

VOLUME 53  
#4

# SAGE TICK

SILVER SAGE PCA NEWSLETTER ■ WINTER 2020







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**PORSCHE**

# SAGE TICK

THE OFFICIAL NEWSLETTER OF THE SILVER SAGE REGION OF THE PORSCHE CLUB OF AMERICA VOLUME 53 • NUMBER 4 • WINTER 2020

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March – Spring issue  
June – Summer issue  
September – Fall issue  
December – Winter issue

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## INSIDE THIS ISSUE

TICK TALK .....	4
PRESIDENT'S MESSAGE .....	6
AUTO-X .....	8
"SID LOSES DRIVING PRIVILEGES" .....	16
"NAME THAT DRIVER" .....	17
NEW MEMBERS .....	23
"IN THE ZONE(S)" .....	25
IN MEMORIAL .....	28



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PORSCHE

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Tick** should be sent to the editor two weeks prior to  
the next publication date to be included in the follow-  
ing issue. Electronic submissions are preferred, but  
any form will be gladly accepted.

Please email material or any questions to  
[SageTickEditor@gmail.com](mailto:SageTickEditor@gmail.com)



# TICK TALK

**Michael Feiler — Editor**  
*(Cody's Dad)*



**Welcome** to the final issue of the “Tick” for 2020. Even though many of our activities have been curtailed/limited for this year, we continue to keep our spirits high and our members have been creative in supplying various articles to pique interest while attempting to keep everyone engaged. For our new members that may be reading the “Tick” for the first time, take heart; the current damper on activities will pass and you’ll find yourselves literally trying to decide between which activities to engage with.

Once again a special thanks goes out to Ernie Monroe for our cover page design. I think we can all agree that it is not only incredibly creative but extremely poignant.

As you read through the various articles, I hope they inspire you to think of items you might want to submit; the more the merrier (*pay particular attention to the article from Vicki Cannon for example*).

The first quarter issue of the “Tick” for 2021 will actually feature many “wrap-up” articles pertaining to the rush of activities at the end of 2020...stay tuned!

Lastly, I want to thank our advertisers for their continued support, especially through the challenging times that we all experienced in 2020.

***Cody's tail continues to wag...that's got to be a harbinger of better times in 2021!***



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# PRESIDENT'S PAGE

**Lindsey Robinson, Silver Sage President**



**As** I reflect on this past year, I am so thankful for our many volunteers and members. Our club events cannot happen without someone taking the time to plan and put them on. It was a very tough year for our club, but it was also a time for us to come together and try to figure out how to make things work. Many members brought some fun new ideas. We figured out a way to have our Board Meetings via Zoom. I appreciate all the Board Members, Blair Bartsch, Denis Dunlop, Sharon Fergot and Terry Reynolds. We had to have some difficult conversations to try and figure out how to have events, yet keep our club members safe. I appreciate the time the Board took every month to keep the club running. Everyone is welcome to join in on these meetings. The Board Meeting is an opportunity to bring ideas to the club, to get to know the other club members and to learn about what is coming up. The benefit to having the meeting online is that there is always plenty of room, and everyone can be comfortable in their homes. We had some great Tech Talks organized by Jeff Fergot before Covid-19 hit. He is a true Porsche enthusiast and loves to share his knowledge and he finds interesting opportunities for us to learn more about our cars. Sin Ming Loo will be our Co-Technical chair with Jeff this year. Bob Kunz and Gary Roeder organized an extraordinarily successful Autocross. We had a great turnout with many fun runs. We are looking forward to having 2 Autocross events next year. Gary is planning on getting the Track Rats part of the club active again. Vicki and Bob Pentecost created a new event called A Speed Social. This event brought us together in a socially distanced way in Kristen Armstrong Park. It was a beautiful day and it was wonderful to see our friends in person! We look forward to trying to have more events like this in the future. Gary Cuddeford, Sid Cannon, Bob Pentecost, and the Oktoberfest Committee put together a virtu-

