

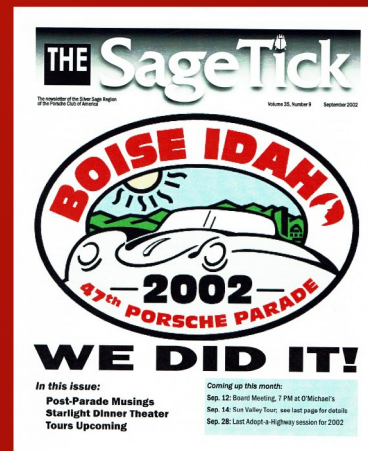
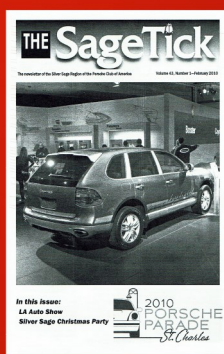
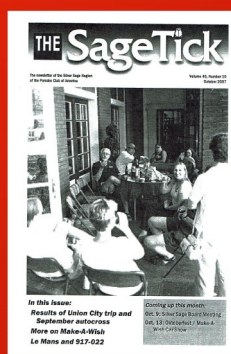
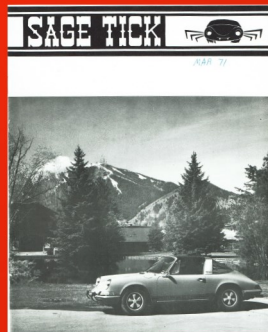
VOLUME 54
#2
SAGE TICK
SILVER SAGE PCA NEWSLETTER ■ SUMMER 20
Sage Ticks over the years

1966
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NEWS for
**DRIVERS of the
SILVER SAGE**

EDITOR WILKE MYERS III

November 1969



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SAGE TICK

THE OFFICIAL NEWSLETTER OF THE SILVER SAGE REGION OF THE PORSCHE CLUB OF AMERICA VOLUME 53 • NUMBER 2 • SUMMER 2020

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PORSCHE

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PRESIDENT'S PAGE

Lindsey Robinson, Silver Sage President



I must give our members credit. Many are figuring out ways to get things done differently. One example of this, is the current issue of the Sage Tick. We are short of news, since we have not had any events, so Michael and his crew came up with the idea to publish a historical issue. I hope you all enjoy remembering the good times we have had together.

Thank you for sending me to Victoria in March to go to the Zone 6 Presidents meeting. It was great to meet the leaders of other clubs and to hear about the events they have. I came back from that meeting excited and hopeful for this coming year. I will be taking a few minutes at the next couple Board meetings to share some ideas from other clubs. We may be able to try some new events next year. The last day, the President from the Pacific Northwest Region had to bow out of the rest of the meeting. He was having to take quick action to cancel his upcoming events because of the outbreaks of Covid-19 in Kirkland, WA. Never did I think we would be cancelling our events as well. Thank you all for understanding.

I would love to tell you we will be getting together soon, but I have no idea. We will have to wait and see how this Coronavirus, Covid-19 situation, is progressing. We will be having some events, but they will be held differently. We will have a new way to do things to minimize the risk to the membership. Please be aware, we will encourage you to wear facemasks when you will be near other people. We will ask you to use hand sanitizer before and after you sign the release to participate in a driving event. We will ask you to mind social distancing and avoid

getting too close to each other. We may have several more Board Meetings online this year using the Zoom app. We will keep you posted so be sure to check your email.

To our many new members, welcome! We are glad you joined and we look forward to meeting you soon. Please know, this club normally is in high gear at this point of the year. Until we are able to get together, checkout our website

www.silversageporsche.com and also www.pca.org to get to know the club better.

We are in unprecedented times! I know you have heard that so many times already, but it is true! Please get out and enjoy your cars. If you must drive with friends, please keep your groups small and be respectful of others on the road. As many of you know, you can't go wrong with a drive up Hwy 55 to Mc Call, or a drive north on the 21 looping around to Banks, a drive south to the Snake River, a drive West to John Day, or even a drive East to Craters of the Moon. Members with cars you can drive on dirt should try out some backroads. My husband Ken and I have driven our Cayenne to scenic Prairie, Id several times this month. I tell you, we have beautiful roads in all directions. Please be safe, and stay healthy.

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TRIP DOWN MEMORY LANE

2002 Porsche Parade - Host Silver Sage Chapter PCA

Editor Note: Due to the current pandemic, most of the activities of our club have been curtailed. Therefore, we've decided to bring our members some "retro" articles from the past. For many, myself included, these are actually a first glimpse into what was some time ago...remanence and enjoy!

Comments About Parade 2002 from Silver Sage Region Members

Bev Dugger—When asked to participate on the Parade Planning Committee over two years ago I asked for an assignment where I could work with people. The Worker Chair position was a great job! Working is my favorite activity at Parade and I really enjoyed helping people find work positions that fit both their time and interests (translate to last minute changes, late nights at the computer, and convincing people to show up at 6:00 AM!). It also allowed me to meet and work with many old and new friends at Parade. Next time, I won't sign myself up for three 6:00 AM work shifts in a row!

Thanks so much to those Silver Sage folks who graciously volunteered their time and talents to help us make this event a fabulous success. Don't take my word for it – Peter Porsche, the factory, and National folks all agree!

My memories of Parade? Work, eat, work, talk, work, eat, talk, talk, talk. I parked cars for the Concours, worked a corner for the Walk/Run, started cars for the Rally, hung out in the Hospitality Room for a few hours meeting workers, did have ice cream at the social, watched an hour of the autocross, saw the Parade go by. And I wouldn't trade a single minute of the experience, especially the hugs, smiles, and gratitude. My favorite moment had to be when the Highlanders were playing at the Victory Banquet and Debbie Cooper of West Chester, PA, came run-

ning to our table to tell us, "You have absolutely surpassed yourselves with every event! Thank you for such a wonderful Parade!" See you in Hershey, Debbie, for the 50th Parade, 2005.

I will miss the close ties with the committee members, including our extended family from Seattle and Spokane. Mr. Noblitt, you're always a part of the family!

Kitty Fleischman—The Monday after Parade, I pulled up at a stoplight and noticed Ernie Monroe in the bright red Mustang next to me. Putting our windows down, I asked him, "Has today been the longest week you've had in quite a while, or what?" He answered with something about it seeming mighty uneventful around here.

At the time, I was on my way to the doctor to see about my aching left shoulder. Shoulder? All doc could talk about were the Porsches. He'd never seen so many fabulous cars in one place. Yes, of course he'd gone down and walked the garage. Hadn't everyone? He'd never seen anything like it. My shoulder? Nope. The cars. He'd seen tendonitis before.

Parade certainly was the talk of the town. If there's one thing better than Parade, it would have to be Parade in Boise.

We WOWed 'em...Boise and the PCA.

Hey, everybody...thanks for the memories! It was great fun to be on the team. In years to come, when people say how much they loved the Parade in Boise, I'll always be proud and happy to say we helped.

Anybody else ready for next year in Tampa?

Shari Meyr—I only regret that Herb and I didn't get to participate in more of the events because he was preparing for his trip to BC. He left right after the parade for fly-fishing on the Dean River. I'll leave the

TRIP DOWN MEMORY LANE

2002 Porsche Parade - Host Silver Sage Chapter PCA

continued

comments to him, but he won't be back for a while.

Meanwhile, I have posted digital pics I shot (at www.primateprojections.com/porsche/parade2002). In the ones where the horizon is a bit off kilter, it's because I was hanging out the window and the stiff Porsche suspension does not make the smoothest ride!

Patti Borawski—Working the garage early shift was actually very fun! All of the Porsche folks were very pleasant, stopping to say hello and ask how things were going. Only problem was a pair of teenage boys coming in on bicycles. After asking them to show their passes, they tried the line of "a relative's car is up there and I need to get something from it." I replied that it wasn't a problem after I saw their pass.

The one young man then stated "I guess NORMAL people can't come in and see the cars?" I said "No, you have to be a SPECIAL person with a pass!" His friend started laughing and they left quietly.

I thought it was funny, especially since I usually don't think of good comebacks until 3 days later!

Gerry Fleischman—I would like to say how much I was impressed with the way Porsche AG is being run. While it is well known that companies should develop relationships with their customers, Porsche does this very well. Jutta Aldenhoff may be part of the jet-setting crowd, but you can tell she is sincere in her thanks for the work we did at parade. Also, the presentation by the marketing director was like an annual report. It's the best annual report I've heard.



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TRIP DOWN MEMORY LANE

2002 Porsche Parade - Host Silver Sage Chapter PCA

continued

It is almost like a stockholder's meeting. It seems strange to think that owning a car makes you part of a family, but I really feel that.

I want to thank Alan Pearson for co-chairing the RC Car Event. We both tried really hard to make it a great event and Alan's help was instrumental in making it work. Alan's idea of having a novice class with novice prizes worked out very well.

Larry Sandusky—Am in Ireland on vacation currently, and on 24 kbit dial-up, so must remain brief. Highlight of my Parade experience—the garage! Taking the elevator to the top floor, walking down was a delightful experience! Beyond delightful, simply wonderful.

Don & Marilyn Moore—We were really glad we could be a small part of the 2002 Parade; we were able to greet PCA friends from long ago that we'd not seen for ages....One thing we especially enjoyed was having people tell us what a great time they were having in our city, like the lady from Chicago who said "Boise is the best kept secret in the whole country, and we should try to keep it that way"... which makes us very proud of our city and our club. But, of course, there was the man from Texas who just doesn't like "downtown" Parades....

Congratulations and thanks to all the Silver Sagers who worked so long and hard to make the 47th Porsche Parade such a grand affair !!

Mark Prusynski—Of course the Parade started for me with a few last minute scrambles to get things done at work so that I could take the time off. The time I had allotted for finishing up at work was spent instead on dealing with last minute Parade issues, like where to park six new Porsches for the dignitaries and helping unload and park the Carrera Motors Porsches. Since my office window looks out over the

convention center and parking garage, I suppose I took on a few responsibilities simply because of proximity.

