunities for participation, both in our own club and the larger Porsche community in the coming months. ***It is all about US, the members!***

We are so privileged to live in an area where we can enjoy driving our Porsches on all kinds of roads, and at speeds we can enjoy the sounds of our engines and the thrills of the wind blowing by. In this vain we look forward to April 7th and our first Saturday morning drive, renamed “***Kaffee Und Autos***”. So be sure and clear the first Saturday of the month starting in April.

Our very own ***John Andrews*** who is our Porsche Drivers Education liaison has put together an article listing the Driver Education events in our greater Porsche Region. Be sure and check out all of these opportunities to get more familiar with both the capabilities of your Porsche and your skills as a driver. The better we know our Porsches and our own limits the better defensive drivers we can become.

This issue also starts a new column devoted to Porsche tech and learning about our beloved cars. Porsche of Boise was kind enough to jump at the chance to start contributing to a column that might address questions of a technical nature that our readers might submit or that they

feel might be of interest to our club members.

Mike Bell, a Porsche Gold Certified Master Technician at PoB has stepped up to partner with us in this new area. So have at it my friends, let's submit questions or requests via email to editor@silversageporsche.com.

I also want to give a big shout out to ***Denis Dunlop*** for putting together the article I totally missed including in the last issue covering Octoberfest. He did such a fabulous job making sure I had a complete list of winners with the article. Thanks again Denis for covering the event and for giving grace to me for totally missing your efforts in the titled issue.

I am so encouraged for our club for the coming year by the turnout to our new members dinner in January. I am told that it was one of, if not the best attended event new members or not. Kudos to all members of our club that participated, but most of all to ***Robert Sturgeon*** for negotiating the venue that we all seemed to enjoy so much at the Rib Shack Barbecue Restaurant in Eagle. It was a wonderful evening of getting to know each other and hearing what events are coming in the next few months for our club.

Every day is an adventure. Where are you going? ❖

TECH TALK

MIKE BELL, PORSCHE OF BOISE
Porsche Gold Certified Master Technician



Editors Note: This is the first article for what I hope to be a new reoccurring section of our newsletter dedicated to Porsche Tech articles. If you have any questions that you want answered please forward them to: editor@silversageporsche.com

Well it's March, and we are all starting to get the itch to get our cars out and play. With that in mind I'd like to talk about a little preventative maintenance /measures.

Several overlooked areas are tires, batteries, cooling systems, oil and brake fluid. Hopefully by now everyone is using a smart charger during winter storage. I prefer to install them directly hardwired (battery b+ and body ground) to avoid modern energy management systems interfering with the maintainer. With hood and doors closed and locked.

Now that we have our cars up and running, we are looking ahead to some fun road trips, coffee and cars, and maybe autocross or track days. The cooling system and brake system should be up to par. One of the most common areas of summer failures are from the cooling system so get those checked out to help avoid any roadside failures. If you are thinking autocross, track days or even some fun runs up to bogus and back, then brakes should inspected and brake fluid should be refreshed. Brake fluid is a hydraulic fluid that is used to compress the brake pads

against those brake rotors to stop and slow the vehicle. Brake fluid is exposed to some extreme heat, and in its' new state has a high boiling point property. It's downfall is that it's hydroscopic, meaning that the fluid will absorb moisture(h2o) out of the atmosphere . Brake fluid lives in a vented (open to atmosphere) environment, which means it will become diluted with h2o over time. We all know that water can boil and when water boils it lets off oxygen. Air is bad in the brake system as it can't be compressed and used as well as fluid, and results in brake fade. This reason is why Porsche recommends flushing the brake fluid every two years, or more so if the car is tracked.

The last fluid I want to talk about is oil. Get that oil renewed !!! The crankcase can also develop moisture, which gets trapped in the engine oil and degrades its lubricating qualities.

Finally, don't forget to have properly adjusted engine belts, tire pressures, intake and exhaust valves (if applicable). Properly adjusted valves are very cheap insurance in the scheme of things, but we can hit that subject in the next tech tip. ❖



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DRIVERS EDUCATION – SILVER SAGE REGION

(JOHN ANDREWS)

For members who are interested in developing their driving skills and experiencing more of the capabilities of their Porsche, there are numerous DE event opportunities provided by PCA chapters in the greater area around Southern Idaho.