al car show. The Oktoberfest almost didn't happen, but these members were determined to figure out a way. This event was fun to participate in as well as watch! We have so many creative Porsche enthusiasts in our club. John and Nancy Sommerwerck worked hard to bring club members together safely for a multi-day, multi-region tour to the Beartooth Highway. I think this event was so successful due to John and Nancy's perseverance. They had to work around 3 different state guidelines for Covid-19, as well as meeting the criteria to make this a multi-region event, as well as arranging the hotel rooms and food for a large group of people. Participants had the pleasure of driving some beautiful scenic and curvy roads as well as having some nice times together. Monika King and the charity committee were able to put on a successful Virtual fundraiser for our chosen charity 3rd District ad Litem. They had to think outside the box since we were not able to hold any in person events. They came up with the great idea of the online fundraiser/raffle. Of course, we have so many generous members we were able to raise an impressive amount of money for our charity. Michael Feiler has done a terrific job as editor of the Sage Tick. He has put together issues even though we haven't had much to report this year. We need members to write articles for the Sage Tick, so if you participate in an event, please volunteer to write the article, or if you want to share something Porsche related Michael may be able to use it in the next edition. The Sage Tick comes out 4 times a year. John Bunn works behind the scenes to assure we have insurance for the events that we hold. Thank you for getting the information to PCA so our events can happen. I would also like to thank Walt Thode. He has scheduled and rescheduled the dates for our Adopt-a Highway clean-up so many times this year. We will attempt to clean up our section of the highway in April. Thanks to Bob Pentecost and Ken Rob-



# PRESIDENT'S PAGE

*(continued)*

**Lindsey Robinson, Silver Sage President**



inson for taking care of our communications. These two do an amazing job of getting us registered for events and keeping us informed!

I would like to recognize some people who have given so many years of service to this club, and are ready to pass the torch to other members. Dave Keim and Jim Parkinson have been running the Coffee and Porsches drives for many years. We are so thankful to them for bringing our members together to drive the wonderful roads near us. These drives were not only a great opportunity to drive our cars, but also times when we really got to know each other. The Coffee and Porsches event was rated the favorite event of the club! We are very appreciative of their many years of service. For this coming year, Denis Dunlop has agreed to organize drives led by several different members as they each take a Saturday drive. Randall Shane has been our Webmaster for several years. We appreciate him keeping the website interesting, up to date and an organized place for us to go to get information. Randall is now passing the torch to one of our Junior Porsche Club Members, Jayden Lou. Robert Sturgeon has been serving as our Membership chair. He implemented the new name badge system, and organized some successful New Member dinners. Laura Outlaw has agreed to take on this role in the club. Loren Stumbaugh has been organizing the Cruise-Ins for the club. He and Anna always picked great places to hang out and talk Porsches. Since Loren will be our Secretary for 2021, Denise Seinturier has volunteered to organize some Cruise-In's for 2021.

I am very thankful for all our members and everything they bring to the club. I am sorry if I missed thanking you personally as there are so many people involved. Please know that we all appreciate your contributions. As you can see, this club relies on its members to make things happen. If you have any ideas for events, or would like to help with something please log in to the Board meeting which is held virtually on the first Thursday of every month. All members and new ideas are always welcome.





# AUTO-X

**Bob Kunz**



## PCA Autocross July 18-19

Silver Sage Region was hoping that 2020 would be the break-out year for autocross and track events but we all know what happened early on in the year. In fact we had an autocross scheduled in April but then cancelled as new restrictions occurred and we wanted to err on the side of safety. Instead we planned for an event in July hoping that restrictions would be eased. It was touch and go for a while but we adapted to new ways of holding events utilizing virtual driver's meetings and minimizing contact with participants on event day. We pulled it off and held a two-day event on July 18-19 for about 30 drivers each day.

## COVID-19 Forces Changes

As planning started for the July



event we decided early on to adhere to Idaho's Stage 3 rules even though the governor's schedule would have put us in Stage 4 by July. Stage 3 limited maximum event sizes to 50 people and 25% of capacity in an outdoor venue. As we approached the beginning of July, Ada County essentially declared that Stage 3 rules would apply and that a 50 person limit on outdoor venues would be in place. Expo Idaho also stated the 50 person rule. We were ready though because of our conservative stance.

Our plan had always been to allow a maximum of 40

drivers plus 10 volunteers inside the fenced area and adhere to social distancing and/or use of masks. In addition, there would be no instructor ride along, we would provide PPE for those who forgot, minimize course marshals, and separate gathering areas like the scoresheet posting so that people could practice social distancing. We also requested that everyone bring their own FRS/GMRS radio so these would not have to be shared. We did have a few radios to check out and return at the end of the day. We had sanitizer at each marshal's station and gloves for any who needed them. We even had a hand washing station and had sanitizing wipes available. The porta-potties were equipped with sanitizer as well and there were two so they got minimal use. Overall, our modifications for the day fit very well into the current rules in place and we felt that we held an as safe as possible event as we could.