The guys from Toyo, our Welcome Tent sponsor were great, as was Nagel Beverage and Nabisco. Nagel delivered the drinks, ice and tub and kept us supplied all at no cost to the club. The Toyo guys saw our tents and said they had a nice yellow Toyo tent that they set up before I arrived on Sunday. When they saw that the Yokohama banners outnumbered Toyo's on the parking garage, they added to the ones I put up.

There were a few minor disappointments caused by people, one in particular, who expected to be allowed to park non-Porsches in the parking garage. These complaints were outweighed about 99 to 1 by those who loved the idea of a Porsche-only garage. Many of those who agreed with us did not bring Porsches.

I experienced several odd highlights. One was getting to drive the Carrera Motors new cars and 1989 Speedster, even if it was only for a few feet each. Another was helping out Dick Miller from Spokane, who has a twin of my Boxster. He had a bad top relay and called me from the concours because he couldn't get his top open so that they could judge his engine. I drove over, popped my relay into his car and he was able to save a few precious points. Too bad he didn't trophy. If I keep loaning parts to concours participants, I may earn my own trophy after a few hundred Parades.

Another odd highlight was linking up Don Simplot with Peter Porsche for golf at Don's house. Both were delighted at the suggestion and when I introduced them at the concours banquet they discovered Peter was staying at Don's suite at the Grove. Don asked me later if Peter would mind if he picked

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2002 Porsche Parade - Host Silver Sage Chapter PCA

continued

him up in a Mercedes. I assured him it would probably be fine, but don't try to park it in the parking garage.

Finally, just before the Victory banquet, I was watching Bill Rambo beaming at his new Boxster S when Bill Addis asked if we had a doctor in the club who could help his wife with a stiff neck. I was trying to figure out if this could possibly be in Matt or Peggy Sells' specialties, when Ron Jutzy, a neurosurgeon and Silver Sage member, walked by. I excused myself from my conversation with Bill and asked Ron if he could help. He very kindly asked a bunch of questions and gave Bill some advice. The best that I heard was his recommendation against narcotics because she might puke in Bill's Boxster on the way home. Thanks to Ron for being there and helping out. I'm sure that it was not a coincidence, but that Vicki somehow planned Ron's appearance at that moment. She had everything else planned out perfectly.

Thanks to everyone that helped, everyone that attended and everyone that thanked us for a wonderful Parade. We heard the ultimate compliment on Saturday from veterans of 26 Parades—Boise was the best Parade they had attended. Way to go! Vicki planned it that way.

Greg Reeder—It was a cooler morning when I headed down to pick up my good friend and Porsche aficionado, Steve, for our planned trip to the Parade Through Boise. We arrived about ten after nine and were promptly sent back to the second lineup of cars on the north side of Ann Morrison. We jumped out and with our cameras shot a few shots and went to look at the cars. I found a gentleman who also had a black Targa and struck up a conversation. He also wanted to see my car and offered some suggestions on ride height and front suspension.

The drivers' meeting was brief with an introduction

by Paul Kaczmarek. Red Jones presented a silver plate once owned by Mick Williams to Kirk Gilday, the current owner of Mick's car. Then the officer in charge of the motorcade offered a stern admonition not to pass or endanger anyone in the course of the trip. Eventually all the cars that had arrived earlier on the south side of the entrance had exited and our group proceeded. My grin was difficult to remove as we proceeded around the Crescent Rim and soldiered towards Capitol Boulevard, with full police escort stopping traffic along the way.

Seeing so many colorful Porsches of every vintage offered a palette of colors that took the breath away from my guest as well. As an added bonus one of the families along the Rim had youngsters hold up a hand colored sign that said "PORSCHE." We drove down Capitol and proceeded past Steunenberg Park breaking up into single rows as we went around the Park. We continued to the beautiful Harrison Boulevard towards the empty lot that was once Shaver's grocery store. We were mostly parked and out of our cars when the sprinklers in some of the landscaping came on. Many drivers had water spraying into open windows, which resulted in a scramble for dryer areas of the lot.

This was one of the most gratifying automotive events I've ever had the pleasure of being a part of. To be able to drive the parade in a Porsche, on a warm and sunny day, with my good car friend, and with the Porsche camaraderie—it just doesn't get any better than that.

Mary Thode—It was the swellest Parade I never saw. During registration, I never left the registration area. Monday, the day of the concours, I planned to come in briefly, then leave to see the pretty cars and have lunch with Walt and our house guest, Herb Stern. Never happened. People kept trailing in and asking

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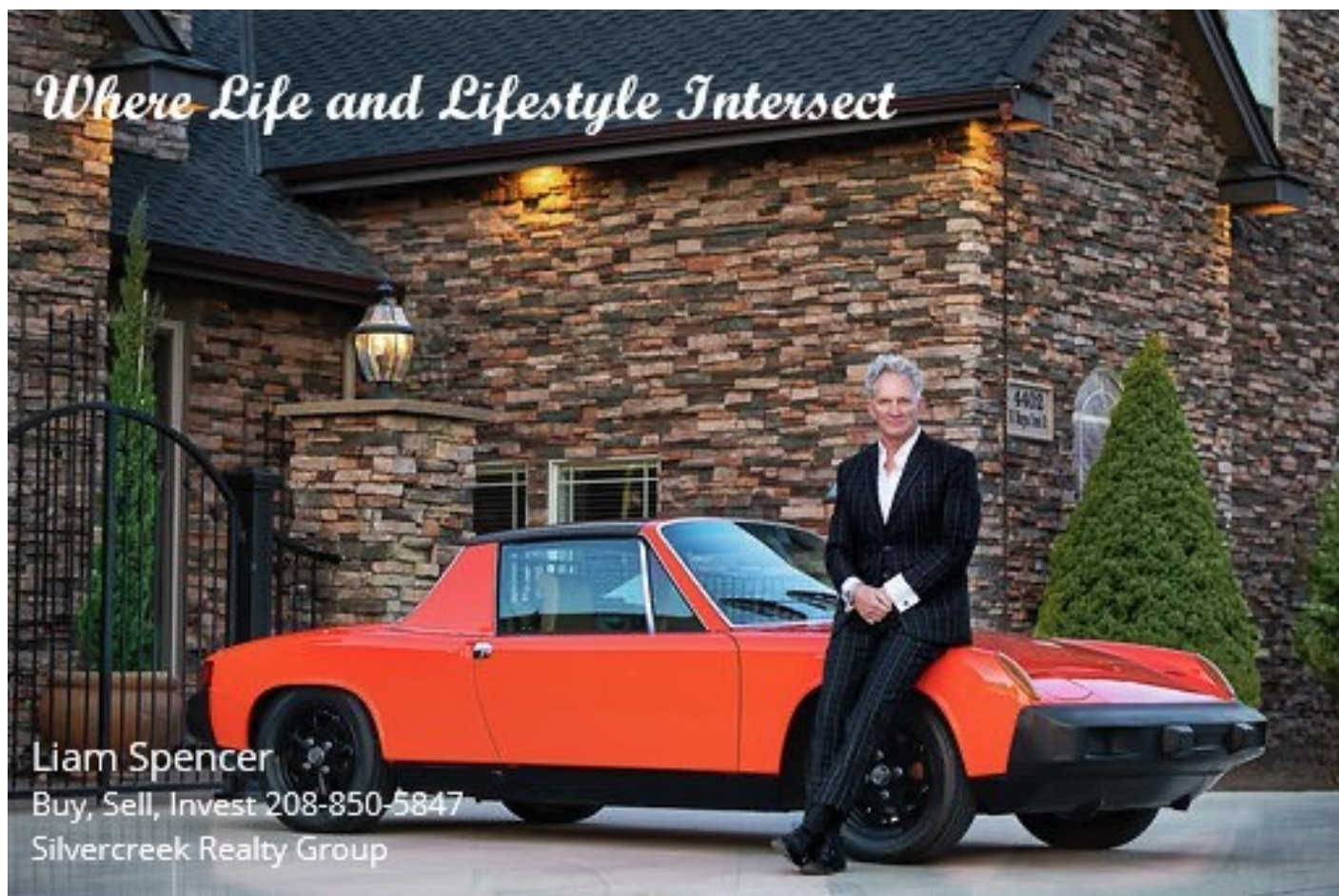
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for help and the next thing I knew, it was too late to get to the concours. After regular registration closed, I thought I'd be able to see more stuff but, again, people kept coming to the parade office with late arrivals, questions, etc. and I missed the ice cream social. Thanks to Linda Prusynski for sending down the ice cream potatoes. They were delicious. Missed the autocross, too, which I heard was really great. I did get to see the Parade Through Boise because Vicki closed everything up. That was a lot of fun. I was still registering people on Friday as a few stragglers came in, dragging themselves away from outdoor pursuits, such as whitewater rafting.

It was fun to be on the inside but it was a lot of work

and there didn't seem to be any "off" hours. Next Parade I go to, I'm planning on going to everything!

Walt Thode—Like Mary, I spent a lot of time working and didn't get to some events, although I did sneak out to the concours for a couple of hours, and managed to play golf twice, once with the planned golf outing at BanBury, and once with Hans-Peter Porsche, Don Simplot, and Bob Peake (Sacramento Valley Region) on Don's private 9-hole course outside of Caldwell. This last was a delightful round. Mr. Porsche is a serious golfer, who played better than the rest of us, but is a perfect gentleman as you might expect. Afterward Don's wife Raine served us a totally unexpected gourmet lunch.



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TRIP DOWN MEMORY LANE

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continued

I also couldn't miss the Parade Through Boise. Mary gave up her spot in our car to our houseguest from San Diego, Herb Stern. I coerced him into driving while I tried to take pictures of the event from the passenger seat. Perhaps the best experiences of the week were seeing all the cars and their passengers, both at the start in Ann Morrison Park, and at the end in the old Shaver's lot on Bogus Basin Rd. I was especially impressed by Mr. Porsche's determination at the end of the parade to shake the hand of every member of the Boise Police Department who escorted us. Afterward a few of us drove up to Bogus Basin to show out-of-towners the BBB Hill cross site.