Below is a list of the DE events planned throughout the greater regional area for 2018. Other organizations (e.g. non-PCA) that run DE events and other types of driving events such as Autocross and Tours are not covered here.

Calendar of Porsche Club DE Events in the Region Around Boise (as of January 14, 2018)

2018 Date	Day	Racetrack	Location	PCA Sponsor Region
March				
3/24 – 3/25	Sat., Sun.	Thunderhill Raceway	Willows, CA	Golden Gate
April				
4/14	Sat.	The Ridge Motorsports Park	Shelton, WA	Pacific Northwest
4/28	Sat.	Utah Motorsports Park	Grantsville, UT	Intermountain
May				
5/12	Sat.	Pacific Raceways	Kent, WA	Pacific Northwest
5/19 – 5/20	Sat., Sun.	Buttonwillow Raceway	Buttonwillow, CA	Golden Gate
June				
6/1 – 6/3	Fri., – Sun.	Spokane	Raceway	Spokane, WA Inland Northwest
6/9 – 6/10	Sat., Sun.	Utah Motorsports Park	Grantsville, UT	Intermountain
6/14	Thurs.	Pacific Raceways – Woman's Day	Kent, WA	Pacific Northwest
6/30 – 7/1	Sat., Sun.	Oregon Raceway Park	Grass Valley, OR	Pacific Northwest
July				
7/7 – 7/8	Sat., Sun.	Laguna Seca	Salinas, CA	Golden Gate
7/17	Tue.	Spokane	Raceway	Spokane, WA Inland Northwest
7/20	Fri.	The Ridge Motorsports Park	Shelton, WA	Pacific Northwest
August				
8/10	Fri.	Pacific Raceways	Kent, WA	Pacific Northwest
8/14	Tues.	Spokane	Raceway	Spokane, WA Inland Northwest
September				
9/8 – 9/9	Sat., Sun.	Thunderhill Raceway	Willows, CA	Golden Gate
9/8	Sat.	The Ridge Motorsports Park	Shelton, WA	Pacific Northwest
9/11	Tue.	Spokane	Raceway	Spokane, WA Inland Northwest
9/21 – 9/23	Fri., – Sun.	Utah Motorsports Park	Grantsville, UT	Intermountain

We will check periodically for additional events from all of the regions and update this calendar. If you are aware of other Porsche Club DE events in the region, please let us know.

If you are planning to attend an event or interested in organizing a group outing to an event. Please let us know and we can post an announcement. ❖

TECH SESSION JANUARY

INTRODUCTION TO MODERN DETAILING TECHNIQUES

THE RAG COMPANY

JAN. 13, 2018, 9AM TO NOON

(Derek Parker)

One of the best things about living in Boise and being a member of the Silver Sage Porsche Club, is experiencing world class products and services from home-grown businesses in the region. One of these local success stories is The Rag Company, located on 5430 W State St. Established in 1999, as a distributor for premium microfiber towels, the business has been transformed by the current owners, Jeff and Carolyn Hennen, into one of the fastest growing car care and cleaning product operations in the United States.

The morning started off with an introduction to two of the Rag Company's detailer professionals, Levi Gates and Anthony Fisher. You may have seen these two on their weekly YouTube video channels, "Detalks" & "Wash Wednesdays". Both have a wealth of knowledge and passion for car care, paint correction, and proper wash technique for maintaining our beloved German beauties.

There was a discussion about how modern paint finishes need to be matched with modern cleaning compounds and polymers, and how the two can bond and extend the life of your vehicle's paint in harsh conditions and environments. From there we went into learning about cleaning cloth design, how micro fiber towels work, and proper use of the different types of

towels. Way more advanced from that old t-shirt we have been using since our school days.

Porsche of Boise was kind enough to supply one of their vehicles, a brand new, 2017 911 Turbo, for the demonstration portion of the event. One of the current themes I heard from members throughout the event was – "wow, I've been washing my car the wrong way all these years". Many folks got hands on, with Levi and Anthony's guidance, and practiced some of the new techniques we had just learned.



Special thank you to The Rag Company owners, Jeff and Carolyn, for being such gracious hosts, Levi and Anthony and their tech staff for putting on the event, and to all the Silver Sage members who showed up with open minds, ready to learn more about washing, detailing, and new ideas for maintaining modern automotive paint systems.