Our sponsor, Porsche of Boise originally planned to show some cars but in the end they didn't have much inventory and also chose to reduce risk by not adding to the number of people present. But we thank them immensely for providing funding for the autocross event.







# AUTO-X

(CONTINUED)

Bob Kunz



## Autocross

If you're new to autocross it is one of the driver's education events that regions can hold. It is designed as a low speed closed course that emphasizes car control in rapid sequences of turns. It includes elements such as slaloms, changing and constant radius

turns, box turns, and lane changes. A course is laid out using traffic cones in such a way to construct



about a 60 second course in a small area. Drivers navigate through the course identifying gates and other cone designations of the course. Timing equipment is used to provide each driver with a run time as they complete the course.

Autocross encourages smooth management of your car though your inputs of throttle, braking and steering. It allows you to understand how your car behaves in a closed course and under safe conditions so that should the need arise in the outside world you will have a better understanding of the capabilities of your car.

## Pre-Event

A small committee was put together and met over Zoom to go through all the logistics of holding an event. Many roles are defined (by PCA and locally through experience of past events) and include track

design, registration, tech inspection, timing, event day coordination of volunteers, insurance acquisition, venue communications, invoicing, signage, event observer, and those porta-potties. These sorts of events don't happen unless people step up and they did!

In 2019, the club purchased new timing equipment for these events. The old equipment had deteriorated over time and reliability suffered as a result. Some of the old equipment remains as spares but the new system is much more robust and capable. New cables were repaired/constructed this year and antenna systems were updated so that we could hold an event with start and finish gates radio linked in any area of the venue and with a timing sign near the grid so that drivers can immediately see their time for the run.

New questions needed to be answered to get insurance for the event due to the pandemic. Granting of certificates

took a little longer as a result but in the end we had all the paperwork in



place as needed by the venue. Even Expo Idaho had extra requirements for paperwork to satisfy them that our COVID-19 plans were sound.



# AUTO-X

(CONTINUED)

Bob Kunz



We held a pair of virtual driver's meetings over Zoom on Wednesday and Thursday before the event weekend. This avoided having to collect 30+ people into a small space on autocross day for these instructions. It allowed for a smooth running day as everyone knew how to arrive, get through tech inspection, how to be course worker and what the day would look like for runs on the course. As a result of this pre-planning and avoidance of time needed for these activities on race day we were able to start on time, finish on time and provide 10 runs each day for participants. This is exceptional in the autocross world where things usually don't go as planned.

## Event Day

Drivers go through a tech inspection as they arrive on race day. Our modified inspection had participants self inspect and present their asserted inspection



sheet to the safety chair. Maybe a few spot checks were done but

this method made check-in go very fast. This allows lots of time for drivers to get things set up inside the paddock and then go on a walking tour of the course.

We provided aerial maps of the course for each day along with a schedule, waiver forms, inspection

sheets and a detailed slide deck that drivers could read through to answer any questions. Drivers were pre-assigned run groups and car numbers. We were able to place all 30+ cars into the fenced in area and close the gate!

Saturday's course featured a fixed cone distance slalom, various



radius turns (50, 60, 75 and 100 foot) both left and right and a high speed lane change maneuver.

We started running cars and adjusted in real time to increase throughput of runs by sending a second car out on the course when the current car was in a safe position away from the next running car and seconds from the finish. This way we got ahead of schedule so increased the planned 4 runs to 5 for each session. After every run group completed, the timing sheets were posted so that drivers could see their times.

On Sunday we pushed our throughput even further







# AUTO-X

(CONTINUED)

Bob Kunz

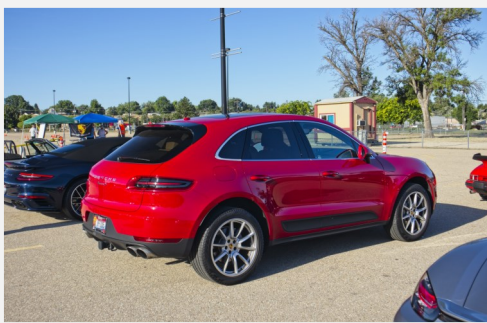


and did 6 runs in the morning and 4 in the afternoon so that we could avoid the hottest part of the day. It was July after all.