Many of my responsibilities had been completed before the beginning of Parade week. The publications had been reproduced and goodie bags stuffed before formal events began. The signs needed for all events had also been completed—thanks to new member Pete Loya for taking major responsibility for this area. Most of my work during the week was helping Mary with registration and in helping keep the office functioning after main registration ceased on Monday. One good aspect of working a lot was that I had little time to spend money in the goodie store!

My final responsibility for the week was the tech quiz. I'd done all I could beforehand to make it as smoothly running an event as I could. Harry Poland's initial work to construct the quiz had made most of my preliminary work much easier. Administration of the quiz went smoothly. With Bryce Hills' help the tests were scored at Timberline High, and I spent most of the afternoon getting the results ready for posting and determining trophy recipients. Probably the least enjoyable moments of the week were after I'd rushed home, changed clothes and returned to have one tech quiz participant browbeat me about his score and his perceived unfair treatment. That past, I was pleased to be able to award trophies to

over 80 of the 170 participants during the final banquet, helped immensely by PCA Awards Chair Mike Lommatzsch.

After the experiences of the week I'm more impressed than ever with the dedication required of any team agreeing to host a Porsche Parade, and especially with the effort put forth by our local group. Our chair, Vicki, although pressured by innumerable demands from all sides, seemed to thrive on the activities required. I wonder how she'll manage to resume a normal life after what she's been through. Great job, all!

Julie Komarow—Hi all, I have never worked with so many people putting aside their personal needs for the greater good for so long as I saw last week. It is an honor and a privilege to count myself a member of this 2002 Parade staff. I will not be able to make it to the Simplot party (I'm on call), but I will be with you in spirit!!! Hugs, congratulations and love to all!!!

Bill Rambo—I think Julie's words summed up the whole experience perfectly. You all were the greatest group of people to be associated with. Thank you for allowing me to be a part of your team. Unfortunately I don't think we will be able to attend the big celebration so I needed to RSVP this to Vicki. I will think of you all on the 23rd and if you have your cell phones on I may even call someone! Thanks again and look forward to seeing you all at future events. Take care.

Peggy Mason—I met up with an elderly couple from Texas who were attending the parade, in a park in front of the Capitol Building. We were all waiting to witness the "Parade." She told the story about how they got ready each year for the "Parade" and folks often asked them why they called it the "Parade." She looked over at me with a grin as the many beau-

TRIP DOWN MEMORY LANE

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continued

tiful cars went by and everyone was waving and smiling and said, "Now I can really tell them why we call it a "Parade." That seemed to sum up a beautiful week we all had here in Boise hosting the Porsche Parade. Thanks to all the hard work the Silver Sage members put forth, along with the many volunteers, a truly great "Parade" was held.

Alan Pearson—I didn't know what to expect when I volunteered to help out Gerry Fleischman with the Yokohama remote control car event for Parade. We knew that it would be held at the Boise Depot and it was up to us to figure out the logistics. The idea of creating a small version of the Bogus Basin Bacchanalia (BBB) Hill cross was hatched early on, now it was just a matter of pulling it off.

When Parade approached, I was surprised to see so many entries, close to fifty. This event was primarily targeted at kids who may or may not have even driven an RC car before. Gerry and I decided that we would have two different run groups, novice and pro. For the novice gang we modified the course to use only corner one (Deer Creek) and corner eight (Caretaker's Corner) with a gate between the two corners where the Esses are. This approached worked very well and 20 of the 30 entrants ran this course. The other 10 entrants were more seasoned veterans who liked a challenging course. We definitely provided a test by setting up the full BBB set of corners. There truly was a sea of cones to negotiate.

In order to make this event even more like the BBB we used the Silver Sage Region's timing equipment to accurately measure each car's times. This worked fairly well as long as the participants didn't whack into our timing sensors. Well, they did. We were able to use the equipment until it took a large blow from a speeding Turbo. Fortunately for us, it was towards the end of the day and we ended up using stop-

watches for the final handful of runs. Other items taken out by wild cars included cones, people, signs—and the bricks that held them—and a news crew camera.

Some highlights included our very own Jason Pentecost having a shootout with Eric Erz, the Vice President of the Maverick Region, for the title of "King of the Hill." At the last moment, Eric's car broke and he ended up using a loaner car. He was still quite competitive. His final time was 24.16 as compared to a 24.22 for Jason. Unfortunately, Eric hit one cone on this run and took a two second penalty dropping him to second place. Congratulations to Jason for taking the win.

Overall, I believe everyone enjoyed themselves and were able to complete three runs. Times ranged from the quick, under 30 seconds on the low end of the scale, to over three minutes on the high end.

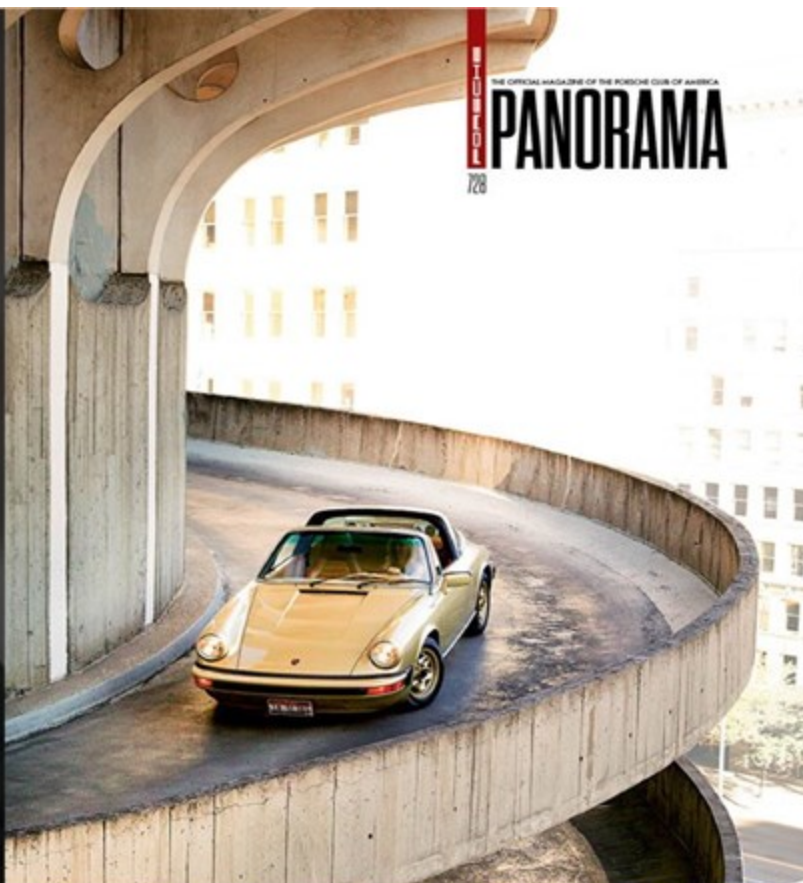
The Yokohama gang was there to help out and provided loaner cars along with PCNA. I even talked to Bob Macias from Yokohama about supporting us next year for the BBB (can you say a set of tires?). In the end, thanks to everyone for pitching in to help out and make this event run smoothly and successfully for Gerry and me.

Mike English—Initially, we chose the Hospitality Room or, Vicki chose it for us. We chose it as it appeared to present the least planning and execution of all the major venues. Bad guess!

As respects planning, we were fortunate to have Karen & Mike Holder of the Oregon Region as co-chairs. Their help and attention to detail were invaluable. The preceding eighteen months were primarily spent on room layout, beer and wine tasting ideas, decorating ideas, and placement of venders. Our



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greatest challenge was locating display cases for our venue, the Goodie Store, and Art Show.

Obviously there were a few bumps in the road, but from our perspective the end result was a success.

One of the best reasons to spend every day in Hospitality is the interaction, and hear comments from Parade attendees. Of all the hundreds of people who passed thru Hospitality we had zero, nein, nada, negative comments from visitors, but many, many positive comments! One couple who attended the 1971 Parade in Sun Valley said, "Sun Valley was the best Parade, but Boise was a close second." They were attending their 29th Parade.

The downside of co-chairing a venue that runs the entire Parade is that it allows little time for enjoying the other venues. Karen & Mike participated in the Walk/Run, and I did the Autocross, albeit poorly...but what a great course, and facility. Of course, with Hospitality closed for two mornings, Mike & Karen, and Jan & I all had the chance to enjoy the concours and the Parade Through Boise.

It was a fun, and most enjoyable week. Would we do it again...yes, but not in this lifetime!

Lynn and Margie Houdyshell—We felt it was a real honor to be involved. Not to be forgotten, it was also fun, fun, fun! We have heard nothing but good comments, even from the civilians.

Matt Sell—Such a busy time. Up at 5 AM and to bed at 11 PM most days of the Parade and I wasn't even an important chairman. I guess it is the disadvantage of trying to participate in all the activities (concours, rally, autocross) that Parade has to offer and the timing of one's events by Porsche class.

I learned a lot by doing the concours and haven't yet decided if the time spent preparing the car was worth it. As Gary Crane pointed out, now I should

just wrap the car in cellophane and wait for the next concours, which would then cut down drastically on the prep time.

Kudos to Bob Pentecost for a superb rally. It was a nice drive in the country with no arguments between the driver and navigator in my car. It was also quite enjoyable to be driving behind last year's rally school teachers from Chicago and watch them take a wrong turn...

Didn't everyone just love that autocross course? The only thing that was missing was a radar gun on the straight to document those top speeds.

Each day that I had finished those 3 events, I was greeted by a message on my answering machine requesting another change in the foursomes for the golf tournament by PCNA. Luckily, the personnel at BanBury Golf Club were happy to comply and on Thursday we had great weather and a fun time. It was so enjoyable that at least one Texas golfer arranged to meet a realtor to look at property around BanBury and seriously consider a move to Boise.

I have heard many of the Parade attendees remark how happy they were being in Boise. Many of my non-Porsche friends were just bedazzled by the Porsches. It has been almost a month and they still mention it. My son's friends who are recent high school graduates took many rolls of film to have photos to share at college this fall. It was gratifying to see them so excited to see the cars.

And finally the banquet **food!** Kudos to Linda for putting together the best and most tasty banquet food I have ever had. For anyone who attended their first Parade and thinks that this is typical Porsche Parade food, they will be forever disappointed at future Parades.