For those that were not able to attend, the event was video recorded and you can follow the link here:

www.theragcompany.com

If you want to keep up with Levi Gates and his Detail Talk Channel, you can follow this link: [YouTube](#)

If you want to keep up with Anthony Fisher and his Wash Wednesday Channel, you can follow this link:

www.theragcompany.com/pages/videos ❖

IN MEMORIAM

GARRETT WILLIAM GOULET

Gary passed away on July 30, 2017 from cancer. He grew up in Salem, Oregon, attended Menlo College in Atherton, California and Oregon State University. He worked as a structural engineer in Oregon and Washington and while working in Seattle married, Dee Ann, his wife of 48 years. Gary farmed briefly with his family in Salem, then moved to Idaho where he grew sugar beets in Murphy and Nampa. He retired in 2000.

including buses and taxi cabs. The guide suggested everyone drive the track once, then meet for lunch and a museum tour. Gary insisted on staying on the track as long as possible so they skipped the group lunch and museum.

Gary had several Porsches over the years. He probably drove the blue 911 the most, but did have a black GT3 for a while. His last car was a black 911 Carrera GTS which



Gary, Dee Ann and their two children have lived in Boise for 40 years. Gary was a beautiful skier and enjoyed skiing with his family and friends in Sun Valley during the eighties and nineties.

Gary loved Porsches and bought his first one at age 40. He enjoyed road trips until he started driving on race tracks. Then the road trip was to get to the track. His first track experience was at PIR during Rain Bonnet in Portland. He was driving a red 944S at the time and could transport the track tires in the back. He drove that car at Las Vegas and the track at College Station, Texas. In 2006 and 2007 he and Dee Ann went to Germany, rented Porsches with a group and drove mostly in France. On the way to Monaco they drove through a corner of Italy. The rental company would not allow them to stop because of rampant theft of Porsche parts in that country. The 06 trip was most memorable because they drove the Nurburgring track, not to race, but to sight see along with others

he took to the track only a few times and enjoyed not shifting. He drove at Road America in Wisconsin twice and Sebring, Florida four times. The last time in Florida he was able to attend an event at Homestead track. Laguna Seca was a favorite, but he also enjoyed events at Willow Springs, California Speed Way and Thunder Hill all in California. He drove at Miller Speedway from the beginning and still has a membership at Spring Mountain in Pahrump, Nevada. Most events were Porsche sponsored, but in recent years he enjoyed the Hooked on Driving group which included other Silver Sage members and were run on various tracks such as the last HOD event he attended at Ridge in Washington.

Gary avoided funerals so when we had a family service for him, his ashes were in the driver's seat in front of the church. ♦

A NON-CLUB-MEMBERS PORSCHE REMINISCENCE

(STEVE KIMBALL, FORWARDED BY WALT THODE)

(Walt's note: I was helping member Jeff Fergot store his Airstream trailer in my big shop back in September. Neither Jeff nor I felt very expert at backing a trailer down the long driveway to the shop, but we were about to tackle it when this car stopped to look at my '65 Lotus Elan that was pulled out of the shop to make room for the trailer. The driver, Steve Kimball, offered to help, and whipped it into the shop lickety-split. We got to talking – it turned out that his dad and mine both had worked for the Roy C. Davidson Ford dealership back in the day – and he mentioned he'd owned a 911 years ago and offered to write about it. The following article is the result.)

Growing up, I was always a car guy. I traded my Honda Dream for a 1955 Chevy with a 265 V-8 and a Powerglide, which were in the trunk. I had to rebuild the engine. Several cars later I had a 1964 GTO. I knew how to make them run fast from learning to rebuild engines to weight transfer to get maximum traction. The GTO was pretty quick. It would turn high-12 seconds in the quarter mile.

David Allen was a fellow GTO owner. His was not as fast, although his car looked nicer. David bought a Porsche 911 and took me for a ride. After that, the search was on for a 911. I found one over off 24th and Anderson in Boise. Susan Thompson was the owner. (She's the one sitting on the hood in the photo, which is of members of a Boise State sports car club back in the '70s.) It was a 1966 911; she was the second owner. She told me it had been Hans Borbonus' car and that he had gone to Germany to get it. (Ed. Note: Hans Borbonus was one of the Silver Sage Region's founding members.) I think it was one of the first ones imported into the States; British Racing Green in color, 5 speed. It wasn't real fast in the quarter, but it was awesome once you got out of first gear. It would do 55 mph in first gear. It drove a little different than the other cars I had owned. The rear engine changed things. It took a little time to learn. I did not wreck it, but did have some close calls. You had to keep your foot on the throttle around the corners or the rear end would come around on you.