Sunday's course made a change in the middle section to remove the lane change and replace it with a second slalom of increasing cone distance. We also replaced the 180 sweeper before the lane change with a 180 box turn that allowed drivers to pick different lines and set up for the first slalom cone. These changes made the nominal course run time drop a few seconds and added a different element.

## It's All About the Driving

We had pretty much every generation of Porsche cars (and even an Audi) at the event.



There were no breakdowns on either day demon-

strating that these cars are designed and built for this kind of activity. Of course tech inspection makes breakdowns unlikely but fundamentally these cars are built to take it. If you're thinking I don't want to drive my car at its limit, you are not taking advantage of your car's capabilities. Really. Porsche designs the cars to be driven this way. And don't be afraid to bring your Macan or Cayenne. They are just as capable. As you can see we had a few and they did quite well.

It's the driver that combines a good understanding of their car's abilities, a sharp eye for a good line through the course, and a desire to improve that makes these events so much fun to participate in and watch.

Unfortunately we could not allow spectators in-



side the venue but even seasoned drivers were keen to see others take a line through a section and then adapt what they saw to improve their times. Almost universally, run times improved as each day progressed. There were a number of obvious mistakes that resulted in several DNF's. Working the course as a marshal also gives a different perspective to improve your own time.

The toughest part for drivers seemed to be under-



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# AUTO-X

(CONTINUED)

Bob Kunz



standing the course layout. Without an instructor led walk through because of COVID-19, drivers were on their own to do this ritual of an autocross day. Keys to a successful walk through involve visualizing a racing line, which cones are gates or apexes, how the course designer linked the elements together, and where you will be looking as each element is negotiated. Many had difficulty driving the course successfully the first or second time through but then figured it out. We did make an effort to help those drivers when they queued up again for the next run by explaining the mistake and how to correct it. We did have several drive parts of the course in reverse!

So we learned and adapted again and ran a parade lap for each run group so they could follow a lead car that took them around the course. It was a minimal amount of time to spend and perhaps it gave some an “ah-ha” moment about a particular gate or cone layout and how to navigate through that section.

## The Future

All our efforts to pull off a successful event in the current restriction atmosphere said we could continue to run these events. So immediately after our July event we decided to try and run another autocross event in September. However, the pandemic got locally worse and a 10 person rule was implemented putting the kibosh on our efforts. Even though being outside would allow us to get around the 10 person limit, we observed that rules were going in the wrong direction so we cancelled.

Instead we are on deck for April 24, 2021 at Expo

Idaho and hopefully we will be able to hold that event. The course design is totally new and drivers will repeat a section of it on a second lap. Stay tuned for an announcement as we get closer.

We learned a lot about how to hold an event in pandemic times and will likely keep some of the methods we developed. Not allowing late registrations (or on event day) allows for a schedule that can maxim-



ize runs. If you're considering autocross for 2021, register early so we can avoid last minute changes. We will continue to limit to 40 cars. The virtual driv-



# AUTO-X

(CONTINUED)

Bob Kunz



ers meeting in the prior week proved to be a time saver on event day and we will likely keep that in place. The same will hold for self tech inspection. No cars had issues so this process proved out.

Volunteers of course make such events come off seamlessly for the participants. We have a great group of folks that work up to and including event day. Course design, course setup, scheduling, timing, reporting, clean-up, transporting materials all are the “fixed” volunteer positions utilized in an autocross event. Some of those people drive the course, some don’t. And as you know, participants have at least one work task such as course marshal, starter, or grid control. It really is a club event.

Even if you are not driving on autocross day, stop by (depending of course on pandemic rules at the time) and enjoy.

We hope to see many of you out there as we spin up our track events for 2021.







Porsche Club of America

September 3, 2020

Events

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## e-Brake News



LAST MONTH'S WINNING PHOTO

Porsche Club of America is now a member of the Porsche Club of America (PCA) and is proud to announce that the winning photo of the month is the Porsche Club of America's August 2020 photo.

Click on the August photo of the month and scroll down for the top photo of the month.

Scroll to the bottom to vote for the Porsche of the Month and to see the winning photo.

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2. [Here are the Spring 2020 Member Only Raffle winners of a Toyota 45](#)

PCA—Great for members who want to see if they have won the raffle or if they have won the raffle.

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Griot's Garage e-Brake Photo of the Week contest

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Please note: You must have taken the photo at a Porsche Club of America event. We do not accept photos taken by non-PCA members.