Buck Moore—It was our privilege to help out in such

TRIP DOWN MEMORY LANE

2002 Porsche Parade - Host Silver Sage Chapter PCA

continued

a well-organized event. We have listened to my Uncle and Aunt, Don and Marilyn Moore talk about the 1971 Parade in Sun Valley. We were honored to be a small part of this Boise Parade. We enjoyed our selves immensely and will remember it forever. We both commend you for your work. An excellent job. Never did we hear a discouraging word. That was an immense project and Silver Sage is lucky to have a person of your talents and skill willing to chair it. I am sure that given the wound from not understanding the instruction “at blinker turn” will also heal. Both of us enjoyed the Rally and finished it with our marriage intact. Thanks again for letting us be a part of the 2002 Boise Porsche Parade. My autocross trophy is in a prominent place—on a window shelf next to Diane’s glassware. Thanks.

Don Ebaugh—After nearly an 8-year hiatus, I decided to revitalize my Silver Sage Region presence. And what better way than volunteering for the 2002 Porsche Parade in my hometown of Boise. It seemed unconscionable to not somehow be a part of this milestone event!

So, with only a week before Parade, I called Bev Dugger to inquire about the situation. She was grateful for my offer and efficiently linked me up with some vacant slots in the assignment matrix. My first duty was to help out in concours d’elegance prep.

I dutifully showed up on the 1st Friday of Parade. Things were crazy downtown that night with the Basque Festival, the Corvette Convention and sundry other activities. As such, my job soon expanded from running floor to floor in the prep area to helping Jon Mason with the growing dilemma of staking our claim for downtown parking and dealing with security issues! We technically had rights to close down the cul-de-sac on 8th at Broad, but the crush of cars there and down by the C.W. Moore building made it

nearly impossible to “reserve” the public areas we’d counted on utilizing.

As people began showing up I guided them to the “Porsche Parking Only” garage and the Convention Center check-in across the street. As need be, I double-timed it back and forth to the concours prep floors to kick out skateboarders and to make sure everyone was getting settled in OK. This included helping the Sinden Racing Service gents find a “pit” for the Stewart-Ford Formula One car. Eventually traffic got hectic enough that I glommed onto one of the communication radios so I could better assist Jon in commandeering precious street-side parking in strategic downtown locations.

Car-hauling trucks were soon expected and we did our best clearing space for them. I was not able to experience it firsthand, but I know Jon was having loads of fun near Grove Street where he was trying to reserve room for the big Intercity Lines 18-wheeler. The partygoers at the Basque Festival were NOT inclined to give up any real estate!! I was having my own challenges on 8th street emptying out the cul-de-sac and blocking it off as was Jon’s request of me. Passers by kept asking me, “When does the parade start and where’s the best place to watch it?”

It all seems a big blur now, but somehow, between our pleas, the police barricades that Jon reserved, the good nature of the public-at-large, and good old perseverance, we managed to make most attendees happy with their parking needs. Yikes! I never would have guessed how involved just that element of the Parade would be. I know we picked an unusually busy week by Boise standards—in hindsight, I think the inordinately high level of downtown goings-on added to the excitement for all our guests.

Saturday was spent helping out in any way I could for the many fanatics cleaning their beautiful cars in ad-

TRIP DOWN MEMORY LANE

2002 Porsche Parade - Host Silver Sage Chapter PCA

continued

vance of Monday's big venue. Suggested Motorsports Northwest for a few folks requiring a part or Red's expertise. Skip and Peggy Carter from San Diego region did a masterful job setting up and overseeing the tables of refreshments in the prep area. No one went hungry here despite strong winds that made it a challenge to keep all the goodies, including flowers, in place! Managed to get a little snack and then it was off to the reception area where I helped out for the remainder of the afternoon. For those who ventured out later that night the Moonlight Criterion bicycle race was a nice bonus! Don't think I want to hear a hand-held "clicker" for the rest of my life, though.

Sunday I elected to assist one group who was putting final touches on a beautiful 1952 Type 356 America Roadster. One of the preparer's feet had the misfortune of greeting the working end of a 4 x 4 "missile" that dropped from the interior of his car transport trailer during unloading. He spent prep weekend stoically living with the aftermath of his broken foot and requisite hospital visit. Hello, Vicodin! I took guidance from him and did some cleaning tasks he was unable to do given his temporary handicap. This was one immaculate car! Believe it did win People's Choice and best in Class so I feel honored to have played a minuscule part in the prep. My 911 could only hope to be that pampered!

Tuesday dawned early for the rallyists. I continued to do traffic control for those entering the rally start area. Entrants were each given send-off waves from the U.S. Grand Prix Girls—what a way to start the day! From what I heard later in the week, Bob Pentecost and his rally associates created a suitably deviant course throughout the valley.

Thursday afternoon was spent underneath a small canopy with Glenn Martz roasting at Corner 1 of the

autocross. We watched with glee as the improved and modified classes did battle with the sea of cones at the Idaho State Police training facility. Luckily, we only had to relocate a few errant pylons and relay a handful of uneventful off-course transgressions. This was hot duty, but worth it to witness such a variety of Porsches in action. A powerful RSR on a tight autocross course is interesting to say the least!

A final highlight for me was the opportunity to join with all the Parade-goers to have a true parade along the streets of Boise. It will be a long while before it is again legal to drive Porsches the wrong way up Harrison Blvd. to a Boise Police escort! The spirited impromptu post-parade drive up to Bogus Basin and the BBB site afterwards got the adrenaline pumping for a small band of us. I performed a volunteer grand finale by using my 911 to block that nasty Bogus storm drain road hazard whilst folks began their descents. Jim Van Dam from SWISCC was kind enough to help me by using his Dodge Stealth as a second blocker. I believe we spared all but one of our marque's underbellies from the indignity of said dip (didn't get there soon enough to help one driver avoid it—read, "smack").

All the elements that went into making this Parade so successful blow me away! My hat is off to Vicki Pentecost, the many PCAers, former members, and other local car club enthusiasts who pulled on the ropes. It was as though the Parade took on a life of its own when all the participants and volunteers alike came together in a giant web of cooperation. Most enjoyable helping and talking with folks from all over the world who'd descended on Boise to enjoy the camaraderie and competition of Parade 2002. It really is a wonderful family—this PCA of ours!

Becky Grover (to Vicki)—Rob and I would like to congratulate you on a fun & fantastic Porsche Parade. As

TRIP DOWN MEMORY LANE

2002 Porsche Parade - Host Silver Sage Chapter PCA

continued

it is our first, we have no other comparison, but I cannot imagine one any better.

The organization & planning were superb. The events, locations, food, etc., were just perfect! I was so proud to be an Idahoan & Boisean.

Enjoy the remainder of the summer & put your feet up for a few minutes & have a glass of wine. You deserve it.

Bob Pentecost—Walt asked me for a few words about the rally, but there's not much I have to say. My view of what happened is limited due to the fact I spent about an hour and a half getting the start set up, and then about 6:30 AM I headed out as the Lead Car to check the course. For the next four and a half hours, my son Jason and I checked that all the necessary signs hadn't been removed (and nothing added) and the checkpoints were set up and ready. Back at the Start, things were starting to back up but Gunnar Lundgren took quick action and streamlined the process to make sure everyone could get out without delay. One must remember that when putting on a Rally, it must be done right the first time because there are no re-runs!

The Parade 2002 Rally was a success due to the commitment of all the workers. Honorable Mention credit goes to SWISCC, Miata Club and other car enthusiasts who worked the checkpoints, Gerry and Helga Meyer of Chicago who trained the checkpoint workers, and J. Toney who handled scoring in an amazingly efficient manner. Special Thanks go to Gunnar and Marcia Lundgren, along with Tom Briest (Parade 2003 Rally master) who did the last minute work of stuffing packets and getting everything ready the night before the Rally.

Vicki Pentecost—On behalf of my family and myself, I would like to thank every member of Silver Sage

and the multiple regions contributing to the success of the 47th Porsche Parade. Many hours and personal sacrifices were made in an effort to host this premier event. We did it and I thank each of you for the success.

You were a great team to work with. The talents just kept growing as we got closer to the event as well as during Parade week. I look back at some of the concerns or issues we discussed as to whether to host a Parade or not. We discussed the risks of splitting or damaging our region. We talked about divorces, deaths, and other priorities taking over. We did experience some of this, however, the pieces were always picked up and we moved on stronger as a team. While we missed Ernie Ludwig's cute little grin of excitement and enthusiasm, we know he was watching over us the entire week. I hope you will agree, hosting the Parade in Boise was extremely positive for the region, for those leading events outside our region, for PCA, and for the city of Boise.

The participant letters I've received have been extremely complimentary on all aspects of the Parade. Additionally, I am extremely pleased we were able to make several charitable donations. We contributed back into the community close to \$15,000 for the Women's and Children's Alliance, Idaho Peace Officers Memorial Fund and the Veteran's Administration Medical Center.

I could not have been happier with the 2002 Parade. Again, thank you. Now it's time for us to participate and enjoy future Parades in Florida and Texas.

Thanks for the memories!

Editor note:

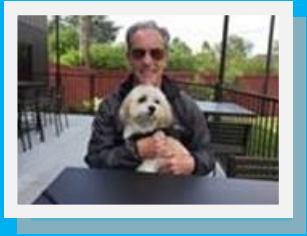
To all that contributed to this article ;

(No, that's not Cody)



TICK TALK

Michael Feiler — Editor
(Cody's Dad)



As mentioned by Lindsey in our President's column, this issue of the Tick is largely devoted to a "retro" theme. We've mixed in a look at the past via the 2002 Porsche Parade that was hosted by Silver Sage and a "way back" return to the past brought up to the current by an article from Walt Thode that lists all the "numbering" from Porsche (and you thought all they did was sports cars). This for me was nostalgic as I discerned my first Porsche, a '73 914 (most fun car I ever owned), my second, a '74 911T (one of the worst I ever owned; only to be "worsted" by the Alfa Romeo I traded it in for), our third, a 2014 911 that we only owned for 2 days (it's a long story...or short depending on how you look at it), and obviously our current 2017 911S.