The little Porsche had about 86,000 miles on it when I purchased it in 1971. I did some painting on it and first made

it a brighter green. Later I painted it a burgundy color. The front bumper trim went bad and the cost to replace was not cheap, so I made a walnut replacement. In 1972 I had to rebuild the transmission and replaced some synchronizers and bearings and one gear in the transmission. That was fun, no shop and the temperature that winter dropped to -26 degrees. Four months later it was running again.

The fun part of owning a 911 was the expression on people's faces when they witnessed the performance of a true racing machine. One evening I had picked up a girlfriend in Nampa, and as we were going under the Orchard overpass on I-84,

doing about 70 mph, an orange Road Runner passed us and did the little "beep-beep" thing. I asked Miss Powers, "Did he beep at us?" "Yes, he did," She replied.

Time to show the Roadrunner the road. Down to third gear, tach to 8000 rpm. Fourth gear. We passed him. He was topped out at 120 mph. The look on his face was priceless; mouth wide open because his jaw dropped. Then I shifted to fifth and let it tach to 8000 rpm. As we went

under the Vista Overpass, I looked at the gauges. 8000 rpm in fifth gear is 150 mph. The exhaust in the side view mirror revealed that I was burning the carbon out of the engine. That was the second time I had been to that speed in the 911. We turned off the freeway at Broadway and went to my place to watch TV.

150 in the 911 was the fastest I have gone on the ground. In 1973 the oil embargo led to Nixon lowering the speed limit to 55 mph. I decided to trade it in on a 1974 Toyota pickup. I knew if I kept the 911 I would get a few tickets. It was a memorable experience. Today I have a Corvette. I had it to 130 mph once, but I am much older and wiser now. I'm sure the gearing would allow it to go faster than the 911, but the nut behind the wheel still enjoys the ride. ♦



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THE SAGE TICK

PAGE 12

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TECH SESSION FEBRUARY LEARNING ABOUT THE PORSCHE COLLECTOR CAR MARKET

(BOB PENTECOST)

A cold Saturday morning in February is a great time for an indoor Porsche event. Sid Cannon had offered his shop/garage condo for a tech session featuring Nathan Merz to talk about the Porsche collector car market and demonstrate how to evaluate a used Porsche (mine, a Blue Turquoise 1997 Carrera 4S). Nathan owns Columbia Valley Luxury Cars in Redmond, WA which deals primarily in Porsches; he's also a member of PCA's Inland Northwest and Pacific Northwest regions. You may have noticed Nathan's articles in the December 2017 and February 2018 issues of *Panorama*. Nathan has made presentations at PCA's Tech Tactics as well as a recent Arizona car auction, so we were very lucky to have him visit.

To get ready for the tech session, Sid spent much of the prior week cleaning up his shop which he claims hadn't been done since he moved in five years earlier. Fortunately, his son-in-law and fellow Silver Sage member Robert Sturgeon helped out and they had the place sparkling by Saturday morning. Since February's weather can be a bit unpredictable, Sid and I made a plan to move my car into his shop on a clear day earlier in the week. It's a good thing we did it then as the weather turned a bit ugly later in the week.

Saturday morning about 50 people gathered in Sid's nicely heated shop and started with coffee and donuts before the presentation. After about a half hour of socializing, Nathan started by explaining how the Porsche collector market has grown substantially in the last five or so years, but has recently cooled to a more reasonable level. He doesn't see it as a bubble about to burst! He went on to talk about how

various models of cars go in and out of favor over time; it was surprising to hear the transaxle cars (944, 968, 928) are currently being viewed favorably. Models that are currently a good buy include 996 and open cars.

And rare cars aren't always desirable cars!