[View Photo of the Week](#)

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[Click here to vote for your favorite photo](#)

August 4



August 11



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PORSCHE CLUB OF AMERICA

# “Sid Loses Driving Privileges”

Vicki Cannon

“Don’t let this happen to you sailor” —

Driving Vicki’s 991 Turbo home from Porsche of Boise after an oil change, Sid couldn’t avoid hitting some yard clean-up branches in the road but didn’t think much about it until he got home. *(editor note: sounds like he should attend a Bob Kunz/Gary Roeder auto-x camp)*

One stick went completely through the right side rubber mud guard in front of the rear tire.

Rumor has it that upon reviewing the damage, Vicki’s only comment was, “well...I think you just lost your driving privileges young man.”

Referencing the third picture, Sid’s only comment was “it could have been a lot worse.”...Do you think?







# "NAME THAT DRIVER!"

## Trivia Contest Results







### "Drum-Roll Please..."



And the winner of the "Name That Driver" trivia contest is **Bob Pentecost** who correctly identified 19 out of the 45 plates. The correct plates Bob identified are bold large type below.

Second place goes to **Mark Prusynski** with a score of 2 out of 45. Mark correctly identified his own car and his wife Linda's car.

As promised, the prize for the winning entry will be presented at the next official full-fledged Silver Sage get together IN 2021.

	PLATE	OWNER/DRIVER
1.		DIXIE JOHNSON
2.		<b>BLAIR BAERTSCH</b>
3.		<b>BLAIR BAERTSCH</b>
4.		<b>JOHN SOMMERWERK</b>
5.		NANCY SOMMERWERK
6.		<b>BOB KUNZ</b>



## PLATE

7.



8.



9.



10.



11.



12.



13.



14.



15.



16.

















# ***“NAME THAT DRIVER !”***

## **Trivia Contest**

*(continued)*

	PLATE	OWNER/DRIVER
17.		MATT SHEEHAN
18.		CHRIS JOHNSON
19.		GARY CUDDEFORD
20.		GARY ROEDER
21.		ED MILLER
22.		SID CANNON
23.		DAVE KEIM
24.		JIMMY HADDER
25.		LEIGH WILSON
26.		PAT CLIFFORD

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# ***“NAME THAT DRIVER !”***

## **Trivia Contest**

*(continued)*







	PLATE	OWNER/DRIVER
27.		LANE ABBOTT
28.		TERRY GILTON
29.		<b>MARK PRUSYNSKI</b>
30.		RICH HAYES
31.		<b>BILL STOVER</b>
32.		RICHARD NELSON
33.		<b>BOB PENTECOST</b>
34.		<b>KEN ROBINSON</b>
35.		<b>LINDSEY ROBINSON</b>
36.		ROBERT ALLEN



# ***“NAME THAT DRIVER !”***

## **Trivia Contest**

*(continued)*

	PLATE	OWNER/DRIVER
37.		FRANK HEINRICHS
38.		CAROL FLATTER
39.		TODD KETLINSKI
40.		DAVE STONE
41.		JON RHODES
42.		DAVE OESCHGER
43.		DAVE KEIM
44.		LARRY WALTER
45.		LINDA PRUSYNSKI





# NEW MEMBERS

**Laura Outlaw**



A warm welcome to all our 2020 Silver Sage members!

## January – March 2020

Austin Cushman	Erika Malmen	Robert Schmidt
Brenda Williams	Gordon Haller	Scott Bishop
Carrie Lemberg	Justin Snyder	Scott Thorp
Christian Luening	Linda & David Wichowski	Sean Minor
Darcy Neumann & Steven Hart	Lisa Oneil	Steven Hodson
Darin & Angie Bishop	Marcella Line	Thomas Prohaska
David & Carolyn Westergard	Mark & Tina Bolduc	Thomas Richardson
David Caldwell	McCord Christensen	
Edmund Low	Michael & Kimberly Schanze	

## April – June 2020

Alvin Freudenburg	Jarom Whitehead	Steve Gallagher
Chris Machon	Jarred Cronenworth	Susan Guinn
David Gronbeck	Ken Cavanaugh	Timothy Haines
Janice Just	Paul Loveall	William Sayer