I'm sure, like most of our members; we're getting weary of isolating, sheltering, and "hunkering down." Since taking the 911 out of winter storage in March we've taken a few outings. However, we're yet to even burn through a full tank of gas. We were so looking forward to the June Wine Tour hosted by Vicki and Bob Pentecost. Now we have to settle for rummaging through our wine cellar and resurrecting bottles and memories from past Wine Tours. The Zoom Board Meeting in May was actually very uplifting. It was fun to "see" and hear other club members, if only electronically from a distance. I'd encourage others to attend one of these Board Meetings if you feel the need to have your Porsche spirits lifted.

The little time we have spent driving the 911 has been very fruitful. I continue to perfect my look

(style is everything when driving a Porsche). Judy has learned to use the Sport Response button (it's actually rather scary), and Cody has learned not to set off the alarm button when left in the car (we only wish).

Lastly, I've got a special idea for the next issue of the Tick that everyone can assist me with. If you have a vanity plate on your Porsche, take a close-up pic (just the plate, not the vehicle) and send it on to me at SageTickEditor@gmail.com.



Many thanks again to Walt Thode for his contributions to this issue of the Tick and to Ernie Monroe for the creative graphics in rendering our "retro" cover page.

A special welcome to Telaya Wine Company, our newest advertiser; a favorite of many Silver Sagers!



Looking forward to seeing all of you on the road again soon.

Tech-Heads & Trivia Buffs

Walt Thode

Porsche Type Numbers: A Listing of Many Porsche-related Number Referents (Walt Thode)

(Note: I gathered a list like this over 30 years ago, and have endeavored to update and publish it several times since. This latest version was created in August 2019. Sources are mostly unknown, but similar lists can be found on the net. Any errors are mine.

1 = Lohner-Porsche hybrid electric car, not part of official numbering but was first design

7 = Wanderer sedan, first official model number

8 = Wanderer 8-cyl car

9 = Wanderer 8-cyl car w/Rootes supercharger

10 = Horch rear suspension

12 = Zündapp sedan 14 = Overdrive transmission for Wanderer sedan

15 = Truck improvement study

16 = 8-cylinder engine for Röhr

17 = Front swing axle for Wanderer sedan

18 = air cooled 3.5l truck engine

19 = 3-axle version of type 18

20 = suspension for Teves

21 = Swing axles for Teves

22 = Auto Union race car

23 = Steering for Citroen

24 = Zundapp 3-wheeler

25 = Exhibition – axle for small car

26 = Axle for 400cc small car

27 = Mathis-Ford car

28 = modified versions of type 18 and 19

29 = Six wheel chassis – redesign of type 19

30 = Steyr passenger car

31 = suspension for Wanderer

32 = NSU sedan

33 = Front swing axle for Morris sedan

34 = Steering prototype for Fiat

36 = 8-cyl supercharged engine for Rohr

38 = modified gas engine for 2-axle truck

39 = modified gas engine for 3-axle truck

40 = One-cylinder test motor

42 = Trilock transmission for testing

45 = Front swing axle for Citroen

46 = Front swing axle for Standard sedan

47 = Front swing axle for Volvo sedan

49 = Single cylinder experimental diesel engine

50 = Front swing axle for Triumph sedan

51 = Single cylinder test engine for type 55

52 = Auto Union sports car

54 = Different exhibition models for Berlin 1935

55 = 1,000 hp airplane engine

56 = suspension for ERA

57 = motorcycle engine for Zundapp

59 = suspension for Rochet-Schneider

60 = Volkswagen Kraft durch Freude (KdF) prototype (original Volkswagen)

60K1 = Assumed to be VW prototype V1

60K2 = Assumed to be VW prototype V2

60K3 = Assumed to be prototype V3 using nonmetallic construction

60K4 = Assumed to be prototype V3 with completely metallic construction

60K5 = W30 body

60K6 = Version of W30 in wood or fiberglass for V303

60K7 = VW 1938/39 standard sedan

60K8 = VW 38/39 sunroof sedan

60K9 = VW 39/39 convertible

60K10 = Special bodied coupe for Berlin-Rome race

60K11 = VW 38/39 fiberglass sedan using multiple pieces

60K12 = New VW form, fiberglass using single mold

60K13 = Study of sliding sunroof opening for VW 38/39



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

60K14 = Reclining seats for VW 38/39
60L = Sedan chassis
60CL = Sunroof chassis
60O = Convertible chassis
60LO = Pickup truck chassis
61 = another smaller KdF Beetle prototype, also known as 61K
62 = VW off road Kubelwagen prototype
63 = Rear swing axle for Alfa Romeo 2300
64 = prewar VW-based race car for Berlin-Rome race
64K10 = variant of type 64
65 = Dual controlled driver school KdF (VW)
66 = right hand drive version of KdF (VW)
67 = KdF ambulance
68 = KdF Postal Service delivery van
69 = Rear swing axle for Alfa Romeo 2900
70 = 17.7 liter 32 cylinder aircraft engine
71 = 32 cylinder test unit
72 = 19.7 liter 16 cylinder aircraft engine
73 = 16 cylinder test unit
74 = Connecting rod test unit for type 70
75 = Front axle & steering for Austro Fiat truck
76 = Laboratory stress test unit
78 = airplane engine with side valve gear
79 = Front/rear axle studies for Belgian truck
80 = Mercedes land speed record car
81 = KdF van
82 = two-wheel drive production version of type 62 Kubelwagen
82 = Four seat standard version of Kubelwagen
821 = Three-seat Kubelwagen
822 = Siren car
823 = Dummy tank or scout Kubelwagen for training
825 = Pickup truck version
826 = Box van w/sedan body; tropical version of Kubelwagen
827 = 3-seat command Kubelwagen
828 = Open body version made from wood
82E = Kubelwagen chassis w/sedan body, initially designed as Porsche type 92
83 = "Kreis" transmission Kubelwagen
84 = "Dr. Hering" transmission Kubelwagen
85 = Small light truck version, cancelled
86 = 4x4 Kubelwagen design
87 = 4x4 Kubelwagen production prototype based on type 82
87 = Four seat version of above type 87
871 = Porsche type 87 3-seat Kubelwagen
877 = Porsche type 87 sedan body (command car)
88 = Kubelwagen delivery vehicle
89 = automatic transmission design for VW (Beier System)
90 = 1937 V12 rear-engined racing car for Daimler-Benz
92 = cross country panel truck version of type 82
92SS = Type 92 w/weapons
92LO = Type 92 open pickup truck
93 = Limited slip transmission
94 = 1937 V12 rear-engine racing car for Daimler-Benz
95 = bus chassis & suspension
96 = hydraulic gearbox
97 = Daimler-Benz truck
98 = amphibious vehicle
99 = study for type 91 & 95
100 = Leopard tank prototype
101 = WWII "Tiger" battle tank turret
102 = version of 101 with hydraulic drive
103 = Tiger Tank with Voith hydraulic transmission
104 = One cylinder engine for type 94



Myriam Dufrier
Illustrator
07/2012



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

105 = Receipt of Continental a/c engine from England
 106 = PIM experimental transmission for VW
 107 = supercharged engine for VW
 108 = 1938 Daimler-Benz: 2-stage supercharged engine
 108F = tractor
 109 = motorcycle engines
 110 = prewar Volkstraktor (model A)
 111 = small tractor (model B)
 112 = small tractor (model C)
 113 = small tractor (model D)
 114 = 1938-39 Sportscar study F-wagen 1.5 liter V-10 sports car prototype
 114 K1 = 1939 Sportscar study: 1-seater
 114 K2 = 1939 Sportscar study: 2-seater
 115 = 1.1 liter supercharged mid-engined coupe for VW
 116 = 1.5 liter mid-engine race-coupe for VW
 117 = Experimental 1-cyl. test engine
 118 = Study of clutch for Rohrbeck transmission
 119 = Variant of type 117 with different cylinder head
 120 = VW engine as standby power supply
 121 = stationary VW-engine HWA
 122 = stationary VW-engine RP
 123 = Hahn trailer arrangement incl. Elin generator
 124 = Kübelwagen modified for railroad tracks
 125 = Wind-wheel study
 126 = Fully synchronized gearbox for VW
 127 = Study of sliding valve engine
 128 = Schwimmwagen
 129 = VW 128 with shortened chassis
 130 = Tiger Tank "Ferdinand"
 131 = Version of type 101 w/hydraulic drive
 132 = Container (cancelled)
 133 = self-sucking carburetor
 135 = 130-watt wind-powered generator
 136 = 736-watt wind-powered generator
 137 = 4,500-watt wind-powered generator
 138 = KdF amphibious car
 139 = Type 138 without center frame
 140 = Gasoline/electric car heater
 141 = Two-cylinder auxiliary motor for type 101 & 102
 142 = Diesel-electric heavy duty truck train
 145 = Assessment of 8-cylinder Steyr 70 sedan
 146 = Assessment of type S Steyr military truck
 147 = Assessment of type A Steyr military truck
 148 = Wood-gas generator for motor carriage/barrow
 149 = Rear suspension for motorcycle
 150 = Assessment of Steyr Karette engine
 151 = Experimental VW Puls power transmission
 152 = Study of experimental VW Steiber transmission
 153 = Roller-type suspension
 155 = Snow-chain drive arrangement for half-track type 82 KdF
 156 = Modification of type 166 for use on railroad tracks
 157 = Modification of types 82 & 87 for use on railroad tracks
 158 = One cylinder direct injection diesel engine
 159 = Type 158 with pre-combustion chamber injection
 160 = Monocoque limousine body version of KdF
 162 = Monocoque body study for off-road KdF
 164 = six-wheel off-road VW truck w/two engines
 166 = Schwimmwagen type C (short chassis)
 168 = Drive train for VK 903
 170 = Sturmboot (marine landing craft) engine design I
 171 = Sturmboot engine design
 172 = Container for VW GMBH



Through 04.30.2020	PRIMARY	AFFILIATE	TOTALS
1. New members	3	0	0
2. Renewals	13	7	20
3. Non-renewals	10	0	-10
4. Transfers in	1	1	2
5. Transfers out	1	0	-1
6. Cancellations	0	0	0
7. Added by Record Change	0	0	0
8. Net Change *	0	0	0
TOTAL MEMBERS **	344	194	538