When looking for a car, Nathan recommends you take your time and do your homework. Don't jump to get a Pre-Purchase Inspection (PPI) before you really decide if it is a car you want. Go see the car at the owner's home and take time to know the owner. Start a test drive by riding in the passenger seat so you can focus on listening to the car

and testing the accessories; spend at least 30 minutes driving. Tolerate minor faults; walk away from major problems. Use Google to check the car's VIN and owner. CarFax and AutoCheck are good resources but may miss problems; if they show a major problem, don't

buy the car. If something seems odd, question it; trust your gut feelings! When you get the PPI done, expect issues to be found; a PPI that finds no faults is an incomplete PPI! If everything checks out, buy the car.

Next up was the inspection of my car. In order to prepare for this, I created a list of everything I knew was wrong with the car (I wanted to see if Nathan discovered everything – he did). The car has been

driven for 80,000 miles and being the second owner (for 19 years and 75,000 miles), I could blame things on the previous owner (PO) as needed.

Nathan started with the outside and noted the obvious non-original tinted windows and chrome wheels (both



TECH SESSION FEB

(CONTINUED)

PO). The paint looked all original and his paint gauge confirmed it. While there are stone chips in the paint and headlights, it's about right for the mileage (he noted one headlight had been replaced). Under the front hood, he found a generic compressor and some



tools missing (both PO). The three VIN numbers (windshield, door jam, and body stamp) all matched. Moving to the interior, Nathan recommends starting with the "Sniff Test" to determine smoke, pet, and moisture issues (none noticed). He noted the shift knob and brake lever had been replaced with "crazy expensive" carbon fiber pieces (again, PO). The underside of the car looked as expected, as long as the engine cover is available (I have it). He noted



some rubber pieces missing and worn that can be ordered from the dealer at reasonable prices. Overall, he liked the car saying the pride of ownership shows in maintenance records and long

WINTER 2017



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TECH SESSION FEBRUARY

(CONTINUED)

term ownership; the mileage and chrome wheels are the big detractors.

Now it was on to pricing. As a contest, everyone wrote their price estimate before the inspection started; closest to Nathan's value without going over would win a Porsche crest clock. Nathan estimated a car such as mine in a silver color would go for \$85,000; the Blue Turquoise color adds 20% to the value! He put the asking price at \$112,993. It turns out no one went over that number, so Walt Thode won with his guess of \$101,000.

In summary, Nathan says don't buy a Porsche as an investment, buy it to enjoy it! Use your PCA resources to find the best car that fits your needs.

Afterwards, some of Sid's neighbors opened their shops to show their cars. Randy Wyatt has a 911SC wide body cabriolet conversion project and Bill Ritter showed his collection of six Porsches, a Corvette and a Ferrari. Thank you to them for adding to the event.

Special thanks go to Larry Walter for bringing Nathan to Boise, Sid Cannon for the use of his shop, and Derek Parker for coordinating the details (especially the coffee and donuts).

Nathan's presentation was recorded; you can watch it at <https://goo.gl/D5NTHC> (thanks, Paul Guggenbuehl). ❖



PORSCHE AUßERORDENTLICH (EXTRAORDINARY)

(RANDY BLOOM)

Dallan Schenk went to an auction last October and bought a red Porsche to go with the silver 911 that is already in his garage; nothing too unusual in that statement. But the Porsche he came home with is far from ordinary. Like other Porsches built in 1958, Dallan's 108K has an air-cooled engine but it's powered by diesel. From 1956 to 1963 over 120,000 Porsche Diesel tractors were produced in four models: Juniors (like Dallan's) had a single cylinder. Standards had two cylinders, Supers three cylinders, and Masters four cylinders. The cylinders, pistons and heads were individual and interchangeable, which probably would facilitate easier repairs on the farm if something failed.

Approximately 1,000 Porsche-Diesel tractors were sold in North America, but due to their unique collectability there are probably more than that here today as many have been

imported. Still, they are rare to see in person, so visitors to Oktoberfest got a treat when Dallan came rumbling into the Village.



Dallan's son sparked the idea to get a Porsche tractor. After some preliminary investigation, Dallan traveled to the Nixon auction in South Dakota where 9 tractors of varying specs were on offer. The Junior that would come home with him was in the middle of the list, and after a successful bid, Dallan bought a trailer and headed back to Idaho, his prize in tow.