## July – September 2020

Andrew Emerson	John & Eileen Vrbanc	Robert Jahn
Barbara Daniels	Jonah Haddad	Ronald Sali
Bonnie Waite	Kristin Bailey	Samantha Stocker
Boyd Yee	Lyra Manning	Sheila Owens
Bret Dodd	Mark & Sylvia Zigerelli	Shuaib Ahmed
David Ginal	Matthew Morrell	Steve & Polly Dobbins
David Keyser	Michael & Debbie Dale	Steven Martinez
Douglas Davis	Michael Caldwell	Steven Reed
Gabriel Valle Eger	Michael Miller	Susanne Esposito
James & Andrea Mazzoni	Mike Fisher	Troy Stephenson
Jesse & Marie Mortensen	Pamela Wallinger	William Hon
John Lane	Rhonda Millick	
John Newland	Richard Feldman	

## October - November 2020

Brittany Kohoutek	Jeanne Dean	Peter Curran
Charles Mitchell	John Pericin & Adam Cuneo	Quintilla Curran
Dino Miliotis	Lori Anderson	Shelby Paget
James Dudley	Michael Williams	Timothy Harris

# NEW MEMBERS

(continued)

Laura Outlaw

## Test Drive Participants

Alan Walker	Bob Barnett	Daniel Meltzer
Don Rayburn		

## Transfers

Adam Ratner	Erik Vegas	Kevin & Catherine Batchelor
Dennis Terenzio	Garrison Landes	Kirk Lewis & Caroline Shanafelt
Doug & Lisa Clever	Joshua Hoffman	Lee & Alicia Wells

Please contact Laura Outlaw [membership@silversageporsche.com](mailto:membership@silversageporsche.com) if you have any questions related to your membership or if you have not received your Silver Sage name badge.

## MEMBERSHIP

OCTOBER 2020

### Primary Members:

Beginning of Month	369
New Members	5
Transfer Ins	1
Lapsed Members	(14)
Transfer Outs	0
Late and Delete Renewals	3
Primary Members-end of Month	364
Affiliate Members	204
Region Total Membership	568





# “IN THE ZONE-OCTOBER”



**Mark Prusynski—PCA ZONE 6 Representative**

## **I Miss My Canadian Friends**

One of my “duties” as Zone Rep is to visit each of the ten regions in Zone 6 every year. When I started I asked my predecessor, Tim Hagner, for recommendations and the first thing he said was “Black Rock.” We got registered and enjoyed the adventure getting over to the west side of Vancouver Island. We had a great time with our fun-loving Canadians at one of the most picturesque resorts I’ve seen.

Our next attempt was not successful. We realized just north of Seattle that we had forgotten our passports. There was no way to get them from Boise in time, so we had to cancel our trip to Sun Peaks. The Zone 6 Grand Tour took us all across British Columbia on some of the most beautiful Porsche roads imaginable. We remembered the passports for the Zone Tour and even went back for Whistler Weekend last year, an event that I had been wanting to attend since it started. I’m glad we were able to make it.

This year we had our Region President’s meeting in Victoria in March, Just before the pandemic started. It’s such a beautiful city and the hospitality of the Vancouver Island Region was exceptional. The border was closed shortly after that and has remained closed since. We had signed up for Black Rock and hoped to get in on the Sun Peaks tour, but obviously had to cancel. I think I need my British Columbia fix, but may have to wait until next year unless we receive a pleasant surprise this fall. I made it as far as Blaine, Washington for a small family affair, but that didn’t quite do it.

Email communications have their place, but nothing takes the place of socializing in person, especially over food and drink. I just returned from a tour with the Silver Sage Region and others from surrounding

regions over to Yellowstone, the Beartooth Highway and Chief Joseph down to Jackson, Wyoming. It’s tough but possible, to keep our social distance and still be social, but I look forward to times when I can be face-to-face with you again. I feel compelled to tell my stories about those “10 packs” of Molson they had in Canada back in the 80s and the bear on the golf course at Sun Peaks whenever I get together with my Canadian friends.

Stay safe so we can socialize properly soon.

Mark

Mark Prusynski  
PCA Zone 6 Representative





# “IN THE ZONE-NOVEMBER”



**Mark Prusynski—PCA ZONE 6 Representative**

## What Happened to Rallies?

Linda and I joined PCA in 1989 because I brought home a flyer about a Porsche gimmick rally. We didn't know what that was, but we took our daughters in the '84 911 and headed over. We enjoyed driving around the countryside looking for clues and took first place. I suppose there was some advantage to having extra sets of eyes, even if they were two and six years old. We began participating in time-speed-distance “TSD” rallies and were reasonably good at it, although not without misadventures. TSD rallies were a staple of PCA back then, but lately our only opportunity for a TSD rally has been the Parade Rally. A TSD Rally has been one of the four competitive events at Parades for many years.