* Exclusive of renewals, on time or late

** Totals are from National.

Tech-Heads & Trivia Buffs

Walt Thode

(continued)

173 = Receipt of Ford Pigmy
174 = Sturmboot with normal VW engine
175 = Ostradschlepper steel-wheeled military tractor
176 = Starter auxiliary motor for type 175
177 = Five-speed transmission for type 82 (design A)
178 = Simplified version of type 177 (design B)
179 = Fuel injection system engine for VW
180 = Tiger tank; aka VK 4501(P)
181 = version of 180 but with hydraulic transmission
182 = KdF Kubelwagen production version
187 = Front axle for 4x4 version of Kubelwagen
188 = Schwimmwagen VW all wheel drive
190 = Conversion of type 101 to diesel engine
191 = Experimental one-cylinder engine for type 190
192 = Experimental one-cylinder engine for type 180
193 = Experimental one-cylinder engine for fuel injection
195 = Test with torsion bars
197 = Starter system A for T82
198 = Starter system B for T82
200 = 10-liter air cooled diesel engine
203 = Possibly experimental tank diesel engine
205 = 190 ton Maus tank with electric drive
209 = 44.5 liter aircooled diesel engine for use in type 205
210 = Air conditioning system for police car
212 = Air cooled diesel tank engine for type 205
213 = Experimental one-cylinder test cylinder for type 212
215 = Experimental one-cylinder engine for type 205
220 = General monitoring of air-cooled engine program
222 = Experimental tractor "ML"
224 = Receipt for Merlin (airplane engine)
225 = Experimental electric power transmission for VW
226 = Wright cyclone engine (war booty)
227 = Spare parts list for all-wheel KdF (confidential)
229 = Automatic shift for electric transmission
230 = VW with wood gas generator
231 = VW with acetylene generator
232 = Indigenous fuels generator (50 cubic meters/hour)
233 = Indigenous fuels generator (85 cubic meters/hour)
234 = Indigenous fuels generator (130 cubic meters/hour)
235 = Electric drive for VW
236 = Grating for indigenous fuels generator usage in Imbert generator
237 = VW aircraft motor
238 = VW engine to drive cable hoist
239 = Charcoal gas generator for type 82 Kubelwagen
240 = Bottled-gas conversion for VW & Kubelwagen engines|
241 = Type 205 auxiliary unit
243 = Generator for local chamber of commerce
244 = grating for use in Imbert generator
245 = 18-ton tank
247 = VW-based aero engine (used on Horten H1X)
250 = Turretless tank w/105mm gun
252 = VW PIV-system transmission
255 = Special vehicle w/mechanical drive
258 = Studies on drive for tracked vehicle
260 = Cooling system for model IV tank
261 = Interior heater for Panther 1 G tank
262 = Exhaust cooling system HL 120 for tank
263 = Cooling system for 38 T
266 = "Varrera" Minivan concept
267 = Consulting for Maybach engine HL230
270 = Development/fabrication of two single-horse drawn carts
272 = Emergency generator (15 KVA)



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

274 = Spring-activated starter
276 = Tow hook for type 82 Kubelwagen
277 = Additional transmission for OM trucks
278 = Synchronized transmission for VW
280 = Project "M" for VW
281 = Belt-drive
283 = Modified wood gas generator for type 82 Kubelwagen
285 = 3.5-hp water turbine
286 = Small water turbine
287 = Type 87-based command car w/revised upper body
288 = 13hp water turbine
289 = 15hp water turbine
290 = Project "S"
291 = 600mm diameter, axial-flow water turbine
292 = 300mm diameter, axial-flow water turbine
293 = track-type bulldozer
294 = Ski bindings
295 = Metal work hardware for barrack
296 = Intermediate gearing for VW engine
298 = Development E-S-R (radio receiver for VW)
300 = Development E-R-G-I (radio receiver for VW)
301 = 500mm diameter axial-flow water turbine
302 = receipt of spare parts
303 = receipt of spare parts
305 = Turbo drive for special vehicles
307 = Development of carburetor for use with heavy fuel
309 = New development of diesel engines for VW
310 = Small water turbine
312 = gasoline engine tractor
313 = diesel engine tractor
315 = Ski lift (tow rope) powered by VW engine
317 = Small turbine
320 = receipt of machine "Berta"
321 = Receipt of machine "Berta" (improved version)
323 = 11hp tractor
324 = 8 hp stationary motor
325 = 15 hp stationary motor
326 = 30 hp stationary motor
328 = tractor with 28hp engine
330 = VW with charcoal-gas generator
331 = VW with indigenous fuels generator
332 = VW with anthracite coal generator
335 = Drum rope winch project
336 = Spill or capstan winch
337 = Handcart for type 335 winch
338 = Drive for winch
339 = Conveyor system
340 = two-wheeled hand cart
343 = two-wheeled hand cart
344 = two-wheeled hand cart
345 = Sicklebar finger
348 = Machine for fabrication of peat moss briquets
350 = Business plan for Porsche KG
352 = Four-seat touring car study for Swiss customer
354 = Trailer, reportedly to haul early 356 models to events
355 = VW-based delivery van
356 = first Porsche postwar production sports car
356/1 = Type 356 with 44 DIN 1300 cc engine
356/2 = Type 356 Convertible version of type 356
356/3 = Type 356 Convertible with 40 DIN 1300 cc engine
356/4 = Type 356 Coupe with 60 DIN 1500 cc engine
356/5 = Convertible type 356 with 60 DIN 1500 cc engine



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

356/6 = Coupe type 356 with 1100 cc engine
356/7 = Convertible type 356 with 1100 cc engine
356/8 = Coupe type 356 with 1300S cc engine
356/9 = Convertible type 356 with 1300S cc engine
356/10 = Coupe type 356 with 1500S cc engine
356/11 = Convertible type 356 with 1500S engine
356SL = Racing version of type 356 Gmund coupe (see type 514)
358 = BMW motorcycle redesign
359 = Studies of activating two-valve steering
360 = Cisitalia Grand Prix race car
361 = Experimental one-cylinder test engine for type 360
362 = supercharged engine for type 360
366 = VW super sport engine w/twin carburetors
367 = VW super sport engine w/V heads & horizontal cooling
368 = 2.5 ton agricultural trailer
369 = 1100cc VW sport engine (for early type 356)
370 = Cistalia sports touring car
372 = 2.0 liter sedan w/100 hp engine, 5-speed transmission
375 = Monoposta solid axle studies
378 = Early Porsche-Schmid transmission studies
380 = Porsche-Schmid transmission for Fiat 508c
383 = Experimental Porsche Schmid synchromesh system
384 = Alternate synchromesh system for type 383
385 = Small water turbine for Cisitalia?
390 = Activities on Fichtel & Sachs engine
392 = Studies of cross-mounted rear motor, hydraulics
394 = VW study using front bench seat
398 = Tools, dies, fixtures for internal fabrication
399 = Tools, dies, fixtures for customer orders
401 = Investigations of front axle for type 29
402 = General vehicle studies for VW
403 = VW police car
405 = Sedan with rear 1.1 liter engine
406 = Sedan with rear 2.2 liter engine
410 = Trolleybus
425 = 20hp diesel tractor
427 = 30hp tractor
502 = 1.5 liter engine for type 356
506/0 = 1286 cc engine for type 356
506/1 = 1290cc engine for type 356
506/2 = 1290 cc engine using 3-pc. crankcase for type 356
509 = 1.3 liter prototype engine
514 = 1951 LeMans race car (aka 356SL)
519 = Synchromesh gearbox for type 356
522 = design proposal for VW strut-type front suspension
524 = MFI w/Bosch for type 356
527 = 1500 cc "normal" engine for type 356
528 = 1500 cc "super" engine for type 356
528/2 = 1500 cc "super "engine w/3-pc crankcase for type 356
530 = Four-seat version of type 356
531 = 1.3 liter engine with revised camshaft
532 = Single carburetor for type 369 engine
533 = 1.1 liter race engine
534 = Porsche/VW sports car concept
535 = Porsche/Allgaier coffee plantation tractor (var. of type 312)
536 = Twin-cylinder version of type 535, later sold as Porsche P122
537 = 3-cylinder version of type 535, later sold as Porsche P133
538 = 4-cylinder version of type 535, later sold as Porsche P144
539 = 1.5 liter engine for type 356
540 = America Roadster/Speedster
541 = special 356 speedster variant
542 = V6 sedan built for Studebaker





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Tech-Heads & Trivia Buffs

Walt Thode

(continued)

542L = Air-cooled version of 3,054 cc engine for type 542
542W = Water-cooled version of type 542L
543 = 1.5 liter industrial engine
544 = 1.5 liter industrial engine
546 = 1500 plain-bearing version of type 527
546/2 = 1500 Type 546 engine using 3-pc crankcase
547 = Four-cam Carrera 1500 GS motor
547/1 = Series-built version of type 547
547/2 = Series-built version of type 547 for 1500RS and type 550A
547/3 = Series-built version of type 547 for Spyders, RSK, type 718
547/4 = 1.6 liter version for RS60 and type 718
547/5 = Race engine for Elva-Porsche
547/6 = Race engine for Bergspyder
549 = Truck transmission
550 = Mid-engine 4-cam two-seat race car
550/1500RS = customer spyders, beginning with chassis 0015
550A = Redesigned type 550 w/tubular space frame
551 = 3-speed gearbox
555 = VW prototype
557 = 1.5 liter engine for U.S. VWs
559 = Power transmission study for VW
568 = Exhaust-inducing cooling
574 = Electrical clutch for type 356
575 = Support bracket
577 = Disc brakes for type 356
587 = 2.0 liter test engine – version of type 547
587/1 = 2.0 liter Carrera GS motor
587/2 = 2.0 liter Carrera GT motor
587/3 = Carrera GTS (904) motor
588 = Power transmission for type 587
589 = 1300 Super motor w/2-pc. crankcase
589/2 = Type 589 w/3-pc. crankcase
592 = 2-liter engine
593 = 4-speed gearbox
596 = Two-cylinder industrial engine
597 = Porsche Jagdwagen off-road 4x4 ("hunter car")
606 = 1.5 liter underfloor engine for VW
616/1 = 1.6 liter industrial-use engine based on type 356 engine
616/2, /3, /4, etc., up to /39 = variants of type 616/1
619 = Small diesel engine
621 = 1-cylinder tractor
622 = 2-cylinder tractor
623 = 3-cylinder tractor
624 = 4-cylinder tractor
627 = Swing axle with strut position on frame for VW
628 = Fresh-air heating for VW
631 = Diesel engine studies
632 = Type 356 development studies
633 = Four-passenger sedan for Studebaker
638 = 1.2 and 1.6 liter engine studies for VW
643 = Four-speed gearbox for type 356
644 = Transmission for type 356A
645 = sports racing car ("Mickey Mouse")
654 = Motor boat studies
655 = 50-cc moped engine
669 = Five-speed gearbox for type 550A spyder
672 = Small car w/underfloor v6 engine for VW
673 = Small car w/underfloor flat 6 engine for VW
675 = 2 small cars; one w/3 inline cylinders, one w/flat four; for VW