As to why he decided to buy it, Dallan says that just walking by it makes him smile; isn't that reason enough to have any Porsche? ❖

2017 OKTOBERFAST!!! CAR SHOW RESULTS

(Denis Dunlop)

Over 100 cars, and one tractor, turned out for the annual Octoberfast Porsche festival held once again in the marvelous venue of “The Village at Meridian”.

Leaden skies and chilly temperatures were not able to dampen the enthusiasm of owners in presenting their Porsches in the best possible light, although more than a few towels were employed to achieve it. With that many cars on display it seemed as though the Village had opened a Candy Store for Porsche files.

Fifteen classes ranging from 356s to the latest models were checked in and carefully arranged around the streets of the venue by volunteers from Silver Sage.

Fourteen classes had winners determined by a public vote, as in past years, but this year there was a change in using a panel of outside independent judges to determine the winner of the Best of Show class. Judging rules were established with the intention of equalizing an older higher mileage car with a new one out of the showroom car so that regardless of age or mileage a clean and

well maintained car could receive the maximum points in each category.

It's difficult to adjust perfection however, and the beautiful 356 Speedster owned by Bruce and Joyce Grampaoli of Bend Oregon achieved a perfect score taking out the Best in Show class for 2017

A special award “George's Pick” was made and presented by retired champion Racing driver and lifetime Silver Sage club member George Follmer. George's Pick for the day was the Porsche Tractor entered by Dallan and Brenda Schenk and brought up from the Burley area for the event. George expressed admiration for the work involved in bringing the machine up to its current wonderful standard. While not expressed, the audience were left to wonder if there was also admiration for the machine's utility for ploughing without expensive damage to itself.

There were 10 other classes filled with exceptional vehicles and the results for all are shown below in the list of winners provided by Steve Wiley who organized the judging and tabulated the votes. All the winners received trophies provided by Western Trophy and coordinated by Liam Spencer.

Class A-356, The grandfather of all Porsches.

Won by Jim Houston of Boise, Idaho with his 1961 356B Super.

Class B-911s (1965-1973)

Won by Mori Mesgarzadeh of Eagle, Idaho with his 1967 911 Coupe.

Class C-911s (1974-1989)

Won by John Schultz of Boise, Idaho with his 1989 930 Turbo.

Class D- 912s

Won by Albert Knight with his 1967 912.

Class E-914s

Won by Wade Nelson of Eagle, Idaho with his 1973 914-4

Class F – Models 964 and 993 911s (1989-1998)

Won by Bob and Vicki Pentecost with their 1997 model 993 C4S.

Class G-Models 996 and 997 911s (1999-2011)

Won by Phil and Diane Rochelle of Kennewick, Washington with their 2004 996 Turbo.

Class H- Model 991 911s (2012 to present)

Won by Vicki Cannon of Meridian, Idaho with her 2014 991 Turbo.

Class I-924s, 928s, 944s, 968s.

Won by Don Telford of Boise, Idaho with his 1986 928.

Class J-Boxsters (1996-2011)

Won by Sharon Fergot of Boise, Idaho with her 1999 Boxster.

Class K- Boxsters (2012 to present)

Won by Lindsey Robinson of Boise, Idaho with her 2014 Boxster.

Class L- Caymans

Won by Rob and Becky Grover with their 2016 Cayman GT4.

Class M- Cayenne, Macan, and Panameras.

Won by Dennis Hill of Boise, Idaho with his 2016 Panamera GTS

Class N-Special Interest

Won by Dallan and Brenda Schenk of Oakley Idaho with their 1958 Porsche Diesel 108 K Junior Tractor.

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PORSCHE

2017 OKTOBERFAST!!! CAR SHOW RESULTS

(Continued)

The sight of high-vis vests and radio earpieces helping to check in and marshal entrants showed that an event like this doesn't just happen and thanks need to be expressed to all participating in the team led by Co-Chairs Sid Cannon and Gary Cuddeford. Sid, who over the weekend proved to be quite the raconteur, expressed his thanks at the closing ceremony to all who helped and made the event possible including the following:

Village retailers, Walla Walla Clothing Company, Fleet Feet Meridian, Paperie + Pen, Pro Image and Rural Haze who participated in the Octoberfast Poker Walk, won by Seth Nichols with 3 tens.

Hugh Crawford, General Manager of The Village at Meridian, Porsche of Boise and the Silver Sage volunteers as well as Jeff and Carolyn Hennen

from The Rag Company who provided the polishing cloths given to the participants.