As Zone Rep, I see all the certificates of insurance for the driving events in Zone 6. As COVID restrictions loosen up I began receiving quite a few for tours and some for gimmick rallies, but finally a TSD rally caught my eye because of its rarity. I know the generation before me was into TRD rallies. Has our generation failed to pass on this tradition? Do members think they are too difficult? Have couples heard legends about rallies that led to divorces? I suspect that many members simply don't know what they are and don't have opportunities to participate.

PCA had noticed and is considering a national rally committee or a rally chair to get some guidelines out there and revive the “art” of Porsche rallying. I will be challenging each of our ten regions to put on at least one TSD rally next year and to encourage our members to participate. Members spend hours preparing their cars for a concours and hundreds of thousands of dollars preparing their cars for an autocross of DE. A TSD rally requires no new equipment and minutes of preparation time. A stopwatch and clipboard are useful, but a pencil is the only equipment other than

your car. If you are sure you will never make a mistake, you can substitute a pen for a pencil. I think I convinced a certain Silver Sage member that a cell phone timer will not work, but I have used my watch with a sweep-second hand successfully.

I hope that by next Spring rallies will be added to a long list of opportunities that we will have to enjoy our Porsches. Stay safe.

Mark

Mark Prusynski  
PCA Zone 6 Representative





# “IN THE ZONE-DECEMBER”

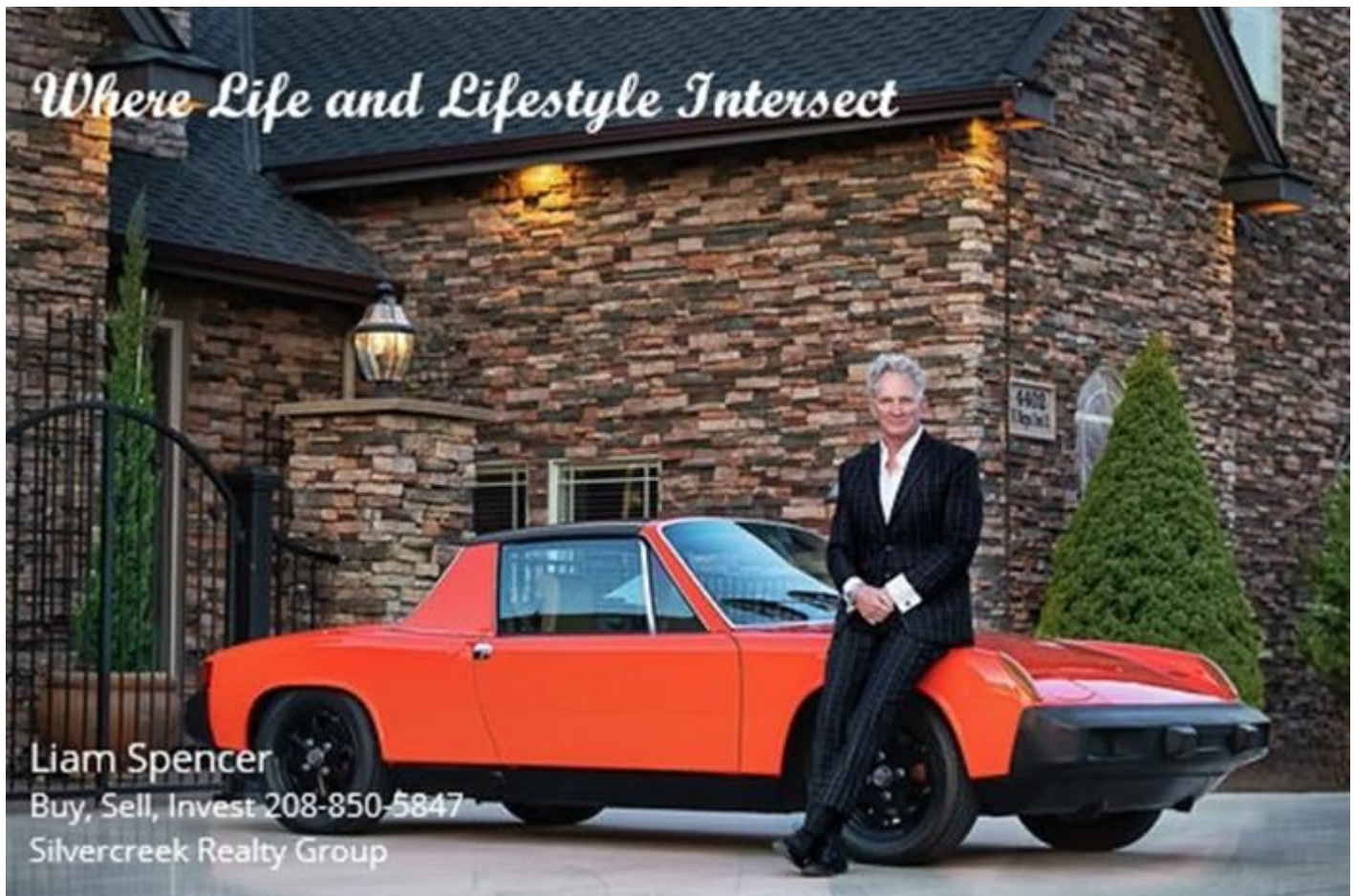
Mark Prusynski—PCA ZONE 6 Representative