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

678 = 1.6 liter airplane engine based on type 356
678/1 = 65 hp airplane engine version of type 678
678/3 = 52 hp airplane engine version of type 678
678/4 = 75 hp airplane engine version of type 678
690 = 5-spd split case gearbox for 550A race car
692 = Improved 4-cam engine for Carrera
692/0 = 1.5 liter type 692 w/roller bearing crankshaft
692/1 = 1.5 liter type 692 w/plain bearing crankshaft
692/2 = 1.6 liter type 692 w/plain bearing crankshaft
692/3 = GT racing version of type 692
692/3A = Improved GT racing version of type 692
693 = Three-cylinder tractor
694 = Cross-country version study for Type 597
695 = Design study for type 356 successor (911)
700 = Large capacity car study
702 = one-man helicopter w/type 678/3 engine
702/3 = 1.6 liter helicopter motor
702/4 = 1.6 liter helicopter motor
703 = 1.3 liter engine experiment
704 = Diesel engine studies
709 = Gearbox studies
710 = Gearbox for type 356 w/improved synchromesh
715 = Testbed gearbox
716 = 4 speed transmission for type 356 w/improved synchromesh
718 = Mid-engine sports race car
718/2 = 1.5 liter single seat sports race car
718 = 4th gen Boxster/Cayman
719 = Fuel-injected 1.5 liter racing engine
719/0 = 1.5 liter, 155 hp fuel injected engine (Versuchsmotor)
719/1 = 1.5 liter, 162 hp w/Webers (in Werks-Spyder 1958)
719/2 = 1.5 liter, w/Webers (in Werks-Spyder 1959)
719/3 = 1.6 liter, 160 hp (in Werks-Spyder 1960)
719/4 = 1.7 liter, 170 hp (in Werks-Spyder 1960)
719/5 = 1.8 liter Berg Hill climb engine
722 = Flat-type engine for under floor mounting
724 = Under-floor air-cooled flat -four engine
726/1 = Fastback Volkswagen car w/type 724 engine
726/2 = Notchback Volkswagen car w/type 724 engine
728 = Short wheelbase Volkswagen car w/type 724
729 = marine engine based on 356 motor
729/1 = 1.6 liter inboard boat motor
729/2 = 1.6 liter inboard boat motor
737 = Outboard boat motor
741 = Transmission w/single front mount & fore-aft adj.
741A = Transmission w/slight differences from type 741
745 = 2 liter experimental engine
751 = Gearbox w/automatic clutch for VW
752 = 1.0 liter flat-type engine
753 = 1.5 liter flat-eight race engine for Formula 1
754 = New sports car; first drivable type 356 successor
756 = Body and chassis for Abarth Carrera GTL
759 = "Inverted drive" 4-spd gearbox
763 = Design for new series production seat
764 = Volkswagen 6-cyl six-seat car
768 = 1.6 liter fuel injected engine
769 = New differential
771 = 2 liter flat eight race engine
775 = Six speed gearbox for diesel
787 = Formula 1 chassis for 1961
792 = Onboard boat motor
798 = Chassis & transmission for LeMans GT car
801 = 1.6 to 1.8 liter opposed 4 cylinder engine



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

802 = Four cylinder fuel injection engine
804 = Final version of type 753 engine for Formula 1
806 = Leopard Tank engineering design
807 = Tank recovery vehicle design
814 = Leopard Tank engineering design
820 = Gearbox with Porsche Synchromesh
821 = Engine for type 901 (Porsche 911)
822 = Gearbox for type 771 engine
901 = rear-engined 6-cylinder replacement for type 356 (Porsche 911)
901/0 = Five-speed transmission for Porsche 911
901/01 = 130 hp, 2 liter, 6-cyl. motor for model 911
901/02 = 160 hp, 2 liter, 6-cyl. motor for model 911S
901/03 = 110 hp, 2 liter, 6-cyl. motor for model 911T
901/05 = Type 901/01 with Weber carburetors
901/06 = Type 901/05 with revised valve timing
901/07 = Type 901/06 with Sportomatic transmission
901/08 = Type 901/02 with Sportomatic transmission
901/09 = Fuel injected engine for Model 911E
901/10 = Fuel injected engine for Model 911S
901/13 = Type 901/03 with Sportomatic transmission
901/14 = Type 901/06 with U>S> emission controls
901/17 = Type 901/14 with Sportomatic transmission
901/20 = 210 hp engine for type 906 Carrera 6
901/21 = Fuel injected type 901/20 for type 906E & type 910/6
901/22 = 210 hp engine for model 911R
901/30 = 150 hp rally kit for model 911L
902 = rear-engined 4-cylinder in 901 body (Porsche 912)
902/0 = Four speed transmission for types 911 & 912
902/01 = Four speed transmission for type 912
902/02 = Five speed transmission for type 912
902/1 = Five speed transmission for types 911 & 912
903 = prototype automatic transmission for 911
904 = Mid-engine fiberglass bodied "Carrera GTS"
904/6 = Type 904 with six cylinder engine
904/8 = Type 904 with eight cylinder engine
905/00 = Four-speed Sportomatic transmission
905/01 = Type 905/00 with alternative gear ratios
905/13 = Four speed Sportomatic transmission
905/20 = Four speed Sportomatic transmission
905/21 = Four speed Sportomatic transmission
906 = Space frame "Carrera 6" – 6 cylinder race car
906/8 = 8 cylinder version of type 906
906E = Type 906 with fuel injection & modified body
907 = RHD sports racing short tail coupe
907L = Long tail version of type 907
908 = 3.0 liter 8-cylinder racing car
908/01 = Type 908 long tail configuration
908/02 = Type 908 with Spyder body
908/03 = Type 908 3 liter Spyder w/forward engine & driver
908K = Type 908 short tail coupe configuration
908L = Type 908 long tail coupe configuration
909 = 2.0 liter Bergspyder hill climb car
910 = Sports racing coupe w/13" wheels
910/6 = Type 910 w/2 liter six-cyl. configuration
910/8 = Type 819 w/2.2 liter 8-cyl. configuration
910/8B = Lightened type 908 for hill climbs
911 = rear-engined 6 cylinder air-cooled production car Model 911
911L = Model designation for early "luxury" type 911 (1967-68)
911T = Model designation for basic type 911 (1967-73)
911E = Model designation for upscale type 911 (1967-73)
911S = Model designation for various type 911 (1966-77)



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

911R = Lightweight racing designation for model 911S (1967)
911/00 = Four speed transmission for model 911T
911/01 = 2.2 liter engine and 6-speed transmission for Model 911E
911/02 = 3.3 liter 180 hp engine for Model 911S
911/03 = 2/2 liter engine for European model 911 & manual trans.
911/04 = Type 911/01 with Sportomatic transmission
911/06 = Type 911/03 with Sportomatic transmission
911/07 = 2.2 liter engine for U.S. Model 911T w/manual trans.
911/08 = 2.2 liter engine for U.S. Model 911T w/Sportomatic
911/20 = 2.2 liter engine for competition 911S
911/21 = 2.4 liter engine for competition 911S
911/22 = Type 911/20 with carburetors
911/41 = 2.7 liter engine for type 911
911/42 = 2.7 liter engine for type 911S
911/43 = 2.7 liter engine for 49-state type 911
911/44 = 2.7 liter engine for California type 911
911/46 = Type 911/41 with Sportomatic
911/47 = Type 911/42 with Sportomatic
911/48 = Type 911/43 with Sportomatic
911/49 = Type 911/44 with Sportomatic
911/51 = 2.4 liter engine for model 911T
911/52 = 2.4 liter engine for model 911E
911/53 = 2.4 liter engine for model 911S
911/57 = 2.4 liter engine for European model 911T
911/61 = Type 911T/51 with Sportomatic
911/62 = Type 911T/52 with Sportomatic
911/63 = Type 911T/53 with Sportomatic
911/67 = Type 911T/57 with Sportomatic
911/70 = 2494 cc racing engine for model 911S
911/72 = 2.8 liter racing engine for models 911S, Carrera RSR
911/73 = 2466 cc racing engine for model 911S|
911/74 = 3.0 liter racing engine for Carrera RSR
911/75 = Type 911/74 with slide instead of butterfly throttles
911/76 = 2.1 liter supercharged engine for Carrera RSR
911/77 = 3.0 liter engine for Carrera RS
911/81 = 2.7 liter engine for model 911
911/82 = 2.7 liter engine for 49-state model 911S
911/83 = 2.7 liter engine for Carrera RS
911/84 = 2.7 liter engine for California model 911S
911/86 = Type 911/81 equipped for Sportomatic
911/89 = 2.7 liter engine for US Sportomatic model 911S
911/91 = 2.4 liter CIS injection engine four US model 911T
911/92 = 2.7 liter engine for model 911
911/93 = 2.7 liter engine for models 911S & Carrera
911/96 = Type 911/91 equipped for Sportomatic
911/97 = Type 911/92 equipped for Sportomatic
911/98 = Type 911/93 equipped for Sportomatic
912 = 911 body with 356 engine production car
912E = Fuel-injected version of type 912 (1975-76)
912 = Transaxle for type 920 chassis
912 = 4.5 liter 12-cyl. engine for type 917
913 = 3 cylinder engine test study
914 = Study for 4-cyl. air cooled DOHC engine
914 = mid engine type 4 (VW) engine powered production car
914-6 = mid engine 911 powered type 914
914/11 = 5-speed transmission for early type 914 & 914-6
914/12 = 5-speed transmission for later type 914
914SR3000 = custom made 914 for Dr. P (also 914-8 & 918))
915 = 4 passenger 911 test study
915 = Stronger 4- or 5-speed transmission for type 911
915/06 = 5-speed transmission for types 911, 911S, Carrera
915/08 = 5-speed transmission for Carrera RS