The Car Show was the beginning of the Club's annual fund raising effort for a worthwhile cause in our community. The chair of the club's charity drive Molly Cuddeford and a representative of this year's worthy cause JESSE TREE OF IDAHO provided a presentation on The JESSE Trees activities in the prevention of homelessness in our community.

Our drive home took us past all the car yards on Fairview, and after a day of looking at beautiful Porsches we had absolutely no interest in what they had on display. ❖

PEOPLE, PORSCHEs AND PULLED PORK

(Robert Sturgeon)

As the incoming Membership Chair, it was my privilege to organize the annual New Members Dinner to welcome all who joined the Silver Sage Region of the PCA in 2017.

With membership growth of nearly 12% year over year, our club finished 2017 with 489 total members, welcoming 56 new and affiliate members (as you're reading this we will have likely surpassed 500).

In planning the event, I made calls to several area restaurants to check menu options, pricing, date availability, and capacity. I was looking for a place that could accommodate approximately 80 people. We ended up having a record 115 members at the event, with 31 being new members! Over 23% of our total membership was in the same place at the same time which made for a very special evening.

I credit the record turnout to Rib Shack and their staff in Eagle, ID. General Manager Eric Gremmo did a tremendous job meeting all of our criteria. Rib Shack graciously closed their restaurant to the public to accommodate all of us, as well as providing really terrific barbeque at a great price.

The atmosphere was cozy in the main restaurant and the adjoining banquet room with a steady buzz of lively conversation. The Rib Shack staff members were very friendly and helpful throughout the evening. The buffet menu included: brisket, pulled pork, burnt ends, 5 bean baked beans, smashed potatoes, as well as bread

that was sliced down the length of the loaf. Each table had a selection of six signature barbecue sauces to suit every taste. A full bar was also available, as well as a great selection of craft beers and wine.

Silver Sage President John Sommerwerck addressed the membership (twice, once for each section of the restaurant) welcoming the new members, as well as providing a preview of many upcoming club events and activities for 2018. If we hold the event at Rib Shack next year, we'll bring in a PA system so John can spend more time visiting and enjoying the food, and less time giving speeches.

The New Members Dinner is a wonderful tradition, and I'd like to thank everyone for their participation in

the event. No one does anything like this alone, so I would like to thank the following people for all of their help: outgoing Membership Chair Paul Guggenbeuhl for the great job he did in 2017, as well as Bob Pentecost for handling signups for the event, and Silver Sage Treasurer Melissa Shane for collecting money at the door and taking care of the bill.

It was exciting to see so many new and familiar faces mingling and enjoying each other's company and it only reinforces our club's motto "It's not just the cars, it's the people." ♦



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Silver Sage Email

The Silver Sage Region uses email to communicate with members and other interested people. Messages contain information about upcoming events, a calendar of events, classified ads and other matters. The frequency of messages is rarely more than one per day and usually fewer than three per week. No one sees your email address unless you are hosting an event or place an ad. Your email address is never given away or sold! **You can unsubscribe at any time.**

If you are not currently receiving the email messages and would like to see what you are missing, please send a message to SilverSagePCA@cableone.net

Greetings from the Silver Sage Region of the Porsche Club of America! The Silver Sage Region is proud to have been a part of the Porsche Club of America since 1966. Our membership includes Porsche enthusiasts from all over southern Idaho and eastern Oregon, with a concentration in the Boise area.



CALENDAR

March

- Mar. 10: Tech Session @ Eurosport
- Mar. 15: Porsche Cruise-in
- Mar. 24: AutoCross Auction & SPUDs Dinner

April

- Apr. 7: Kaffee Und Autos
- Apr. 14: Spring Fling
- Apr. 18: Last Day to submit Charity Application
- Apr. 19: Porsche Cruise In
- Apr. 25-29: Treffen Teamya, Santa Ana Pueblo, NM
- Apr. 28: Presidents Mystery Tour

May

- May 2: Charity Presentations
- May 5: Kaffee Und Autos
- May 5: AutoCross – Expo Idaho
- May 17: Porsche Cruise-in
- May 18 – 20: Tri-Cities Wine Tour

Note: Silver Sage Board Meetings are on the first Wednesday of the month, 6:30 pm at Porsche of Boise