## Thankful

As I write this we are preparing for a Thanksgiving dinner with our daughter, her husband and their two foster children. I am thankful for my family and friends, particularly our Porsche friends. Our typical Thanksgiving dinner is shared with over 30 family members in the Portland area, but we all know that nothing is typical this year. My family is as healthy as can be expected and my father is doing well at 93. Just this week we learned that COVID shortened the life of a Silver Sage PCA member who crafted many of the trophies in my cabinet. If I had learned any driving skills from him the trophies might be more impressive, but I thank his wife for sharing him with us for several years. I also learned yesterday that COVID caused the death of a college classmate. Although we didn't stay in touch, I am thankful for the fun we shared.

We are all weary of COVID and hope for a return to normal soon. I look forward to putting a lot of miles on the Porsches next year to attend events in all ten regions in Zone 6. Meanwhile, we can stay in touch with our various devices, continue to browse the region websites and browse all the PCA material available to us on the internet. Happy Thanksgiving. (The babies are up from their naps and don't allow me much computer time.)



# IN MEMORIAL

Article submitted by Walt Thode

## Herbert Carl Meyr Jr.: 1938-2020

Lieutenant Colonel Herbert Carl Meyr Jr., Retired, passed away peacefully on Monday, September 28, 2020 in Mountain Home, Idaho at the age of 81.

Herb is survived by his wife Sharon L. Meyr of Port Orange, Florida, and brother Richard Meyr of Reno, Nevada. He is preceded in death by his parents.

Herb was born on December 1, 1938 in Miami, Florida and grew up in Los Altos, California. After graduating from San Jose State, Herb went into Air Force undergraduate pilot training at Webb AFB, then to Luke AFB and to Myrtle Beach AFB where he trained on F-100 jets with the 356<sup>th</sup> squadron. He was sent to Turkey when he was in the 355<sup>th</sup> squadron in Italy. When the Vietnam War started, he flew A-1 Skyraiders. After that, he trained pilots and transitioned to F-111 aircraft. He retired from the USAF in Mountain Home. He was awarded the Distinguished Flying Cross, a Bronze Star, and 17 Air Medals along with Vietnamese Cross of Gallantry.

Along with many other interests (skiing, wildlife conservation, hunting, fly fishing, diving), Herb was a longtime member of the Silver Sage Region of the Porsche Club of America. He bought his first 911 in 1965 while in Germany. It followed him around on assignments until he sold it in the late 1960s, but was able to follow its progress when it was sent by the new owner to be completely refurbished years later. His next Porsche was a 1984 911, which he kept until his death.

Herb was a quiet unassuming guy, but everyone who met him was a good friend. He was laid to rest with full military honors at the Idaho Veterans Cemetery in Boise on October 7, 2020. Memorial contributions in his name can be made to the Warhawk Air Museum, 201 Municipal Drive, Nampa, Idaho 83687. A personal military collection about Lt. Col. Herb Meyr will be on display in the coming months at the Warhawk Air Museum.





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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 [Communications@SilverSagePorsche.com](mailto:Communications@SilverSagePorsche.com)

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

### January 2021

Jan. 7 Board Meeting

### February 2021

Feb. 4 Board Meeting

### March 2021

Mar. 4 Board Meeting

Note: Silver Sage Board Meetings are normally on the first Thursday of the month, 6:30 PM via ZOOM until further notice