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Tech-Heads & Trivia Buffs

Walt Thode

(continued)

915/12 = 4-speed transmission for models 911T, E, S
915/16 = 4-speed transmission for models 911, 911S, Carrera
915/40 = 5-speed transmission for 911S & US Carrera
915/43 = 5-speed transmission for type 911
915/44 = 5-speed transmission for type 911 & US 911S
915/45 = 4-speed transmission for model 911S
915/48 = 4-speed transmission for type 911
915/49 = 4-speed transmission for type 911
915/50 = Transaxle for racing type 911 Carrera
916 = Twin-overhead camshaft racing version of type 901
916 = 5-speed transmission for type 908/01 & 908/02
916 = Special 914 variant with 2.4 litre flat-6 (also called 914-6)
917 = 12-cylinder 4.5 liter race car
917K = Short-tail version of type 917
917L = Long-tail version of type 917 for LeMans
917PA = Spyder body version of type 917
917/10 = open-topped turbocharged 917 for Can-Am series
917/20 = Type 917K with low-drag body
917/30 = developed and upgraded from type 917/10
918 = gasoline/electric hybrid drive sports car
918 = Special 914-8 given to Ferry Porsche for his 60th birthday
919 = PDK prototype transmission (also known as 9R9)
920 = Four-speed 917 transmission
921 = gas turbine test study car
922 = 4-valve version of type 912 engine for type 917
923 = 912E = 911 body with 914 2.0L engine production car
924 = 1st water cooled 4-cylinder production Porsche
924S = 924 with engine from 944
925/00 = Four-speed Sportomatic for models 911T & 911E
925/01 = Four-speed Sportomatic for model 911S
925/02 = Four-speed Sportomatic for models 911, 911S & Carrera
925/09 = Three-speed Sportomatic for model 911
925/10 = Three-speed Sportomatic for US models 911S & Carrera
925/12 = Three-speed Sportomatic for models 911 & US 911S
926 = off-road awd test study car
927 = modified 4-valve head for 912 engine (see 922)
928 = 8-cyl. engine for H-Program
928 = Experimental 32-valve 908 8-cyl. engine
928 = 1st 8 cyl water cooled production car
928/2746 = 928-based aluminum body studies
928S = 2nd gen type 928
928S4 = 3rd gen type 928 engine uprated to 4 valve/cyl
928GTS = 4th gen type 928 / 2nd gen type 928S4
929 = "Turbo Sports Carrera" design study car
930 = Type 911 w/ turbo engine
930/01 = Type 930 engine for Airship Industries Skyship
930/07 = 3.0 liter SC engine for USA/Canada
930/08 = 3.0 liter SC engine for Japan
930/09 = 2.0 liter SC engine for rest of the world
930/10 = Turbo-supercharged engine for type 930
930/20 = 3.2 liter engine for rest of the world
930/21 = 3.2 liter engine for USA/Canada and Japan
930/30 = Four-speed transaxle for type 930
930/34 = Special type 930 transaxle for Swiss noise limits
930/60 = 3.3 liter engine for rest of the world
930/61 = 3.3 liter engine for USA (49 states)
930/62 = 3.3 liter engine for Japan
930/63 = 3.3 liter engine for California
930/67 = 3.3 liter engine for Airship Industries Skyship
931 = Type 924 w/turbo engine
932 = right hand drive 931
"932" = Prototype built for another manufacturer



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

933 = tube-framed 924 race car
934 = 1st water cooled Porsche 911 wide body racer (Group 4 race car)
935 = updated 934 racer (Group 5 race car)
935/77 = Group 5 race car for '77 season
935/79 = Type 935 w/improved customer engine
935/82 = Type 935 w/3.0 liquid-cooled engine
935/2.0 = Ultra-light 1425cc Group 5 car
936 = spyder version of the 935 (Group 6 race car)
936/81 = Rebuilt type 936 w/type 935 4-cam engine
937 = 924 Carrera GT
937/50 = Five speed transaxle for type 937
938 = RHD 924 Carrera GT
939 = 924 Carrera GT Le Mans
941 = Cabriolet version of 968
942 = special stretch 928 made for Dr. P.
943 = 964 Tiptronic transmission
944 = updated 924 production car with 2.5 litre engine
944S = 16V 944
944S2 = 16V improved 944
945 = RHD 944
946 = 924S = 924 body with 944 2.5 liter motor
947 = transmission made for Mercedes Benz
948 = lightweight 928 study
949 = 924 Carrera GTP (Group C race car)
950 = G50 transmission
951 = 944 turbo
951S = upgraded 951
952 = RHD 944 turbo
953 = Dakar AWD rally car
954 = Dakar RWD rally car
955 = Cayenne SUV
956 = 1st ground effect Porsche sports racer (Group C race car)
957 = 2nd generation Cayenne SUV
958 = 3rd generation Cayenne SUV
959 = water cooled AWD supercar
960 = automatic transmission for type 928
961 = Le Mans version of type 959
962 = updated type 956 racer
964 = 911 Carrera 2/4 production car
965 = 911 Carrera 3.3 and 3.6 turbo
965S = "Flachbau" type 965
966 = open-topped type 962
968 = (originally 944S3) last generation of type 924 with 3.0 litre 4 cylinder engine
969 = twin turbo v8 supercar concept
970 = Panamera; 4 door V8 sedan
971 = 2nd generation of Panamera sedan
980 = Carrera GT; mid engined V10 supercar
981 = 3rd generation Boxster/Cayman
982 = 4th generation of Boxster/Cayman; sold as type 718
984 = mid-engined sports car concept
986 = Boxster; mid-engine 6-cylinder water cooled car
987 = 2nd generation Boxster
987c = Cayman; Boxster-based coupe
989 = 4-door V8 911 sedan concept
991 = 3rd gen water cooled 911 production car
992 = 4th gen water cooled 911 production car
993 = last air cooled 911 production car
994 = Initial designation of turbo version of type 964
995 = front engined V8 concept
996 = 1st gen water cooled 911 production car
997 = 2nd gen water cooled 911 production car



Tech-Heads & Trivia Buffs

Walt Thode

(continued)

1834 = Studies of air-cooled future VW models (1966)
1866 = Prototypes of new VW models
1866/60 = V-inclined OHV twin-cam engine for project 1866
1866/70 = Hatchback rear-engine design for project 1866
1928 = Helicopter cockpit & cabin design
1966 = Projected underfloor-engine production VW
1983 = Racing transaxle for Automobiles Matra
1989 = Long-life car studies
1997 = Urban car studies; 2-cyl., air-cooled, rear engine
2108 = 1.3 liter front-drive Lada for AvtoVas, Russia
2304-5 = "Weasel" motorized artillery piece
2502 = Rear-drive 1.8 liter study for Asian producer
2508 = Design of 4- & 6-cyl. rear drive automobile range
2539 = SAVE mobile medical assistance project (see 2614)
2554 = Airship engines 930/01 & 930/67 project number
2564 = Air-cooled vee engines for Harley-Davidson
2584 = Production-ready 800 cc V-4 for Harley-Davidson
2590 = 4-passenger electric car study w/sodium-sulphur batteries
2603 = Airbus cockpit
2612 = 5-speed PDK transaxle for racing type 962C
2612/01 = Lightened version of type 2612
2614 = SAVE mobile medical assistance project (see 2539)
2616 = 1.2- & 1.5-liter 4-cyl. engines for Seat (Spain)
2620 = Forklift truck designs for Linde
2623 = TAG Turbo F1 V6 engine used in McLaren F1 cars 1983-87
2635 = Porsche V12 engine used in Footwork-Arrows F1 cars in 1991
2640-42 = Quiet-running motorcycle designs
2656 = Porsche-powered VW Transporter/Vanagon
2696 = Porsche Experimental Prototype test vehicle
2708 = Porsche Indy racing car 1987-90
2708/80 = 2.65 liter turbocharged V8 engine for type 2708
2747 = Proposed PFF (Porsche Vehicle Family)
2758 = Mercedes 500E/E500 assembly
2800 = Studies of 3512-powered car for World Sportscar Championship
2804 = 4-cyl. engine for PFF from type 2708
2806 = 6-cyl. engine for PFF from type 2708
2808 = 8-cyl. engine for PFF from type 2708
3200 = Marketing designation of type 933 aircraft engine
3512 = 3.5 liter V12 engine for Footwork Arrows Grand Prix car

9R6 = Porsche Spyder prototype race car
92A = 2nd generation of Cayenne SUV
95B = Macan SUV
9PA AE1 = Cayenne S V8 SUV
9PA AF1 = 1st generation of Cayenne Turbo V8 SUV
9Y0 = 3rd generation of Cayenne SUV
PFM 3200 = 6 cylinder engine for light aircraft
R22 = Allgaier/Porsche tractor
YO-95-6 = helicopter engine based on 356 engine





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CALENDAR

March 2020

- Mar. 3 Board Meeting
- Mar. 17 Porsche Cruise-In
- Mar. 21 Tech Talk
- Mar. 28 Spuds Auction - Danton's Hamburger
- Mar. 31 Last date to nominate Charity

April 2020

- Apr. 4 Coffee & Porsches
- Apr. 7 Board Meeting

April 2020

- Apr. 21 Cruise-In
- Apr. 29 Spring Treffen

May 2020

- May 2 Coffee & Porsches
- May 5 Board Meeting
- May 9 Adopt-A-Highway
- May 16 President's Mystery Tour
- May 19 Cruise-In

Note: Silver Sage Board Meetings are on the first Tuesday of the month, 6:30 PM at Porsche of Boise.